

BRITS ON TOP IN FORMULA 1 AND WRC

AUTOSPORT

HAMILTON MAKES IT SIX

...as Meeke
wins where
McRae failed



“Rally Finland
is the holy grail”



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Hamilton and Meeke on top of the world

TWO GREAT BRITISH SUCCESSES ARE MARKED BY our green masthead this week. Lewis Hamilton continued his incredible recent charge to the top of the Formula 1 standings with victory in the German Grand Prix, while Kris Meeke dominated one of the world's greatest rallies.

For Hamilton, there was the added bonus that Mercedes team-mate and title rival Nico Rosberg struggled to recover from a bad start. As Edd Straw argues in our report (page four), the weekend highlighted a key difference between the two men.

On this evidence, Hamilton is well on his way to a fourth world title, which would make him the most successful British F1 driver of all time, and match the tally of the great Alain Prost. Lewis is also likely to surpass Prost's 51 F1 wins during 2016, which would put him second only to Michael Schumacher.

Meeke's face is far less familiar and the World Rally Championship has a much smaller profile than F1, but his achievement on Rally Finland last weekend was a breakthrough. Even former world champions – and British legends – Colin McRae and Richard Burns failed to win the classic high-speed event, and Meeke looks increasingly confident.

If the 2017 WRC Citroën is on the money, Meeke could provide Sebastien Ogier and Volkswagen with their toughest challenge yet. It would be great to celebrate a third British WRC title-winner with more green on our cover.



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Hamilton has what



Rosberg doesn't

By Edd Straw
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THIS WAS THE 2016 SEASON IN MICROCOSM. MORE THAN THAT, THE GERMAN Grand Prix weekend was the last two-and-a-half years of Formula 1 racing and the story of a personal rivalry rolled into just three days.

Nico Rosberg was so close to winning his home grand prix. That might seem an absurd suggestion given he finished fourth, but just as with the world championship in the previous two years, and with the way this season's title looks to be going, the margins between glory and failure were tiny. And, as has become usual again in the last three months, Lewis Hamilton danced that fine line to perfection to take a 19-point lead into the August break while Rosberg slipped the wrong side of it.

Through practice, Rosberg looked the stronger on single-lap and race pace. After the twin scares in qualifying of a resurgent Hamilton and an aborted first Q3 run, Rosberg withstood the pressure brilliantly to nail a pole position lap. From there, he knew he probably just needed to get away in the lead, to make it the 310 metres to Turn 1 ahead, to damn-near guarantee victory and a reclaimed championship lead. Perhaps knowing he was so close, that he only needed not to fluff the start, played a part in him dropping to fourth off the line behind Hamilton and the Red Bulls of Max Verstappen and Daniel Ricciardo?

Or perhaps it was the fact that the Mercedes is a tricky beast to get off the line for both drivers? Either way, the tables were turned and, while Hamilton had, barring disaster, won the race in the first few seconds, Rosberg's afternoon had started to unravel in a most revealing way.

"Too much engagement on the clutch," was Rosberg's

explanation. "That's a bad start. It took me by surprise, I didn't expect that at all, especially after the formation lap, where it felt good."

The upshot was an initial launch that wasn't too bad, but wheelspin in the second phase of the getaway – particularly in third gear. Rosberg spent the first part of the lap with half of his attention on trying to get back past the Red Bulls and the other half focused on keeping the two Ferraris behind. He ran fourth, separated from his great rival by two Red Bulls and 3.237 seconds at the end of the first lap. Barring technical misfortune or misadventure, it was game over, with Hamilton controlling the race beautifully.

Rosberg soon switched to 'Plan B', which meant nothing more grandiose than staying on super-softs when he pitted for the first time at the end of lap 11 of the 67, while Hamilton took softs. But even with that move, something happened that encapsulated the Mercedes tendency to make life more difficult for itself – Rosberg was stopped for 3.5 seconds. At the absolute maximum, that was only 1.5s lost, but it meant any chance of undercutting Daniel Ricciardo, who pitted a lap later, was gone.

At this point, the stress level probably wasn't too high. Likely, Rosberg had already disabused himself of any notions of defeating Hamilton and turned his attention to damage limitation, which meant second place.



Rosberg's poor start meant Hamilton all but had the race won by the first corner



Rosberg fell into the clutches of Ferrari on the first lap...

TEE/LAT



...and allowed Red Bull to take control of the podium battle

LAT

Even with Ricciardo now on softs and Rosberg on super-softs, the gap did not come down dramatically. At the end of lap 13, it was 3.221s, but Rosberg did not close to around a second behind until he nailed it ahead of his second pitstop on lap 27. It was a conservative stint from Rosberg, and not unreasonably so. Besides, the initial target at this stage was Verstappen, who was second but on super-softs and stopped a lap after Rosberg, while Ricciardo eventually went six laps longer.

That undercut did work, or so it seemed. Verstappen emerged from the pits with Rosberg bearing down on him. At the Turn 6 hairpin, he left the inside undefended and Rosberg took the invitation. With Verstappen drifting towards the inside under braking, a habit that is not illegal but that has incurred plenty

of criticism from rivals, Rosberg steamed up the inside and made the pass for de facto third place.

At the time, Rosberg was “ecstatic” at the “awesome” move after coming from so far back. But he went so deep into the corner that Verstappen could not turn in and was forced off the track. The result was that the stewards, including two-time world champion Emerson Fittipaldi, hit Rosberg with a five-second penalty. Rosberg felt it was harsh, but you can’t argue with the fact that Verstappen had no choice but to go off the track or allow Rosberg to hit him.

Put to him that it had echoes of the failed attempt to stop Hamilton taking the lead on the last lap in Austria, Rosberg railed.

“It’s not comparable,” he said. “It was different positioning. I was clearly ahead this time. I certainly didn’t expect a penalty.” >>>



But in what it said about Rosberg, it was comparable. It said, once again, that Rosberg simply does not have a great feel for passing people on the brakes and when he forces himself to attempt to do so, he often overdoes it. Once into the corner, he stayed straight for too long, going so deep into the turn that Verstappen simply could not turn in. It just wasn't well-judged.

As for fine margins, this penalty proved to be the difference between a comfortable second and a desultory fourth. Rosberg had Verstappen behind, and knew he would jump Ricciardo when the Australian finally made his second stop in a few laps. But not with the penalty, which put him back behind both Red Bulls.

This is where things started to unravel even more. The bottom line is that, when he needed it, Rosberg simply could not find the pace needed to salvage the situation.

"You just need to pull that gap, and it's yours," he was told over the radio. A few laps later,

the message was more urgent, telling Rosberg he needed to be lapping in the mid-1m19s to make it work. It, of course, being pitting, taking the penalty and then, once the Red Bull stops had shaken out, holding second.

The reality was that Rosberg was unable to get into the 19s. Only once during that 17-lap third stint did he dip under the 1m20s barrier, and then only by a tenth. The best he generally did was low 1m20s. Yes, the tyres weren't giving him the grip he wanted, but it's safe to say that the speed just wasn't quite there.

With the easy way out of the window, it was time to go the hard way. But first, Mercedes intervened with another error,

which, frankly, was ridiculous. Rosberg dived into the pits at the end of lap 44, before either of the Red Bulls made their final stop, to serve his penalty.

The five seconds have to be served at the beginning of the stop, so Rosberg pulled into his box and the mechanics dutifully avoided touching the car. Five seconds passed, slowly. Then six. Then seven and finally eight before the crew even thought about bolting on Rosberg's final set of soft Pirellis. In total, Rosberg was parked up for 12.5 seconds for a stop that should have taken a maximum of eight seconds.

"Even in a Formula 1 team with all of the high tech, if you get instruments you don't usually use like a stopwatch, they can fail," said team boss Toto Wolff.

"The stopwatch didn't start properly and once we realised, we had to take it safe and that's why it took longer than normal."

Wolff insisted that this was equipment failure rather than

operator failure, but the upshot was more wasted time. So when soft-shod Verstappen, who had by then let the faster Ricciardo, on super-softs, through to take second, pitted a lap later he was able to stay ahead comfortably. With a correctly executed pitstop, it would have been a lot closer, possibly close enough for Rosberg to have another go at a pass.

As it was, the penalty left Rosberg in fourth place, five seconds behind Verstappen and six behind Ricciardo. But with plenty of laps left, the chase was on. But Rosberg had... nothing. There was a little more juice in the engine to deploy should he have had the pace to make a fight of it, but he simply was not able

"Rosberg should have had more to give, but he couldn't find it"



DUNBAR/LAT

Rosberg makes his controversial move on Verstappen...

QUALIFYING



HONE/LAT

THE TABLES HAD TURNED ON NICO ROSBERG. AFTER PRACTICE, he held all of the aces, but, after being outpaced by team-mate Lewis Hamilton in both Q1 and Q2, he knew he had to dig deep.

Then, on his first run, disaster. The engine cut out. He was able to return to the pits, but with no banker lap and Hamilton fastest and on provisional pole, it was going to be all or nothing for Rosberg on his final run.

Fortunately, the problem was minor. Rosberg lost gear synchronisation at the same time as a warning about the throttle pedal flared up, so he dived into the pits.

“It was frustrating because it was a good lap and to lose it two corners from the end in a way I’ve never experienced before was tough,” said Rosberg. “And then I had to put extra fuel for the last run to do three laps just to have a little bit of a contingency in case lap one didn’t work out.”

This was the most intense pressure. And Rosberg withstood it brilliantly despite the fuel weight penalty of as much as a tenth.

Sector 1 – fastest; Sector 2 – fastest. Sector 3 – a personal best, but slower than Hamilton’s. The upshot was pole by 0.123 seconds. Good, but still vulnerable. Over to Hamilton...

After the short first sector, Hamilton was a tenth up. But things went wrong in the middle sector, starting with a lockup under braking for the Turn 6 hairpin. Hamilton claimed it didn’t cost him, but it did and, from that point, he was behind, having been 0.226s ahead prior to the braking zone. A rear-end wobble between Turns 8 and 9 didn’t help and the upshot was he only improved by 16 thousandths. Rosberg had pole. As the German put it, “that was awesome”.

As for Hamilton, he was subdued after the session. Not that it should have come as a surprise for him to be behind, as he’s only been on pole once in the last five times at Hockenheim.

Behind the front row, it was very much formation flying, with both Red Bulls on row two and both Ferraris on row three. Daniel Ricciardo held sway in the Red Bull battle, although Max Verstappen was frustrated to have slipped over a sausage kerb between the last two corners and lost time. At Ferrari, it was Kimi Raikkonen on top, the Finn able to deal better with the balance of the car in free practice and qualifying and just over a tenth-and-a-half faster than Sebastian Vettel as a result.

Behind, the Force Indias and the two Williams cars were covered by just 0.105s at the bottom of the top 10. Initially, Nico Hulkenberg held seventh but earned a one-place grid penalty for using a set of tyres that should not have been available.

Williams pairing Valtteri Bottas and Felipe Massa were eighth and 10th fastest, both frustrated that they weren’t able to make Q3 with two sets of fresh super-soft Pirellis available. In Massa’s case, this was down to being impeded by Carlos Sainz on his first Q2 run, which earned the Spaniard a penalty.

“Rosberg knew he had to dig deep. It was all or nothing on his final run”



S BLOXHAM/LAT

to close the gap to Verstappen.

Yes, Red Bull’s pace at Hockenheim was good, but Rosberg should have had more to give. Hamilton, by comparison, on the softs in the final stint did have the pace, when he needed it, to pull time on the Red Bulls and he was cruising and saving his engine. There was more pace in the car, but Rosberg couldn’t find it. And that was that. Game over. A 13-point swing to Hamilton in the championship fight.

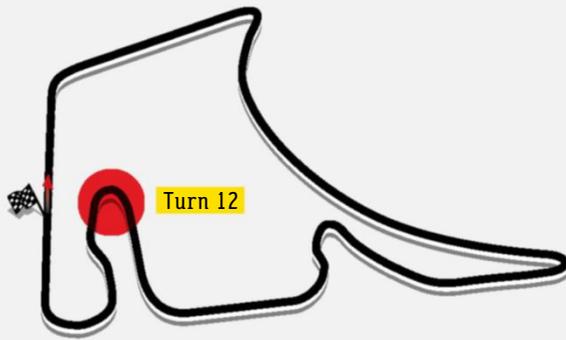
“They’re quick, so it’s difficult to get them,” said Rosberg of the Red Bulls. He then refused to blame the timing blunder in the stop for his failure to do better than fourth.

“It’s not that frustrating because there were so many things >>

...which got him ahead, but also a five-second penalty that dropped him back to fourth



“YOU WOULD HAVE PUT MONEY ON THIS BEING ROSBERG’S WEEKEND”



THE MOTODROM. A fortress of German motorsport devotion, sadly more sparsely populated than in the days when Michael Schumacher ruled the Formula 1 world. But even a diluted crowd draws huge numbers – even on Friday, when the gaps vastly outnumber the filled seats. Sebastian Vettel draws a cheer, and gives a wave, in his first outlap of the week.

Watching in the stadium section in first practice, the signs were this should have been a Rosberg weekend. Why? Because the body language of his car said so.

When Rosberg is on form, he works with the car. Into the Turn 12 Sachskurve hairpin, a cambered corner that invites drivers to brake aggressively but punishes those who can't get the front end to bite, he looks very comfortable – hard on the brakes, with left-hand lock on, minimal adjustments, placing the car a little wide of the geometric apex to capitalise on the banking and carry the speed through.

Hamilton is similar, if slightly less decisive at the turn in. But it's at the exit of the corner that the difference is clear. Rosberg, when on a quick lap, feeds in the power to perfection, asking



The outside of Turn 12, and the exit, are top vantage points

for 100% of the possible traction, not 101% or more. When he feeds the power in, there's limited modulating and the rear stays well behaved.

Hamilton, however, is forcing the issue. Several times, the tail wags, putting him fractionally wider on the exit kerb than he would like and destabilising the car. The time loss is limited, but it is not trivial.

By the end of Friday, you would put money on this being Rosberg's weekend. The pattern is repeated at other corners, with Hamilton having to work that little bit harder, and it's reflected in the times.

The other team-mate contrast that catches the eye is Daniel Ricciardo versus Max Verstappen. The Australian is silky smooth, save for the odd

wild moment on the throttle. Verstappen is positively lairy, achieving some very crowd-pleasing angles at the exit.

Verstappen does dial back his aggression after exploring the limits, but it was Ricciardo's smooth style that proved the quicker when it came to the crunch.

EDD STRAW



While his team-mate hit myriad troubles, Hamilton dominated

Hamilton heads into the summer with a healthy buffer after win #49



that went wrong, it was just that one small thing which actually didn't make a difference in the end because I wouldn't have been able to get the Red Bulls anyway because they were on the super-softs, and they lasted pretty well in that last stint."

Perhaps true, but it was just one of a confluence of factors preventing Rosberg from coming away from Hockenheim either with a win, or the 'save' that a second place would have represented. Without the bad start, without the Verstappen pass that was misjudged, without the penalty blunder, without the slow first Mercedes pitstop, Rosberg would at least have made a better fist of it.

Some of those factors were down to him, some of them weren't, but the bottom line is that, once the race started to unravel, he simply could not gather it together again. Perhaps that is the true difference between Hamilton and

Rosberg. One can usually claw his way back when things go wrong, the other doesn't always.

Rosberg knows that he has to be at his best to beat Hamilton. Not only that, but he probably realises that he needs his teammate to be slightly below par even for that to work. Hockenheim was just that opportunity, for while Hamilton drove very well to control the race completely after taking the lead and might have had pole, this was by his lofty standards a good, rather than fantastic, weekend.

"Today I didn't make any mistakes, so in my heart I'm happy with what I did today," said Hamilton. "I came to do

a job. Yesterday wasn't perfect but you learn from those things and today was a real show of looking at the glass half full and filling it up."

Hamilton has a knack of winning even when not quite at his best, although he hasn't had to too often this season, given his mighty pace even when car problems were robbing him of results early in the season. Rosberg, by contrast, finds it a little harder. Deep down, he probably knows that, no matter what he pulls out of the bag, Hamilton just has a slightly bigger bag with a few more tricks in it.

"I'm very disappointed because I had an awesome qualifying

yesterday and I was feeling good, had good race [pace] on Friday so I was really optimistic and thinking I could bring it home today," said Rosberg. "So I'm very disappointed that everything went wrong."

You could say the same about the past few years for Rosberg — a very fine driver, but perhaps not quite with the edge of a champion.

A story Hamilton told after the race revealed a little of the difference between the two drivers. Hamilton spoke of facing a superior, older boxer when he was around 8-10 years old. After a battering in the first round, he came back for the second and held his own. That story seems to encapsulate his fighting spirit.

You wonder if, for all his efforts, Rosberg doesn't quite have that same reserve to draw on. In the second part of the season, he will have to show he can get back into the ring and start landing more of the punches from the opportunities he creates. ❁

"Hamilton has a knack of winning if not at his best. Rosberg finds it harder"



WILLIAMS BAFFLED BY SLOW MASSA'S PROBLEMS

THE WILLIAMS TEAM could find no evidence of damage to explain Felipe Massa's lack of pace in the German GP after he was hit in the rear by Jolyon Palmer's Renault at Turn 6 on the first lap.

The Brazilian started 10th but slowly dropped back after the incident, eventually being called in to retire after an earlier pitstop to inspect the rear of the car for damage.

"We were trying to understand what the problem was as Felipe was completely off the pace and complained about the car," said performance chief Rob Smedley.

"There was no alternative than to retire because he was towards the back and struggling."

Massa was adamant there was a problem, despite the data and inspections coming up with nothing on the day.

"It felt like something definitely happened to that area of the car," said Massa. "Perhaps a toe issue or something because the car felt undriveable. The pace was just so slow to the point where it was better to retire than carry on."



DUNBAR/LAT



Verstappen: Rosberg would

MAX VERSTAPPEN CLAIMS HE HAD to go off the track to avoid a crash when Nico Rosberg passed him during the German Grand Prix.

Rosberg outbraked Verstappen at the Turn 6 hairpin in a move that should have secured him second place just after the Dutchman made his second pitstop, but earned a five-second penalty for forcing the Red Bull off the track.

Verstappen was unable to turn in because Rosberg did not leave enough space, so he took to the runoff.

"He was quite far back so he braked really late," said Verstappen.

"At one point I thought he was going to run into me so I opened up.

"He didn't turn in, he just kept driving straight, so I had to go off the track, otherwise he would've crashed."

The Dutchman hinted the incident was similar to Rosberg's attempt to resist Lewis Hamilton for the lead on the final lap of the Austrian GP four weeks ago, calling Rosberg's driving: "Not very handy! Lewis knows..."

Both Rosberg and Mercedes team boss Toto Wolff questioned the penalty.

"People get pushed out of the circuit all of the time," said Wolff.

"One is penalised and the other not. This is what I mean with inconsistent penalties.

"What's the remedy? We want to see hard racing but I can sympathise with the five-second penalties, which I'm not saying was completely wrong."

"It was racing," said Rosberg. "I was really ecstatic at the time because I thought, 'Wow, that was awesome, I came from miles behind' and I was very happy to get the position. I was very surprised to get a penalty."

Rosberg also criticised Verstappen for moving to the right in the braking



XPB IMAGES

Vettel wrong to overrule Ferrari

SEBASTIAN VETTEL ADMITTED THAT HE WAS wrong to overrule Ferrari's timing when he stayed out after being called in for his final pitstop.

It was a lacklustre weekend for Ferrari, with Vettel in fifth ahead of Kimi Raikkonen in sixth after they locked out the third row, unable to challenge Red Bull.

While Vettel's decision did not impact his race result, he accepted the call was right.

"I made a mistake because we could have had a chance at putting the cars in front under some more pressure," he said.

"I didn't want to make the last stint too long, so I think it was too conservative."

Realistically, there was no chance he could have attacked Nico Rosberg or the Red Bulls even with an earlier stop. Ferrari has slipped behind Red Bull in the battle for second in the constructors' championship for the first time this season.



XPBIMAGES

have crashed

area. Verstappen's defensive tactics in the preceding Hungarian Grand Prix had been discussed in the driver's briefing earlier in the weekend.

The German also questioned the consistency of the stewarding, suggesting it could be improved.

"It's a difficulty that we'll always have in the sport, because no one knows two incidents are the same and we can't take the same stewards around the world with us," said Rosberg.

"It's always going to be a challenge and it always needs further work – it can always be improved. I'm not saying that because

of this example today, it's just in general it is a difficulty and an area where we can always do better."

Track limits also came under scrutiny over the weekend, although no drivers were penalised for exceeding them in the race.

After 93 instances of exceeding track limits were recorded in Friday morning's free practice session, the way the Turn 1 limits were enforced was modified.

Drivers were informed it was permissible to go to the edge of the kerb, but not beyond, although exceeding this point created a time penalty by costing grip and destabilising the car anyway.

FIRST LAP RUINS PALMER'S RUN

JOLYON PALMER REACHED THE SECOND STAGE OF qualifying for the first time since the season-opening Australian Grand Prix in March, only for his race to be ruined by two incidents on the first lap.

The Renault driver started 14th, but a big lockup at Turn 2 flatspotted his tyres. He then hit the rear of Felipe Massa's Williams at Turn 6 on the opening lap before making his first stop at the end of lap two.

After a nose change at his second stop, Palmer came home 19th – disappointing after a promising qualifying.

"I had a good start, I think I was up to 10th," said Palmer. "I had a big lockup in Turn 2 and massively flat-spotted my tyres. I could barely see where I was going because of the vibrations and I tipped a Williams while trying to hold on from one of the McLarens."



XPBIMAGES

KVYAT BOUNCES BACK FROM QUALIFYING WOE

DANIIL KVYAT FEELS HE made amends for a dire qualifying performance, failing to reach Q2 for the second time in the last four races.

The Russian admitted after qualifying that his F1 future was looking bleak, but he recovered in the race with an understated run in which his pace was comparable to team-mate Carlos

Sainz Jr, who was only 2.5s ahead at the finish.

"It's looking very bad now, and if it continues like this then I don't think anything bright is ahead," he said following qualifying.

After the race, he put the reason for his improved performance down to being more comfortable with the car.

Q&A

DANIIL KVYAT 15TH IN GERMAN GP



Was that an encouraging race for you in terms of pace?

We weren't competitive [as a team]. On the other hand, my own performance felt quite comfortable today in the car, even if it was a very difficult one to drive. I generally felt a bit better today in the car.

Did you get the most out of it?

I feel like I got the most out of it, so it's positive on that note. Nothing could've been done better today from our side.

How important is that going into the break?

Today, considering all the circumstances, it was a good day and it was very important so it gives confidence before the summer break. We just need to pull things together a bit more on Saturday and I'm pretty sure we'll be in good shape on Sunday as well.

Was there anything you did between qualifying and today to get into the right frame of mind?

Nothing special. Just got in the car and did my job and did not really think about it too much or over-analyse it. I drove on my instincts today and it played out quite well. I think that's how I'll continue. Hopefully, it'll be much better for the second half of the season.

Did you put too much pressure on yourself before?

I was trying to prove a bit too much of myself and it wasn't possible. When you do this you really tense up and it's not good because you go over your capacity. I was angry at many circumstances and tried to force things, but I cannot. I have to go with my instincts and today was a good day because of that.

HONE/LAT

Bottas loses seventh to failed two-stop strategy

VALTTERI BOTTAS SLUMPED FROM seventh to ninth in the final six laps of the German Grand Prix after a gamble on a two-stop strategy failed.

The Finn ran seventh from the start, but, after making his second stop on lap 33, he ran to the end on soft-compound Pirellis.

Six laps from home, his pace dropped off badly and he was passed by Force India driver Nico Hulkenberg, and during the final three laps, when he was lapping six seconds off his peak pace during the stint, he was also passed by McLaren's Jenson Button.

"We had a strategy which clearly

didn't work," said Williams performance chief Rob Smedley. "We deployed the wrong tactics in the race. We thought the tyres would go to the end, and they didn't so ninth was the best we achieved."

Had Bottas held seventh, Williams would have extended its lead over Force India in the battle for fourth place in the constructors' championship. But, with Hulkenberg seventh and Sergio Perez 10th, the gap is now just 15 points.

"There was definitely something wrong with our tyre calculations," said Bottas, whose race pace would have been good enough to beat the Force Indias on an orthodox strategy.



Gutierrez under fire again – this time from Ricciardo

DANIEL RICCIARDO criticised Haas driver Esteban Gutierrez's behaviour while being lapped after losing time behind the Mexican.

Gutierrez finished 11th for the fourth time this season, on a two-stop strategy. One week after Lewis Hamilton gave him an abusive hand gesture in the Hungarian GP, he was again

under fire for his driving.

"It's come up in the last few races that a few of us haven't been that impressed with [his reaction to] the blue flags," said Ricciardo. "We've discussed it in drivers' meetings."

"It seems the last three races, everyone is doing an OK job, but it seems like he's doing not as good a job."

Gutierrez was surprised

by Ricciardo's reaction and denied holding him up.

"I came out of the pit for the final stint on new tyres with Daniel behind," said Gutierrez. "Yes, I was on cold tyres but he was not close enough. Then, at some point, I lifted completely and I let him by when he was a bit closer. I lost around two seconds. It is not my intention to block."



MANOR DRIVERS HIT EACH OTHER

RIO HARYANTO'S ATTEMPT TO PASS MANOR team-mate Pascal Wehrlein for 19th on the fifth lap of the race led to contact, with the Indonesian losing part of his front wing.

Haryanto clipped Wehrlein with his wing while attempting to pass at the Turn 6 hairpin on lap five, picking up damage and losing a place to Sauber's Marcus Ericsson.

"I saw an opportunity to pass my team-mate when the gap between us came right down," said Haryanto. "Unfortunately, it didn't work out and we ended up touching."

Haryanto had a nose change at his second stop on lap 32. He finished 20th and last.

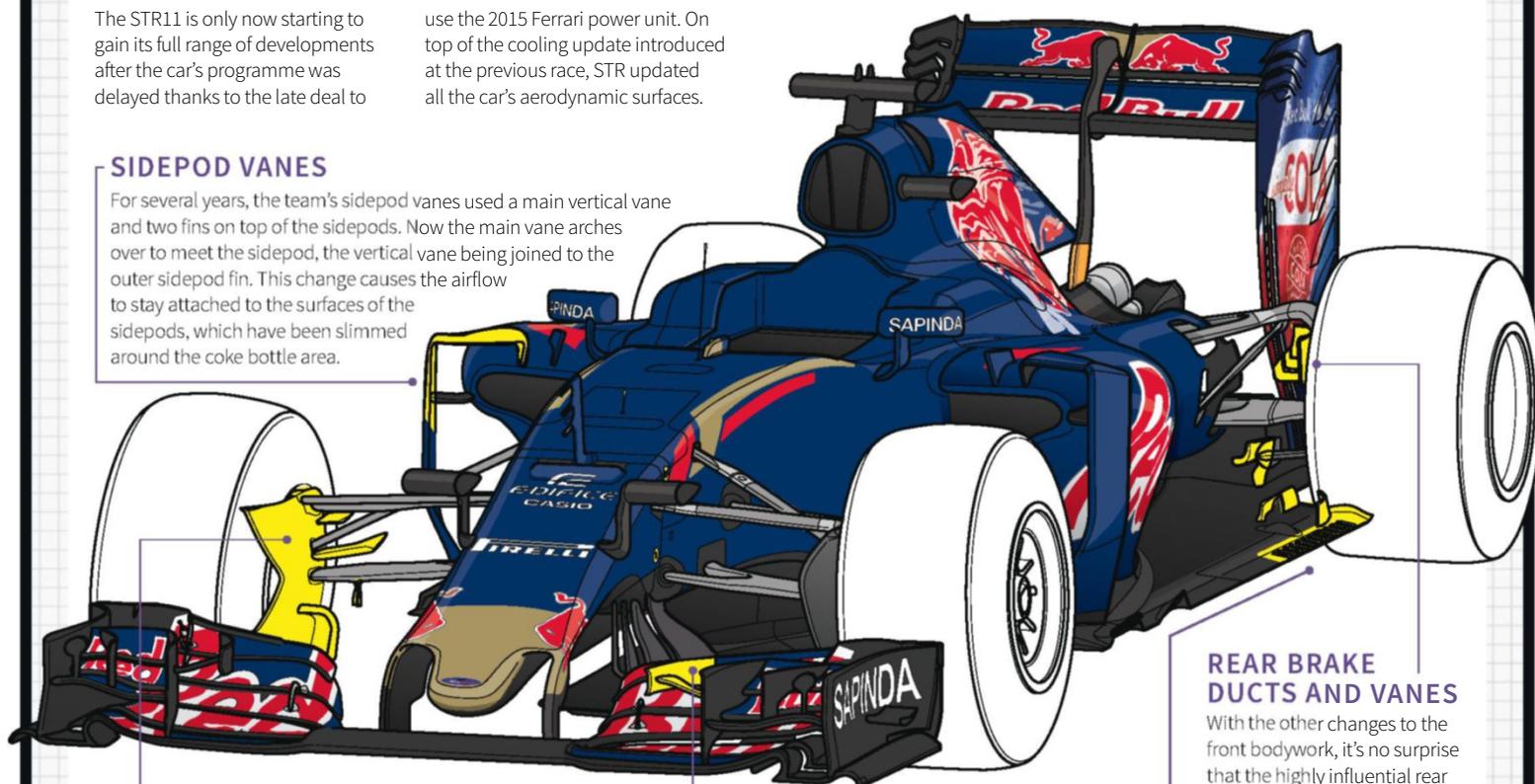
TORO ROSSO UPDATES AERO

The STR11 is only now starting to gain its full range of developments after the car's programme was delayed thanks to the late deal to

use the 2015 Ferrari power unit. On top of the cooling update introduced at the previous race, STR updated all the car's aerodynamic surfaces.

SIDEPOD VANES

For several years, the team's sidepod vanes used a main vertical vane and two fins on top of the sidepods. Now the main vane arches over to meet the sidepod, the vertical vane being joined to the outer sidepod fin. This change causes the airflow to stay attached to the surfaces of the sidepods, which have been slimmed around the coke bottle area.



FRONT BRAKE DUCTS AND VANES

To align with the airflow from the revised front wing, the front brake ducts have also changed. The ducts' fins and the vanes hanging from the lower wishbones have been reshaped.

FRONT WING

The outboard wing profile, the endplate vane and the cascade wing element have been modified. Of these, the new cascade element is the most interesting. The old, curved vane has been replaced by a long stalk supporting a rectangular vane. This design is unique to Toro Rosso.

OUTER REAR FLOOR SLOTS

Much of the floor has also changed, with the outer edge receiving most attention. Unusually, the series of slots ahead of the rear tyre have actually been reduced from 15 small slots to 12 slightly larger openings. These direct air from above the floor to beneath it in order to push the rear tyre wake away from the diffuser.

REAR BRAKE DUCTS AND VANES

With the other changes to the front bodywork, it's no surprise that the highly influential rear brake duct area has also been modified. These changes affect not just the vanes fitted to the rear brake duct itself – there's also a new aero device fitted to the floor. This L-shaped vane is fitted to the top of the diffuser and aligned with the rear wing endplate.

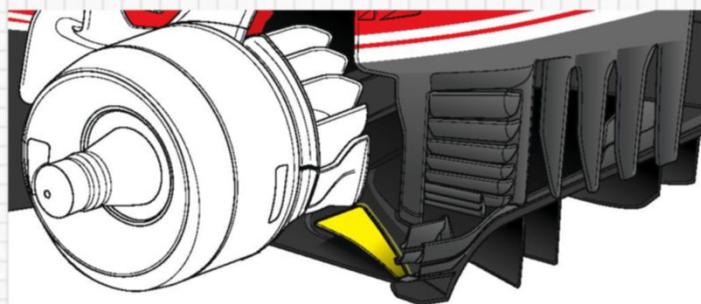
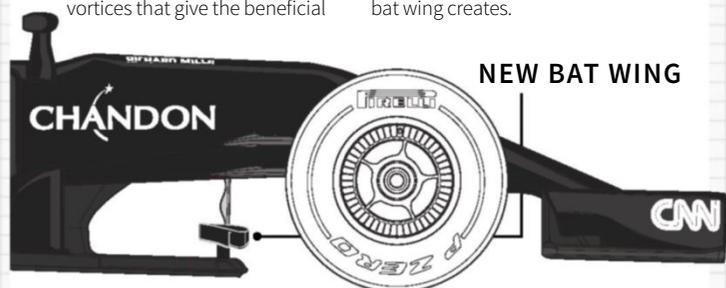
MCLAREN INTRODUCES BAT WING

McLaren introduced a new bat wing over the front T-Tray splitter following the trend set by Ferrari and Red Bull. It is closer to Red Bull's interpretation.

The inverted wing is mounted directly to the splitter. In this orientation, the wing actually produces lift, but it's the wing-tip vortices that give the beneficial

effect. The vortices trailing from the outer trailing edges of the wing act like turning vanes to direct airflow around the car.

This allows the rear end of the car to work more efficiently. This increase in downforce offsets the small amount of lift that the new bat wing creates.



FERRARI ADDS NEW DIFFUSER FLAP

A small detail that was only picked up on the Ferrari when the rear wheels were removed on the grid in Hungary was a triangular flap fitted to the diffuser. This crude add-on works in quite a sophisticated way, as it interacts with the outboard winglets fitted to the diffuser.

These winglets work to create a power vortex that both pulls air through the diffuser and helps the diffuser get lower, in the process creating more downforce.

The new flap pushes more airflow to the winglets, further increasing the power of the outboard diffuser vortex.

F1/GERMAN GRAND PRIX RESULTS



Race results / 55 laps – 189.739 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Lewis Hamilton	Mercedes	1h30m44.200s	67	●●●●○	55.629s
2	Daniel Ricciardo	Red Bull-Renault	+6.996s		●●●●●	56.681s
3	Max Verstappen	Red Bull-Renault	+13.413s		●●●●○	57.121s
4	Nico Rosberg	Mercedes	+15.845s		●●●●○	1m06.993s
5	Sebastian Vettel	Ferrari	+32.570s		●●●●○	57.702s
6	Kimi Raikkonen	Ferrari	+37.023s		●●●●○	1m01.060s
7	Nico Hulkenberg	Force India-Mercedes	+1m10.049s		●●●●○	58.659s
8	Jenson Button	McLaren-Honda	-1 lap		●●●●●	57.819s
9	Valtteri Bottas	Williams-Mercedes	-1 lap		●●●●○	37.979s
10	Sergio Perez	Force India-Mercedes	-1 lap		●●●●○	57.835s
11	Esteban Gutierrez	Haas-Ferrari	-1 lap		●●●●○	39.425s
12	Fernando Alonso	McLaren-Honda	-1 lap		●●●●○	57.825s
13	Romain Grosjean	Haas-Ferrari	-1 lap		●●●●○	40.164s
14	Carlos Sainz	Toro Rosso-Ferrari	-1 lap		●●●●○	1m02.045s
15	Daniil Kvyat	Toro Rosso-Ferrari	-1 lap		●●●●●	1m02.734s
16	Kevin Magnussen	Renault	-1 lap		●●●●○	38.193s
17	Pascal Wehrlein	Manor-Mercedes	-2 laps		●●●●○	59.097s
18	Marcus Ericsson	Sauber-Ferrari	-2 laps		●●●●○	39.466s
19	Jolyon Palmer	Renault	-2 laps		●●●●○	1m05.711s
20	Rio Haryanto	Manor-Mercedes	-2 laps		●●●●○	1m13.422s
R	Felipe Nasr	Sauber-Ferrari	57 laps-power unit		●●●●○	1m09.564s
R	Felipe Massa	Williams-Mercedes	36 laps-withdrew		●●●●○	54.985s

Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Ricciardo	1m18.442s	-	48
2	Vettel	1m18.710s	+0.268s	48
3	Hamilton	1m18.746s	+0.304s	52
4	Verstappen	1m18.910s	+0.468s	47
5	Rosberg	1m19.122s	+0.680s	51
6	Raikkonen	1m19.572s	+1.130s	36
7	Kvyat	1m19.585s	+1.143s	51
8	Perez	1m19.606s	+1.164s	46
9	Button	1m19.781s	+1.339s	48
10	Gutierrez	1m19.883s	+1.441s	56
11	Sainz	1m19.957s	+1.515s	54
12	Hulkenberg	1m20.056s	+1.614s	46
13	Alonso	1m20.132s	+1.690s	50
14	Grosjean	1m20.250s	+1.808s	58
15	Bottas	1m20.442s	+2.000s	36
16	Wehrlein	1m20.710s	+2.268s	49
17	Palmer	1m21.127s	+2.685s	55
18	Ericsson	1m21.212s	+2.770s	35
19	Nasr	1m21.420s	+2.978s	45
20	Massa	1m21.476s	+3.034s	31
21	Magnussen	1m21.649s	+3.207s	42
22	Haryanto	1m21.845s	+3.403s	56

WEATHER Dry, light cloud, air 23C

● New ○ Used ● Ultra Soft ● Super Soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

100

Ricciardo has now started 100 world championship GPs, half of them for Red Bull

30

Rosberg's pole came 30 years after father Keke's fifth and final F1 pole, also at Hockenheim

6

Ricciardo's sixth fastest F1 lap puts him level with twice world champion Emerson Fittipaldi

4

Gutierrez has finished 11th four times in 2016 and has yet to score a point

12

Alonso's 12th place was his worst finish at Hockenheim, lower than his 10th for Minardi in 2001

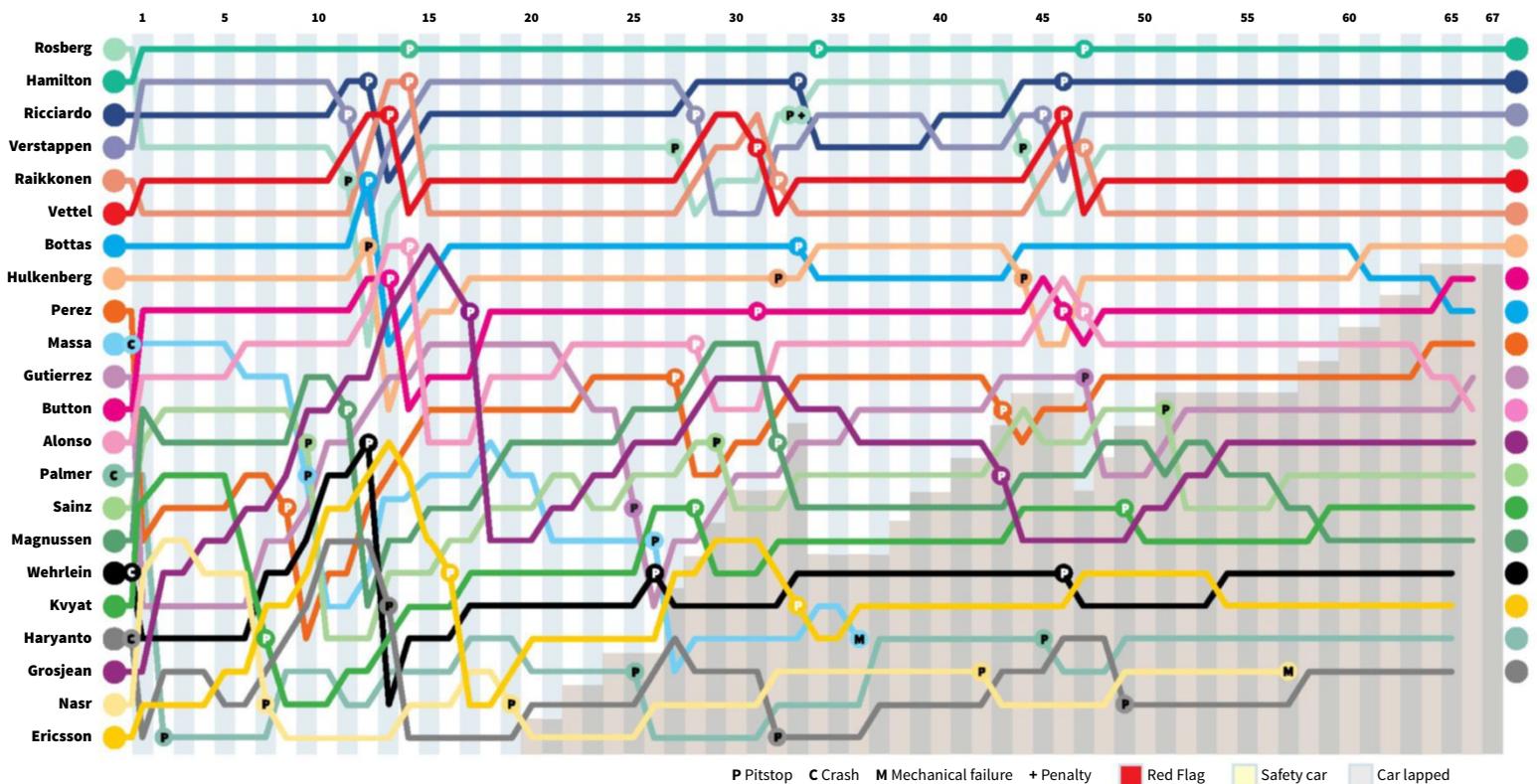
35

Hockenheim has hosted the German Grand Prix 35 times, compared to 26 for the Nurburgring

6

Hulkenberg scored a sixth points finish in the last seven GPs, after scoring once in the first six in 2016

Lap chart / What happened, when





13 Alonso #14
1m16.041s



14 Palmer #30
1m16.665s



15 Sainz #55
1m15.989s



16 Magnussen #20
1m16.716s



17 Wehrlein #94
1m16.717s



18 Kvyat #26
1m16.876s



19 Haryanto #88
1m16.977s



20 Grosjean #8
1m16.086s



21 Nasr #12
1m17.123s



22 Ericsson #9
1m17.238s

SEASON STATS

Drivers' championship

1	Hamilton	217
2	Rosberg	198
3	Ricciardo	133
4	Raikkonen	122
5	Vettel	120
6	Verstappen	115
7	Bottas	58
8	Perez	48
9	Massa	38
10	Hulkenberg	33
11	Sainz	30
12	Grosjean	28
13	Alonso	24
14	Kvyat	23
15	Button	17
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	415
2	Red Bull	256
3	Ferrari	242
4	Williams	96
5	Force India	81
6	Toro Rosso	45
7	McLaren	42
8	Haas	28
9	Renault	6
10	Manor	1
11	Sauber	0

Wins

Hamilton	6
Rosberg	5
Verstappen	1

Fastest laps

Rosberg	5
Hamilton	2
Ricciardo	2
Hulkenberg	1
Kvyat	1
Raikkonen	1

Pole positions

Hamilton	6
Rosberg	5
Ricciardo	1

Qualifying head-to-head

ROS	6	6	HAM
VET	8	4	RAI
MAS	2	10	BOT
RIC	7	1	VES
RIC	4	0	KVY
PER	5	7	HUL
MAG	8	4	PAL
KVY	2	6	SAI
VES	3	1	SAI
ERI	7	5	NAS
ALO	8	3	BUT
BUT	0	1	VAN
HAR	5	7	WEH
GRO	8	4	GUT

Qualifying 1

POS	DRIVER	TIME
1	Hamilton	1m15.243s
2	Rosberg	1m15.485s
3	Ricciardo	1m15.591s
4	Raikkonen	1m15.752s
5	Verstappen	1m15.875s
6	Vettel	1m15.927s
7	Bottas	1m15.952s
8	Gutierrez	1m15.987s
9	Perez	1m16.169s
10	Button	1m16.172s
11	Hulkenberg	1m16.301s
12	Sainz	1m16.317s
13	Grosjean	1m16.328s
14	Alonso	1m16.338s
15	Massa	1m16.503s
16	Palmer	1m16.636s
17	Magnussen	1m16.716s
18	Wehrlein	1m16.717s
19	Kvyat	1m16.876s
20	Haryanto	1m16.977s
21	Nasr	1m17.123s
22	Ericsson	1m17.238s

Qualifying 2

POS	DRIVER	TIME
1	Hamilton	1m14.748s
2	Rosberg	1m14.839s
3	Verstappen	1m15.124s
4	Raikkonen	1m15.242s
5	Bottas	1m15.490s
6	Perez	1m15.500s
7	Ricciardo	1m15.545s
8	Hulkenberg	1m15.623s
9	Vettel	1m15.630s
10	Massa	1m15.699s
11	Gutierrez	1m15.883s
12	Button	1m15.909s
13	Sainz	1m15.989s
14	Alonso	1m16.041s
15	Grosjean	1m16.086s
16	Palmer	1m16.665s

Qualifying 3

POS	DRIVER	TIME
1	Rosberg	1m14.363s
2	Hamilton	1m14.470s
3	Ricciardo	1m14.726s
4	Verstappen	1m14.834s
5	Raikkonen	1m15.142s
6	Vettel	1m15.315s
7	Hulkenberg	1m15.510s
8	Bottas	1m15.530s
9	Perez	1m15.537s
10	Massa	1m15.615s

WEATHER Dry, sunny, air 25C

Race briefing

FRIDAY PRACTICE

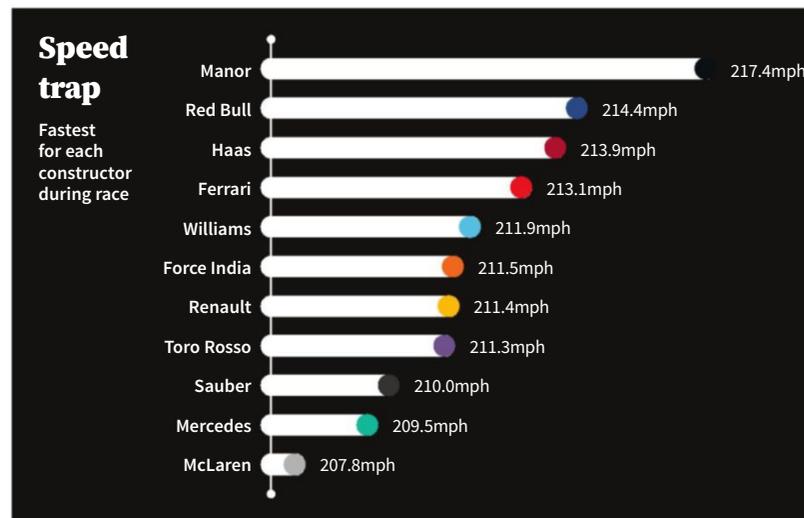
CHARLES LECLERC Replaced Gutierrez in FP1
ESTEBAN OCON Replaced Palmer in FP1

GRID PENALTIES

HULKENBERG One-place grid penalty for using incorrect set of tyres during qualifying
SAINZ Three-place grid penalty for impeding Massa in Q2
GROSJEAN Five-place grid penalty for gearbox change

RACE PENALTIES

ROSBERG 5-second penalty for forcing Verstappen off the track



Free practice 1

POS	DRIVER	TIME
1	Rosberg	1m15.517s
2	Hamilton	1m15.843s
3	Vettel	1m16.667s
4	Raikkonen	1m16.852s
5	Verstappen	1m16.927s
6	Ricciardo	1m17.089s
7	Alonso	1m17.183s
8	Button	1m17.612s
9	Kvyat	1m18.008s
10	Sainz	1m18.044s
11	Ericsson	1m18.198s
12	Bottas	1m18.210s
13	Massa	1m18.322s
14	Grosjean	1m18.589s
15	Hulkenberg	1m18.591s
16	Perez	1m18.628s
17	Leclerc	1m18.882s
18	Magnussen	1m18.933s
19	Nasr	1m18.961s
20	Ocon	1m18.981s
21	Haryanto	1m19.167s
22	Wehrlein	1m19.975s

Free practice 2

POS	DRIVER	TIME
1	Rosberg	1m15.614s
2	Hamilton	1m16.008s
3	Vettel	1m16.208s
4	Verstappen	1m16.456s
5	Ricciardo	1m16.490s
6	Raikkonen	1m16.512s
7	Hulkenberg	1m16.781s
8	Button	1m17.087s
9	Perez	1m17.148s
10	Alonso	1m17.225s
11	Sainz	1m17.342s
12	Kvyat	1m17.367s
13	Bottas	1m17.425s
14	Grosjean	1m17.602s
15	Massa	1m17.686s
16	Gutierrez	1m18.005s
17	Magnussen	1m18.056s
18	Ericsson	1m18.130s
19	Wehrlein	1m18.193s
20	Palmer	1m18.313s
21	Haryanto	1m18.591s
22	Nasr	1m19.295s

Free practice 3

POS	DRIVER	TIME
1	Rosberg	1m15.738s
2	Hamilton	1m15.795s
3	Ricciardo	1m15.837s
4	Raikkonen	1m15.902s
5	Vettel	1m16.104s
6	Verstappen	1m16.182s
7	Bottas	1m16.400s
8	Massa	1m16.630s
9	Alonso	1m16.916s
10	Hulkenberg	1m16.972s
11	Sainz	1m17.028s
12	Perez	1m17.066s
13	Gutierrez	1m17.160s
14	Kvyat	1m17.227s
15	Magnussen	1m17.351s
16	Palmer	1m17.473s
17	Ericsson	1m17.685s
18	Nasr	1m18.057s
19	Button	1m18.093s
20	Wehrlein	1m18.270s
21	Haryanto	1m18.272s
22	Grosjean	1m25.160s

WEATHER Dry, cloudy, air 23C

WEATHER Dry, cloudy, air 26C

WEATHER Dry, sunny, air 24C

Ricciardo rates ahead

We score the strength of each performance over the whole weekend

By Edd Straw, Editor-in-Chief

[@EddStrawF1](#)

MERCEDES



8 LEWIS HAMILTON
He should have had a better run at pole, his final flier was disappointing and there were times when he looked not to have the beating of Rosberg. That all changed at the start, he took the lead and was utterly in control of the whole race. Not a perfect weekend or a challenging race, but still a fine performance.



6 NICO ROSBERG
His pole lap under intense pressure was outstanding. But once Rosberg picked up wheelspin at the start and slipped to fourth, his race unravelled and he couldn't gather it back. The Verstappen move was asking for trouble and the penalty hardly a surprise, then his pace in the final stint behind the Red Bulls was lacking.

FERRARI



8 SEBASTIAN VETTEL
Vettel didn't get the best out of the car in qualifying and was outpaced by Raikkonen. With Ferrari racing only for fifth and sixth, he did a better job in the race by jumping ahead at the start and then carrying an 11-second advantage into the final lap, seven of which he lost after clattering the Turn 1 exit kerb, having to back off.



7 KIMI RAIKKONEN
A decent weekend, outpacing Vettel during qualifying but slipping behind at the start. After losing more time at the first pitstop, there was no prospect of an intra-team battle and, ultimately, he was flattered by the 4.5s final deficit to Vettel because of his team-mate's slow last lap. But did what he needed to – bank points.

WILLIAMS



8 VALTTERI BOTTAS
Hustled the car impressively, but he really should have beaten Hulkenberg in qualifying given the pace was in the car. Drove well in the race, but was undone by a two-stop strategy that turned him into a sitting duck for the final six laps. It was the fault of the strategy not his, and he did what he could in the situation.



4 FELIPE MASSA
Massa was less than a tenth off Bottas in qualifying, but had a poor race. Clouted by Palmer's Renault on the opening lap, he struggled and slipped down the order before retiring. The implication of the team's inability to find any evidence of a reason for his lack of pace is that the problem lay with the driver.

RED BULL



9 DANIEL RICCIARDO
A very strong weekend from Ricciardo. He had a small but decisive advantage over Verstappen on pace but spent just over half the race behind him after his team-mate swept around the outside at Turn 1. His superior relative pace in the final stint, both on super-softs, and the qualifying gap told the true story.



7 MAX VERSTAPPEN
Verstappen looked to be having to work a little too hard to extract the pace from the car all weekend. Though quick, he wasn't as fast as Ricciardo, struggling on both tyre compounds in the race. That a good, but not great, weekend is considered such a disappointment shows how far the young Dutchman has come.

FORCE INDIA



6 SERGIO PEREZ
Perez's pace was much the same as that of team-mate Hulkenberg, as shown in qualifying. In what he described as the worst start of his career, he wheelspun his way down to 16th off the line. He made slightly heavier work of recovering than he might have, but he at least nabbed a point late on off the ailing Alonso.



8 NICO HULKENBERG
A strong all-round performance, shading Perez in quali then delivering the best possible race result. Passing the struggling Bottas for seventh late on as he executed his strategy, two-stop converted to three. He probably didn't have the pace to beat Bottas though, had Williams not got the strategy wrong.

RENAULT



6 KEVIN MAGNUSSEN
Lost out to Palmer in qualifying, but made it up in the race. Made some nice passes and probably finished in much the position he should have done, between the Toro Rossos and ahead of Wehrlein's Manor. His strength was making a two-stop work, running the second half on a set of softs and keeping them alive.



6 JOLYON PALMER
The weekend was good until a lockup at Turn 2 on the first lap, leaving flat-spotted tyres. Having made it to Q2 for the first time since Australia by outpacing Magnussen by just under a tenth, hopes were high. But he then hit Massa at Turn 6 and suffered front wing damage. All the good work undone by an untidy first lap.

Ricciardo was on fine form for Red Bull



DUNBAR/LAT

TORO ROSSO



7 DANIIL KVIAT
Looked to be roaming aimlessly in need of the August break after qualifying. Had no excuse for failing to escape Q1 after lapping 0.559s off Sainz. To his credit, his race was much stronger, although few noticed his pace was much the same as Sainz's once the strategies played out. A good recovery.



8 CARLOS SAINZ JR
The 2015-spec Ferrari engine made life difficult even for a heavily updated Toro Rosso, and Sainz did what could have been expected. A grid penalty for impeding didn't help, but a good start and some incisive passes early on might have got him an unlikely point, before a slow stop dropped him back.

SAUBER



6 FELIPE NASR
The positives: Nasr was the faster Sauber driver in qualifying by just over a tenth, he made a great start to jump to 17th and showed decent race pace. The negatives: he went through tyres quicker than Ericsson and slipped back to run last at one point. He retired with an engine problem from 20th.



7 MARCUS ERICSSON
Judged purely on qualifying, you'd say Ericsson was the number two Sauber driver. On Sunday, you'd say he was the lead one – although you could argue that he had the car to beat Wehrlein in the race rather than being just under nine seconds behind. But it was a decent enough showing, overall shading Nasr.

McLAREN



9 JENSON BUTTON
A fragment of carbon in his eye during Friday afternoon meant a hospital visit – other than that, a good weekend for Button. Though not making Q3, he quickly hauled the car into the points come the race and stayed there – faring better than his team-mate amid fuel-saving and tyre concerns late on.



6 FERNANDO ALONSO
Traffic could be blamed for Alonso not matching Button in qualifying, but in the race he was unable to make a similar strategy work as well as his team-mate. Late on, he fell out of the points with fuel and tyre concerns, had a rare off at Turn 8 and endured getting mugged by Perez while being lapped.

MANOR



5 RIO HARYANTO
Haryanto qualified just over a quarter of a second behind team-mate Wehrlein and might have been closer but for a slight mistake at Turn 8. But he got too close in the race and a bad attempt to pass Wehrlein left him with front wing damage. He then lost more time needing a nose change, and fell to a distant last.



8 PASCAL WEHRLEIN
The German surprised even himself with a last-gasp Q1 lap that almost got him into Q2. In the race he kept both Saubers and Palmer's delayed Renault comfortably behind. Magnussen was only nine seconds up the road, but it's hard to see how he could have got to him. A positive show for speed and consistency.

HAAS

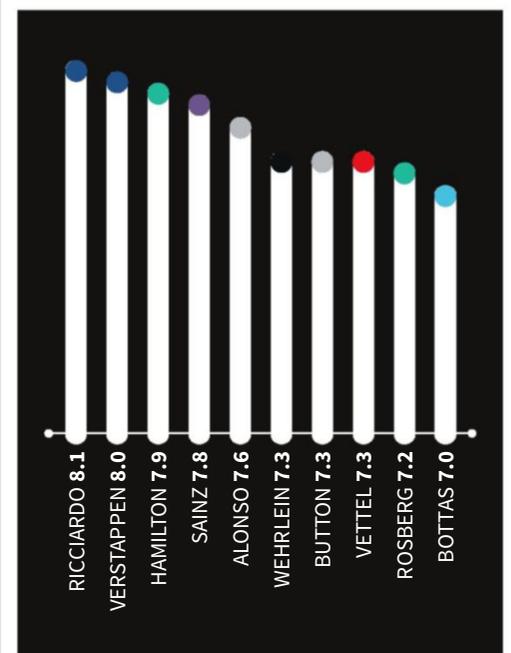


6 ROMAIN GROSJEAN
Had a troubled start to the weekend, then a gearbox failure led to a five-place grid drop. As is often the case when the car isn't to his liking, he wasn't at his best in qualifying. Had a reasonable race to 13th, his nine-place grid-position deficit to Gutierrez translating to just a nine-second gap by the finish.



7 ESTEBAN GUTIERREZ
Seemed more at ease with the car than his team-mate, and though there may have been a fraction more to be had in quali, 11th was the best he was likely to get. Completed two-stop strategy pretty well, blue flag complaints against him aside, to take 11th, but never quite managed to haul himself into the battle for the points.

TOP 10 AVERAGE RATING





FORMULA 1

Why F1 won't introduce

WHEN THE FIA ANNOUNCED LAST WEEK that the Formula 1 Strategy Group had decided to defer the introduction of driver frontal head protection until 2018, there was criticism of what was portrayed as yet another rules U-turn. But the decision to go ahead had not yet been made.

The halo, conceived by Mercedes, had been extensively tested off track and proved conclusively to be a safety gain, so it was widely expected to be adopted. But the lack of real-world trials, with F1 cars only having completed four laps to date running dummy versions, led to the decision to wait before its introduction.

"The decision was taken simply because only three drivers [Kimi Raikkonen, Sebastian Vettel and Red Bull tester Pierre Gasly] have ever tried it," said the FIA's Charlie Whiting.

"It wouldn't be feasible to expect, in the short term, to get the relevant number of laps with the halo. That was the reason for introducing it for 2018 instead of 2017."

An image taken from Gasly's run with the halo at Silverstone last month suggested a less-restricted view than in the closed cockpit of an LMP1 car. But the Frenchman did say that it made the cockpit "claustrophobic".

But there were other contributing factors. While many agreed on the principle of introducing head protection, there was dissent over the form this should take. Red Bull complained that the impact on airflow meant engine and gearbox cooling was compromised.

Force India objected to the implications of research showing only 17% of small objects that would hit the driver without the halo would be deflected. The Red Bull aeroscreen concept, which was found to have other problems in its present form, would stop them all.

"It will stop a wheel, it will stop large objects and it will protect the driver against incursion from another car, walls, interaction with tyre barriers, all those things," said Whiting. "We are only talking about small objects. [Without the halo] 100% would hit him and this would reduce the likelihood of it happening, so it's a positive. Aeroscreen might stop them all but you have to look at the downsides of aeroscreen as well."

Those downsides primarily relate to the deflection on impact, which risked a tyre pushing the screen into the driver's head.

The plan now is for further testing. The FIA wants all teams to run dummy halos for a whole



the halo until at least 2018 season

session in one of the next two race weekends in Belgium and Italy. This will allow teams to understand the impact on the car and all drivers to assess visibility. The real halos, which weigh 9kg, will be integral to the structure of the car rather than bolt-on parts.

The FIA could have used its right to force through the introduction of the halo for 2017 on safety grounds, but opted to respect the governance procedure and let the Strategy Group guide it. But it is adamant head protection will be adopted in 2018. There is scope for an alternative to replace it, but the halo is currently the best option.

Driver reaction was mixed. Sebastian Vettel and Nico Rosberg were both strongly in favour of the halo being approved – the former claiming 90-95% of drivers agreed. But there were dissenters, such as Lewis Hamilton and Nico Hulkenberg, with a number of drivers accepting the halo is a safety gain but not being especially concerned that it was being deferred. The GPDA was strongly in favour.

“The majority of drivers agree. We need it on the car”

“I don’t understand because we could have tested it this weekend, or at Spa,” said Rosberg. “We can do it in the same period of time.

“The large majority of the drivers agree we need to get it on the car as soon as possible. It just makes sense, it’s just such a huge step in safety, so it’s disappointing.”

It is true there is potential for the halo being adopted earlier than 2018, but it’s unlikely. Teams are eager to use the extra time to gain a deeper understanding of the implications of the halo. Details of the exact test plan are still to be finalised.

“We haven’t decided how we are going to go about that yet,” said

Williams performance chief Rob Smedley.

“Between the Strategy Group and the FIA, we have granted ourselves another 12 months before we have to pick the halo or whatever the device will be. We just have to use that time correctly, we can’t sit on it for another eight months without doing anything.

“We have got to get into the development loop

and get around the small problems that existed with the halo and ensure that when it is introduced, it’s introduced as an entity that not only improves safety, but also gets around the other nuances we have talked about such as driver extraction and the aesthetics.”

Another concern of the deferral is the risk associated with not introducing a device that has, according to the FIA, conclusively proved itself to improve safety. Whiting confirmed this risk had been discussed, but the potential downsides of a premature introduction outweighed this consideration.

“If we are unfortunate enough to have an incident in the next year and a half, and we knew we had a solution for it that would’ve played a role in that, we’d really be kicking ourselves,” said Hamilton of this risk.

“That 17% you can’t ignore, and they’ll continue to develop that hopefully over the next year and a half and hopefully it’ll be 30-40% by the end of 2017.”

Even with this latest move, the argument over head protection is now simply about when, rather than if, and in what form, it will come in.

EDD STRAW

FORMULA 1

PEREZ EMERGES AS KEY PLAYER IN DRIVER MARKET

JUST AS ONE PART OF the Formula 1 driver market closed when Kimi Raikkonen re-signed with Ferrari for 2017, so another is firmly open for business.

With Nico Rosberg also recently putting pen to paper on a new two-year deal with Mercedes, it means the seats at the top three teams – Ferrari and Red Bull included – are now filled for next season.

In the midfield, however, there may be plenty of movement over the coming months, with eyes primarily on Sergio Perez to see if he leaves Force India.

Although Perez has a deal with the team for 2017, it contains an escape clause that allows his financial backers to move him.

Renault heads the queue, with Perez's backers having held discussions with the team as it looks to strengthen its line-up next year by signing the Mexican (below).

Williams has also opened talks, but it is believed Perez is leaning towards Renault.

Should he join Renault, it is understood the team would then be able to promote reserve driver Esteban Ocon, leaving current pairing Kevin Magnussen and Jolyon Palmer sidelined.

Ocon, whose work ethic both on and off the track has been

impressive, may have the opportunity to prove his worth later this year with Manor should Rio Haryanto fail to find the funds over the summer that are required for him to see out the season.

With Nico Hulkenberg having a deal for 2017, Force India would only have one seat to fill, with Manor's Pascal Wehrlein being an option.

Force India would be in a position to negotiate on its engine deal with Mercedes, given the young German is reserve with the team but has Rosberg and Lewis Hamilton blocking his path to a race seat with the manufacturer.

Wehrlein is also a possibility for Williams, with the Grove-based marque set to bid farewell to Felipe Massa at the end of the year.

Valtteri Bottas's future with Williams is far from secure as he has a clause in his contract whereby he has to be given a considerable pay rise for 2017.

Jenson Button has also been linked with Williams, and while talks are known to have taken place, his pay demands may prove too rich.

Esteban Gutierrez is another candidate for Williams, along with Force India. The Haas driver has stated he will definitely be in F1 next year – but not where.

IAN PARKES

Allison and Ferrari split

With highly rated technical director James Allison gone, Maranello's revival hopes have taken a blow

FERRARI'S HOPES OF WINNING A FIRST WORLD championship since 2008 were dealt a blow last week when it was announced technical director James Allison had left the team after three years at Maranello.

Allison joined after an impressive stint at Lotus, aiding the team's return to winning ways with Kimi Raikkonen in 2012 and '13. He was influential in helping Ferrari recover from a winless campaign in 2014 to take three wins last year with Sebastian Vettel.

The partnership appeared strong, with Allison signing a contract extension late last season that would have kept him at the team until the end of 2018. But Ferrari has struggled this year, failing to win a race and facing a battle with a resurgent Red Bull for second, rather than challenging Mercedes for the title.

The death of Allison's wife in March had a big impact "emotionally and practically" at Ferrari, according to Ferrari's head of race activities Jock Clear. Allison dedicated time to his family, taking a step back from the day job. This, however, is not believed to be the sole reason for the split but rather that Allison's relationship with Ferrari president Sergio Marchionne had broken down. The duo's views on how the team should move forward were not compatible. As a result, the working relationship could not continue and Allison was replaced by its engine boss Mattia Binotto before he really had the chance to build Ferrari into a winning team.

His departure will hurt Ferrari. "In the immediate aftermath, you are not going to find losing someone like James Allison, a man of his calibre, is going to go unnoticed in the team," said Clear.

Binotto's appointment is believed to be an interim solution. He is a long-time Ferrari man, having joined the outfit in 1995 and worked his way up. But his focus in the last seven years has been on the engine, arguably Ferrari's greatest strength currently, and ultimately rising into the role of power unit chief operating officer.

Allison's departure could not have come at a worse time, with plans already well advanced for next year's car, when sweeping changes to the bodywork regulations are introduced.

Sebastian Vettel put a brave face on the restructuring, insisting the team "have the right people on onboard" but conceded: "It's a big change now, which doesn't impact on tomorrow's work but obviously for the future."

His boss Maurizio Arrivabene remained resolute. "We are reorganising the team, first of all without panicking, because taking the decision means we are clear in mind about what to do with the organisation."

For Allison, he will likely have to take gardening leave but when he is ready to return to work, there will be a host of teams lining up to get his signature. A move back to Enstone is the most likely outcome.

LAWRENCE BARRETTO



Vettel in Ferrari's Pirelli tyre test 2017 mule at Fiorano



FORMULA 1

F1 2017 test mule runs

FERRARI AND SEBASTIAN VETTEL GAVE the world its first hint of the look of Formula 1 cars in 2017 when its tyre test mule ran for the first time at Fiorano last Monday.

Ferrari ran the car, a modified 2015 Ferrari SF15-T with aerodynamic tweaks, on the 2017 Pirelli tyres. The front tyres are increased in width from 245mm to 305mm, with the rears increased from 325mm to 405mm.

Testing was scheduled to move on to Mugello yesterday (Wednesday) as Autosport closed for press with Red Bull's 2017 test mule making its first appearance.

Reigning Formula E and former World Endurance champion Sebastien Buemi will make his F1 return to drive the car.

As well as Ferrari and Red Bull, Mercedes is also providing a 'hybrid' 2017 test mule for Pirelli. In total, 24 days of testing will be completed between now and the test that follows the Abu Dhabi F1 season finale.

"We'll need to understand in detail the downforce levels we're actually achieving with this, and the adaptation of the previous generation car to match what should be the downforce levels of 2017," said Pirelli motorsport boss Paul Hembery of the tests.

"The first time you put a new product onto the Tarmac is an interesting moment. There's no substitute for getting that feedback from the driver and the car."

IAN PARKES

EUROPEAN F3

More F3 restrictions

EUROPEAN FORMULA 3 HAS BEEN under the kosh this year, but a new era seems to have been ushered in via cooperation between the FIA and the series-organising Formel 3 Vermarktungs on one side, and the teams on the other.

Chief among the elements introduced for 2017 is a windtunnel ban, which comes simultaneously with sole constructor Dallara introducing a new aero kit. No longer will teams be allowed to work on aero flip-ups and brake ducts – aerodynamic versions of which have been a prominent area of development this season. The idea is that the teams with billionaire investors should be pulled back to the level of the smaller squads.

That's popular with the marginal teams, and the big operations will still be able to get

their teeth into other areas, including suspension work.

On the sporting side, a series of meetings between teams and the FIA have produced a new atmosphere, with the teams now invited to this week's Sporting Working Group.

It's not yet ratified, but a new €100,000 prize to the rookie champion, plus €50,000 for the two runners-up, will be given to those drivers if they remain in F3 for 2017. And agreement with the engine suppliers has been reached for a ceiling price for an annual lease of €65,000 per car, a saving of over €20,000.

Further restrictions on testing with other cars – for instance, Formula Master machinery as owned by Prema and Motopark – also look likely to be introduced.

MARCUS SIMMONS

IN THE HEADLINES

FORMULA 1 DROPS RADIO RESTRICTIONS

Formula 1 has lifted the restrictions on pit-to-car radio completely with immediate effect. This means that not only is information on how to fix car problems allowed, but driver coaching is also permitted again.

QUALIFYING SESSIONS TO BE STOPPED

The FIA will red flag qualifying sessions when double waved yellow flags are required to avoid a repeat of the controversy surrounding Nico Rosberg's pole position in the Hungarian Grand Prix last month.

GANASSI LOSES TARGET SPONSORSHIP

Longtime Chip Ganassi Racing IndyCar sponsor Target will leave the team at the end of this season after 27 years.

ENERSON MAKES INDYCAR DEBUT

Indy Lights race winner RC Enerson made his IndyCar debut at Mid-Ohio last weekend for Dale Coyne Racing. A problem with his engine cutting led to Enerson finishing 19th after a promising run in the race.

KYALAMI 9 HOURS COULD BE REVIVED

Attempts are being made to revive the historic Kyalami 9 Hours sports car race for the first time since 1982 as a round of the Intercontinental GT Challenge in 2018. The series will grow from three to four rounds next year with the addition of a North American race at Laguna Seca.

RATEL LAUNCHES TWO NEW SERIES

The Stephane Ratel Organisation will launch new series in Asia and Europe next season. The Blancpain GT Series Asian Cup will race at Buriram, Suzuka, Fuji and Shanghai, with classes for GT3 and GT4. The second series is the GT4 European Series Southern Cup, with races at Nogaro, Pau, Dijon, Magny-Cours, Paul Ricard and Barcelona.

CAINE RETURNS TO BTCC

Michael Caine is set to see out the British Touring Car Championship season after making his return with Team Hard at Snetterton last weekend. Meanwhile, Daniel Lloyd has lost his Eurotech drive as a result of a funding shortfall.

MOTOGP SET TO RACE IN THAILAND

MotoGP could race in Thailand for the first time in 2017, with the championship's anticipated return to Indonesia delayed. The Buriram circuit would host the race.

CIRCUIT OF IRELAND 2017 CANCELLED

The Circuit of Ireland Rally has been cancelled for 2017 due to uncertainty over funding for the Belfast-based event. The intention is for the event, which is the second-oldest rally in the world, to return in 2018.

M-SPORT'S NEW-SPEC FORD GLIMPSED

The M-Sport-developed 2017 Ford Fiesta RS test mule has been seen in action (below). The car is a 2016 one, with aerodynamic tweaks and the 2017 engine and drivetrain.





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FEEDBACK

Too many chances thrown away

As a Ferrari fan, 2016 has been an extremely frustrating year, the origins of which are firmly at the door of the Ferrari pitwall and their ability to throw away race wins.

1. Australia. Even though it seemed glaringly obvious to a layman that the mediums were the tyre of choice, Ferrari gave up a certain win by forcing another stop after the SC.

2. Spain. An odd strategy and one in which it really only became apparent as the race progressed that it was a clumsy way to lose a race with a clear car advantage.

3. Canada. This had me throwing my humous at the TV! It was so unnecessary to pit under the VSC and, right from the moment the two Ferraris peeled into the pitlane, the call seemed far too aggressive. The rest is history.

Ferrari 2016 has felt like Toyota with their double diffuser in 2009; the second fastest team with a repeated inability to grasp the win when offered.



Pitwall calls are either too defensive or too aggressive and that strategic sweet spot remains allusive.

Is this borne out of their difficulties in thoroughly understanding the 2016 Pirellis? Perhaps the pressure from above (Marchionne, not God) creates panic on the pitwall? Or could there be something more Machiavellian at play?

Either way they have now slipped behind Red Bull and those opportunistic wins in 2015 are a distant dream and '16 remains a recurring nightmare.

Harris Jung
London

Respect the blue flags, Esteban

So, Esteban Gutierrez thinks that Lewis Hamilton was 'disrespectful' (Hungarian Grand Prix stories of the race, July 28); is that as 'disrespectful' as ignoring a number of blue flags? Then we have Gunther Steiner claiming that it was Hamilton's gesture that influenced the stewards in giving a penalty, and that

Ferrari leads in Canada, but fails to make it stick. Again

the hold-up 'didn't change the result' so therefore the penalty wasn't justified!

Is this a new and more novel approach to obeying the rules? I think most drivers would have made some form of gesture in the circumstances; they are, after all, not robots thank goodness.

Gutierrez also claims he may be fighting for the championship with Hamilton in the future – in his dreams!

Neil Davey
Ivybridge, Devon

For better or for worse?

I note the title 50 People Who Changed Motorsport (July 21) doesn't include '...for the better', so including Ecclestone and Mosley makes sense. The former is credited with tidying up F1, but that would have happened anyway. A better memorial would be bankrupted teams.

Ian Mann
By email

A job well done

Thank you BT Sport! I've been watching IndyCar since 1993, and it's fantastic that they've continued to show faith in one of the best motorsport series in the world.

I also love the fact that they have one of the best commentary teams in Brian Till, Townsend Bell and Paul Tracy. Townsend stands out, just fantastic.

Nick Parrott
By email

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PERFORMANCE

IS GOING ONLINE...

26.08.2016

As of August 26, Autosport Performance will be part of autosport.com. Our dedicated guide to helping you become a better driver will continue to run in the magazine, but we'll now be bringing more advice more regularly through the website as well.

HERE'S WHAT YOU CAN EXPECT

- Video track guide in conjunction with Racelogic
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The Max factor

As F1 lurches from one badly judged decision to the next, it's easy to feel a nostalgic twinge for the heavy-handed Mosley heyday

By Ian Parkes, Chief F1 Correspondent

[@ianparkesf1](#)

'IT WOULDN'T HAVE BEEN LIKE THIS IN MAX MOSLEY'S day' has been a familiar refrain during the years since Jean Todt took up office as FIA president.

Never has a remark been more apt than over the course of the past few months. We've seen a volte face on qualifying, radio restrictions, track limits and the halo. It has left you wondering – and not for the first time, it has to be said – who really controls Formula 1, the teams or the FIA?

For all his faults, Mosley's authoritarian nature – with F1 supremo Bernie Ecclestone as his wingman, and vice versa when occasions merited – more often than not had the teams bending to his will.

When Mosley and Ecclestone sought to make changes, the result was often regulations that went to such extremes that the teams would demand they be changed. In search of a compromise, Mosley and Ecclestone would then produce a set of rules that it had been their intention to implement in the first place. It was a clever ruse, and the teams fell for it.

When Todt took charge, his rather less strict approach, along with his decision to primarily focus his presidency on global road safety – leaving F1 to effectively take care of itself, except on those occasions when he's been compelled to step in – has played into the teams' hands.

This season the tone was set by the changes to qualifying, and the farce that unfolded led to red faces all round. A rushed decision to tinker with a format that barely anyone had uttered a word of complaint about displayed thinking at its most botched and inept.

The suggestion then was that it's Ecclestone who had cajoled the race promoters to side with him on the elimination format because it would be good for the show.

When it proved to be an unmitigated disaster, Ecclestone claimed it was the FIA's idea, underlining the lack of unity between him and Todt compared to what he had enjoyed with his old mate Mosley.

After the qualifying system was given a second unsuccessful outing in Bahrain, Todt remarked that the FIA "should have complete control of F1", a scenario he felt would be "logical".

There is sense in Todt's comments that regulatory changes should be made by the governing body of a sport, not by competitors and others with vested interests, such as promoters and sponsors, as is the case with F1 at Commission level. But he also made clear on that occasion he was "not a dictator", and therein lies his problem. For all intents and

purposes Mosley was a dictator whose autocratic style of management got things done.

Instead, for F1 sport to perform one U-turn in a season could reasonably be forgiven, but to then make a second, third and fourth in quick succession is unforgivable and unbecoming of a ruling organisation, albeit one whose hands are often tied.

Strictly enforcing article 27.1 of the sporting regulations "that a driver shall drive the car alone and unaided" was a commendable step. No one wanted to hear a driver be coached, to be told what buttons to press, or settings to adjust. But the FIA employed overkill, applying the letter of the law, basically embargoing all pit-to-car communication.

Rather than adopting a sensible set of restrictions and allowing some messages to be aired and others vetoed, instead the FIA veered from one extreme to the other. Just as with qualifying, common sense was abandoned.

It's the same with track limits. The rules this season have changed from one circuit to another – even from one practice session to another – as was the case over the weekend of

the German Grand Prix at Hockenheim. The cars are meant to stay within the white lines, but no matter what type of kerbing is in place, time and time again an advantage is gained by running wide.

As for the controversial halo, while there was no hard and fast ruling that it was going to be introduced for next season, the fact that Todt opted to apply due process and allow it to be voted upon at Strategy Group level means it's now delayed until 2018.

The FIA could easily have enforced one of its own rulings that a component can be introduced on safety grounds, but chose not to. Can you imagine the uproar next season if there was just one incident where the 'halo' could have played a part in saving a life or averting serious injury? The repercussions do not bear thinking about.

When it comes to decision-making in F1, it's the inconsistency that's so infuriating. It seems no matter what the FIA tries to put in place, there is always a dissenting voice or voices, and they are damned if they do, damned if they don't.

Sometimes you have to wonder whether the messes that we've witnessed this year would have occurred were Mosley still in charge.

His brand of totalitarianism once had its place in Formula 1, but not any more. Those days are long gone, but at times it is the poorer for it. ✂

“It's the inconsistency over decision-making that's so infuriating”





Meeke jumps for joy in Finland

Victory in the WRC's spiritual home is always special, and it was made all the sweeter by Kris Meeke's domination of the event

By David Evans, Rallies Editor

[@davidevansrally](https://twitter.com/davidevansrally)

Kris Meeke pulls up at the arrival control for Mokkaipera. It's 0724 on Friday. Three minutes to the start of Rally Finland proper. One minute: push back in the seat; shuffle the shoulders. Comfy? Comfy. Thirty seconds. Tighten the belts. And again. Ten. Five. One. Let's go.

First corner – it's complicated. The organisers have planted poles on the inside of the bends to stop drivers from cutting. That was playing on Meeke's mind. "It gets you thinking," he said. "You have to change the note. Keep out. What's that going to do to the camber?"

What's worse, Meeke and that first corner have history. He explains: "The first time I ever came to Finland, I cut that corner in the Opel [Corsa]. The sump guard hit the ground and we went off – took a tree out, absolutely destroyed the car. That was using [the corner] in the opposite direction..."

"This way, we're off the line and straight up to sixth gear before coming down to fifth or fourth for the left-hander – the first corner. When we got there, I was thinking, 'Fourth? Fifth? What should I do?'"

"There's the pole... fifth. I turned in and it hooked up. We were away."

In Finland, more than anywhere else in the world, the importance of that first corner can't be overstated; you lean on the car, put your trust in it. If it grips and goes, the confidence surges. That was Meeke all day on Friday. Saturday. Sunday.

Ahead of the event, Volkswagen team principal Jost Capito left the world in no doubt that Meeke would win in Finland. Starting eighth on the road, the Abu Dhabi World Rally Team driver couldn't fail. Starting to tire of such talk by lunchtime on day one, Meeke disregarded his position as leader – and leader by some margin at 18.8 seconds – and said: "Jost's on another planet."

He was wrong. It was Meeke who

was on another planet. By his own admission, there was more cleaning than expected on day one. Championship leader Sebastien Ogier did all he could, but he was 23.5s down after six stages. The Frenchman's event went from bad to worse on the second run at Surkee. His Volkswagen got its front-right wheel tangled in a first-gear hairpin and he was off on the inside.

"All day I've been doing 200km/h and I go off at 10km/h," groaned Ogier. With only a few fans around, there wasn't much moving 1280kg of World Rally Car, so he called it a day. And called the team. They reminded him of the need to get back on the road to clean the Saturday stages to help team-mates Andreas Mikkelsen and Jari-Matti Latvala.

Back to it then. Sixteen minutes of lifting later and the VW Polo emerged. Ironically, a brake problem on Saturday dropped them down the order and Mikkelsen was left first on the road after all.

Beyond Latvala – his threat was a given, not least because he was on the verge of a home hat-trick – Rally Poland hero Ott Tanak was the other driver Meeke was wary of.

The Estonian's DMACK tyres were working a treat just as they had when he came within a whisker of winning in Mikolajki last month. Fastest in Jukojarvi, the Ford Fiesta RS WRC was just seven tenths off the lead.

That was as close as it would get. A broken damper pitched Tanak into high-speed spin on the next stage. A minute would be lost in the next two.

Latvala's challenge had been dented – along with the left-rear of his Polo – when he ran wide and whacked a rock, dropping 16s in SS4. "It's not a disaster," said Latvala. "Definitely not a disaster."

Meeke agreed. "Without their problems those boys would be right here," he said. "In fact, I reckon Tanak would probably be leading with those tyres – something between our hard and soft compound is what you need here, and that's what they've got."

Just eight tenths of a second split



Meeke dominated the rally from the outset, despite Latvala and Tanak's pursuit

Meeke and Latvala over the near-40 miles of afternoon competition; the Brit remained 18.1s ahead at the end of the day.

Not much casts an afternoon of competition in Finland into the shade. Except Ouninpohja looming ever larger on the horizon. Saturday morning's 23-mile opener would play a key role in the direction of this rally.

"I thought I did a perfect stage there last year," said Meeke, "and Jari took six [seconds] out of me."

It was, however, all-change for the world championship's most famous stage this year. Starting from close to Jamsa, it would run south-west through Ouninpohja itself. While this was alien to every driver in the modern-day world championship (1994 was the last time it was used in this configuration), this was back to the original form. From '51, when this event first started, the finish had been alongside electricity pole 163 just up from the Hamepohja junction.

Ouninpohja is at the heart of everything that's special about Rally Finland. If a Finn can't win the event, they have to win this stage.

When Finland went to bed on Friday night, there was no panic, no stress. Karjala beers were sunk safe in the knowledge that Latvala would restore national pride first thing in the morning.

The Finns had been in benevolent mood, granting a Brit a spell at the front for the first time since Richard Burns 14 years ago. But it was for good reason



Mikkelsen ended up first on the road



MAKINEN ON A MISSION

TWENTY-FOUR MONTHS AGO, TOMMI MAKINEN showed up in Jyvaskyla with his new friend, Toyota Motor Corporation president and CEO Akio Toyoda.

The four-time world champion had built Toyota a four-wheel-drive GT86 and the pair were away to the woods to play. Was this the basis of a World Rally Championship return? Seemed a bit too surreal, to be honest.

Stand by, there's a bit of a theme developing. In February last year, Toyota admitted it would return. And Makinen was the man to lead the Japanese giant back into battle.

Twelve months ago, Makinen was back in Jyvaskyla, his time sporting a white Gazoo Racing shirt. But he couldn't be pinned down. The one thing he admitted was that the Yaris WRC would be born in Puuppola. Much to the collective astonishment of the service park, the world's finest motorsport development base – Toyota's Cologne facility – had been shunned.

Last week Makinen was, once again, a man on the move. But this time he was locked in a room to talk to the media for an hour.

There was no headline news, but there was meat on the bone. For a start, it'll be a facelifted Yaris WRC and not the new C-HR – which had been a possibility – in Monte Carlo next year. And there'll be two not three cars, one of which is likely to be driven by tester Juho Hanninen.

Talking of testing, Toyota's Yaris WRC programme has already covered close to 4000 miles via three cars operating in different parts of the world – with one running almost non-stop in the woods close to Puuppola.

Toyota in Cologne has remained in touch and is working on the engine and, 12 months after talking about possibly getting involved with the venture, Mikko Hirvonen will finally start testing for Makinen this week.

Two years ago, it was laughed off. Twelve months ago, it still seemed fanciful. But now, it's happening. Tommi's bringing Toyota back.

“When we got to the first corner I was thinking, ‘Fourth gear? Fifth? What should I do?’”

Kris Meeke

that a local had captured 55 of the 65 'Jyvaskylan Grands Prix' run to date.

Burns' co-driver, Robert Reid, remembers their classic battle with then Subaru team-mate Juha Kankkunen on the 1999 1000 Lakes.

“That was only the second year we had done the event,” said Reid, “so I think Juha was a bit surprised we were so close. We were never more than a dozen seconds behind and we led after the first day. Anyway, we finished second to him, but a few weeks later we were at a test and Richard was leafing through a magazine and saw a picture of Kankkunen on two wheels during the event.

“He shouted over the Juha, ‘Where’s that picture taken? I don’t recognise it.’ Kankkunen recognised it straight away. ‘Leustu: you know, after the hairpin it’s left-right then 90-left at the garden – it’s there.’ Burnsie thought about that for a moment and said, ‘But isn’t there a postbox in that garden?’ Juha smiled, ‘Ahh... he moves it for me.’”

Of Britain's two world champions,

it was Burns who had the better record in Finland. After finishing fifth on his debut, he was second or third on four of his next five starts. The fifth was 2000, when he and Reid crossed the line in Vastila fastest to take the lead. Unfortunately, the Subaru was scrapped moments later when it cannoned into the trees at high speed, unable to make the next corner.

“The Finns are fiercely protective of their event,” said Reid. “In 2003 they had this TV advert with the non-Finns hiding, Markko [Martin] was in the forest, Richard was behind a door, and the wording with the ad went, ‘Markko, where are yoooo? Richard where are yoooo?’ They were goading the foreign drivers. When Markko won, there was that classic moment when they crossed the line and ‘Beef’ [Michael Park, co-driver] said, ‘Markko, where are yoooo? Now they know where you f*****g are!’”

“The attitude always has been and always will be: nobody comes to Finland and beats a Finn. And that’s absolutely >>



Toyota is racking up the testing miles



part of the appeal. If you couldn't win a world championship, a Finland win was the next best thing. Still is. What does it take? Precision, commitment and a perfect set of pacenotes."

Meeke was ready with all three last Saturday. Typically, a 21-hour Friday led into a punishingly early start to the weekend, with first service at 0630. Meeke was up at 0415, with his journey to the rally car going via the treadmill, swimming pool and sauna.

"Then I watched the onboard again," he smiled. "We've got to give it a go. This one's worth fighting for."

In the back of everybody's mind, here was the chance to make a lasting statement on Finland's most famous stretch of road. After this year, Ouninpohja run in this direction would be known – onboard footage would abound, the benchmark moment passed. For one year only, a legend could be made.

The stage starts on a narrow road, before the hairpin-left at Kakaristo. It gets quicker from there to the junction-right at Mutanen, where it goes... well, it goes mental: faster, wider, higher. In the middle of that section there's the yellow-house jump.

Ahead of the event, this was the big question: what to do here? The lead-in was flat-out for almost a mile, but how would the car work on what was a drop-off jump? And then there was the left-hander that followed.

After the event, Meeke admitted he had his doubts about this stage on the road section out of Jyväskylä: "I wasn't completely confident, I know what Jari can do. After three or four corners, there was a left-over-crest that needed go be flat. I thought, 'Yeah, go on... send it'. It worked.

It was the stage of his life. Had to be. Meeke: "I said to Paul [Nagle, co-driver]

Tanak and DMACK had the pace to fight for victory again, but their weekend went awry

after we crossed the line, "That was everything. I don't know where I could have found another second?" And the jump?

"Absolutely flat," he grinned. "We were 203km/h [126mph] over there. We came off the jump and it landed. It touched the chassis, but it didn't lift [on the suspension] again. If it did, we'd be in trouble..."

It didn't. He'd destroyed everybody: 13.4s out of Latvala, more from the rest. Dungannon rocked Finland to its core.

This was the moment Meeke won this rally and cemented his place among the world's finest drivers. In 1992, Finland took McRae to its heart when he rolled his Subaru Legacy 13 times on his way to eighth overall. Twenty-four years on, that same nation took his protege as one of its own.

A day later, the deal was done. Meeke eclipsed McRae and Burns – he had won Rally Finland.

Latvala was second and the very definition of a brave face at the finish. "I have to say, Kris deserves this," he said. "He has driven so well."

Twelve months ago, Latvala predicted a Meeke win here at some point. A few weeks ago, Latvala's boss Capito did the same for different reasons. Listening to his national anthem booming out across Jyväskylä on Sunday afternoon, Meeke couldn't have cared less what people said about running order or a lack of championship pressure.

He and Nagle had spent three days in fast-forward. They'd earned it. And judging by the cheers from the crowd,



Breen stunned too with a maiden podium



the locals had accepted it.

The icing on the cake for the Abu Dhabi squad was Craig Breen's third place – a drive worthy of similar respect. Breen doesn't have the best record here. He rolled in the test just before the start; last year he rolled during shakedown; 12 months earlier he broke his back on a jump; and the time before he suffered a massive shunt in Ouninpohja.

"I'm a different person, a different driver from then," he said. And to prove it, he ate his breakfast every day. "Normally, I can't eat a thing in the morning," he said. "But this time I had breakfast every morning. I've never been so relaxed on an event."

And he's never been so quick. In fairness, a result like this has been coming after the speed he and co-driver Scott Martin showed in their two previous outings in a factory DS 3 WRC this year. But still, in Finland Breen took pressure from drivers with way more experience and pedigree and blew them into the weeds. If his efforts don't bag him a full-time job next season, there is no justice.

The final word has to go to Meeke. What does this mean for him?

"Finland is where rallying was invented," he said. "It's the home of rallying and Ouninpohja is the holy grail. I would struggle to think of any other rally in the world where we could do anything as special as this. Maybe Monte, but there you have to be clever, tactical. Here it's just balls-to-the-wall.

"Rally Finland winner. That might just take a wee while to sink in." ❄️

RESULTS ROUND 8/14, RALLY FINLAND, JULY 28-31

POS	DRIVER	CO-DRIVER	TEAM/CAR	TIME
1	Kris Meeke (GB)	Paul Nagle (IRL)	Abu Dhabi Total WRT · Citroen DS3 WRC	2h38m05.8s
2	Jari-Matti Latvala (FIN)	Miikka Anttila (FIN)	Volkswagen Motorsport · Volkswagen Polo R WRC	+29.1s
3	Craig Breen (IRL)	Scott Martin (GB)	Abu Dhabi Total WRT · Citroen DS3 WRC	+1m41.3s
4	Thierry Neuville (B)	Nicolas Gilsoul (B)	Hyundai Motorsport · Hyundai i20 WRC	+1m45.9s
5	Hayden Paddon (NZ)	John Kennard (NZ)	Hyundai Motorsport · Hyundai i20 WRC	+1m48.2s
6	Mads Ostberg (N)	Ola Floene (N)	M-Sport WRT · Ford Fiesta RS WRC	+2m04.6s
7	Andreas Mikkelsen (N)	Anders Jager Synnevaag (N)	Volkswagen Motorsport II · Volkswagen Polo R WRC	+2m22.4s
8	Esapekka Lappi (FIN)	Janne Ferm (FIN)	Skoda Motorsport · Skoda Fabia R5	+4m53.8s
9	Kevin Abbring (NL)	Sebastian Marshall (GB)	Hyundai Motorsport N · Hyundai i20 WRC	+5m22.4s
10	Teemu Suninen (FIN)	Mikko Markkula (FIN)	Team ORECA · Skoda Fabia R5	+5m35.5s

OTHERS

16	Khalid Al Qassimi (UAE)	Chris Patterson (GB)	Abu Dhabi Total WRT · Citroen DS3 WRC	+12m25.1s
21	Valeriy Gorbunov (UA)	Volodymyr Korsya (UA)	Eurolamp WRT · Mini John Cooper Works WRC	+17m48.9s
24	Sebastien Ogier (F)	Julien Ingrassia (F)	Volkswagen Motorsport · Volkswagen Polo R WRC	+19m50.6s
37	Abdullah Al-Qassimi (UAE)	Steve Lancaster (GB)	Ford Fiesta RS WRC	+29m58.4s
44	Marcos Ligato (RA)	Ruben Garcia (RA)	Citroen DS3 WRC	+42m35.6s
R	Ott Tanak (EST)	Raigo Molder (EST)	DMACK World Rally Team · Ford Fiesta RS WRC	SS22 - Crash
R	Eric Camilli (F)	Benjamin Veillas (F)	M-Sport WRT · Ford Fiesta RS WRC	SS14 - Crash
R	Lorenzo Bertelli (I)	Simone Scattolin (I)	FWRT · Ford Fiesta RS WRC	SS13 - Crash
R	Yazeed Al-Rajhi (SA)	Michael Orr (GB)	Yazeed Racing · Ford Fiesta RS WRC	SS8 - Crash

DRIVERS' CHAMPIONSHIP

1 Ogier 143; 2 Mikkelsen 98; 3 Latvala 87; 4 Paddon 84; 5 Neuville 76; 6 Ostberg 70; 7 Sordo 68; 8 Tanak 52; 9 Meeke 51; 10 Breen 25.

MANUFACTURERS' CHAMPIONSHIP

1 Volkswagen Motorsport 227; 2 Hyundai Motorsport 168; 3 M-Sport WRT 112; 4 Volkswagen Motorsport II 109; 5 Hyundai Motorsport N 86; 6 DMACK World Rally Team 58.

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Harju 1 (1.44 miles)	Mikkelsen 1m45.9s	Mikkelsen	Tanak* +0.0s
SS2 Mokkipera 1 (8.60 miles)	Meeke 6m43.4s	Meeke	Tanak +1.0s
SS3 Halinen (4.39 miles)	Latvala 3m25.8s	Meeke	Tanak +1.4s
SS4 Jukojarvi 1 (13.20 miles)	Tanak 9m59.9s	Meeke	Tanak +0.7s
SS5 Surkee 1 (9.29 miles)	Meeke 7m54.8s	Meeke	Latvala +19.6s
SS6 Horkka 1 (9.33 miles)	Latvala 7m01.0s	Meeke	Latvala +18.8s
SS7 Aanekoski-Valtra (4.59 miles)	Tanak 3m24.5s	Meeke	Latvala +18.0s
SS8 Mokkipera 2 (8.60 miles)	Meeke 6m38.2s	Meeke	Latvala +21.0s
SS9 Jukojarvi 2 (13.20 miles)	Tanak 9m47.2s	Meeke	Latvala +20.2
SS10 Surkee 2 (9.29 miles)	Latvala 7m47.3s	Meeke	Latvala +18.6s
SS11 Horkka 2 (9.33 miles)	Meeke 6m54.3s	Meeke	Latvala +19.5s
SS12 Harju 2 (1.44 miles)	Mikkelsen 1m44.6s	Meeke	Latvala +18.1s
SS13 Ouninpohja 1 (20.51 miles)	Meeke 15m06.3s	Meeke	Latvala +31.5
SS14 Pajjala 1 (14.60 miles)	Tanak 10m48.0s	Meeke	Latvala +34.7s
SS15 Pihlajakoski 1 (9.02 miles)	Meeke 6m35.6s	Meeke	Latvala +37.1s
SS16 Saalahti 1 (2.63 miles)	Ogier/Ostberg 2m02.8s	Meeke	Latvala +36.4s
SS17 Ouninpohja 2 (20.51 miles)	Meeke 14m56.5s	Meeke	Latvala +42.2s
SS18 Pajjala 2 (14.60 miles)	Meeke 10m36.5s	Meeke	Latvala +42.3s
SS19 Pihlajakoski 2 (9.02 miles)	Ogier 6m28.0s	Meeke	Latvala +41.2s
SS20 Saalahti 2 (2.63 miles)	Ogier 1m59.3s	Meeke	Latvala +41.0
SS21 Lempaa 1 (4.24 miles)	Tanak 3m13.7s	Meeke	Latvala +36.3s
SS22 Oittila 1 (6.31 miles)	Neuville 4m44.7s	Meeke	Latvala +34.5s
SS23 Lempaa 2 (4.24 miles)	Breen 3m11.2s	Meeke	Latvala +32.8s
SS24 Oittila 2 [Power Stage] (6.31 miles)	Neuville 4m35.8s	Meeke	Latvala +29.1s

*Tanak and Mikkelsen set equal fastest times

BMW bests Bentley for back-to-back wins

When the pacesetting Mercedes were pinged for a technical infringement, the door to Spa 24 Hours glory was opened. BMW stepped through first

By Gary Watkins, Special Contributor

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BMW came from behind 12 months ago to take its first Spa 24 Hours win of the GT era. Last weekend it sealed its 23rd victory in the Belgian enduro from the front

with a perfect display courtesy of the factory-backed Rowe Racing squad and drivers Alexander Sims, Philipp Eng and Maxime Martin.

Rowe's lead M6 GT3 wasn't the fastest car over the course of the blue riband round of the Blancpain GT Series, but the German team did everything right strategically in a race that included 15 full-course yellows. Nor did the trio of works drivers put a foot wrong, while the new-for-2016 GT3 racer proved reliable. The same could not be said of its rivals.

Mercedes, which had initially locked out the first six places in qualifying, started with one hand tied behind its back. The half-dozen Mercedes-AMG GT3s that had made it through to the superpole session for the top 20 cars were deemed to be illegal (see p37), their qualifying times cancelled and the cars that had dominated the times awarded a five-minute stop/go penalty to be taken in the first half hour of the race.

Bentley had the fastest car for much of the contest and remained in the hunt almost to the end, despite a run of drivethrough penalties, but ultimately it fell short when it mattered. Audi, too, had the speed, but had too many problems over the course of the race to win.

The best of the Rowe cars, which had qualified 19th and then started 11th after the Mercedes were penalised, emerged back in the lead in the 16th hour. It had been ahead at the six-hour mark when the first batch of BGTS Endurance Cup points were awarded and was on course to do the same at half-distance before opting to take its so-called technical pitstop – a new five-minute mandatory stay in the pits – to change brakes in the 10th hour.

That meant it wouldn't be back at the sharp end until all its rivals had undertaken their technical stops. The race boiled down to a straight fight between the BMW, the best of the M-Sport Bentley Continental GT3s shared by Andy Soucek, Maxime Soulet and Wolfgang Reip, and the solo Phoenix Audi R8 LMS in which former Spa winners Markus Winkelhock and Frank Stippler were joined by fellow works driver Christopher Mies.

The Bentley was the quicker car in dry conditions at this stage of the race, but when the rain came in the 19th hour Rowe came out on top in a tactical exchange even though it was forced to make a second change of brakes at the beginning of the following hour.

Rowe called the conditions correctly, but with more rain on the way both »



Bentley and Phoenix left its cars for too long on wet Pirelli tyres on a drying track. The strategy was disastrous for Audi. Mies's left-rear exploded out of the fast Pouhon double left, ripped through an oil line and set the moving car ablaze, from which the driver was forced to jump.

Rowe's change of brakes gave Soucek the lead, but an early stop of the Bentley, because the Spaniard was approaching the maximum drive time, put the BMW back in front. A puncture for the Continental and then another drivethrough for the British car in the final hour effectively ended its challenge.

The Bentley was well over a minute behind when a torrential shower with half an hour to go brought the entire field into the pits for wets. The resulting full-course yellow ended with 15 minutes of the race to go, and Sims was able to stroke it home to victory with nearly two minutes in hand.

"We made some very critical calls and we had some luck, but we didn't have the fastest car," said Rowe team boss Hans-Peter Naundorf. "The main reason we won was the mistakes of others."

Bentley made a mistake when the heavens opened, one that played a part



in the Continental dropping as low as fifth and finishing an unrepresentative fourth. M-Sport misinterpreted the latest revision to the pit-window regulations and believed it could not rejoin until after the higher limit (2m05s) because it had changed all four tyres.

In fact, the rules allow a car to exit the pits before the lower limit (1m55s) so long as no fuel goes in. Twenty seconds – the length of the no-exit window – were lost as a result.

It was a double whammy for Bentley because the Continental pitted before the race went yellow. The chasing Mercs and

The Bentleys were quick, but finished off the podium

the factory WRT Audi stopped after the full-course yellow had begun, which meant a 12s lead it had over the third-placed car turned into a 40s deficit.

The Bentley did gain a place back after the factory HTP Mercedes shared by Gary Paffett, Maximilian Gotz and Thomas Jager was given a drivethrough for an unsafe release in the pits. That was of no consolation and nor was the points haul picked up for leading at 12 hours.

"We have to be disappointed because we had the fastest car for much of the race, though not at all points," said M-Sport team manager Matthew Wilson. "There were too many little mistakes and a bit of bad luck, but without just some of the drivethroughs it could have been different."

Bentley felt aggrieved with its tally of five drivethroughs. One, it pointed out, was awarded after Reip had little choice but to stay out when a car spun into the pitlane entry at the Bus Stop Chicane. The car was then penalised because the Belgian had gone one second over the maximum stint length.

Mercedes came away with second and fifth positions with two of the six cars to be awarded penalties. The French Auto



Rowe BMW wasn't the fastest, but made big gains when rain fell

Sport Promotion squad's factory-backed car driven by Felix Rosenqvist, Renger van der Zande and Tristan Vautier took the runner-up spot.

They had been top Merc in third position before the initial rain, but lost out to the Gotz/Paffett/Jager car with a mistimed change to slicks. Rosenqvist then had to resist the advances of a charging Laurens Vanthoor in the WRT car over the final 15-minute dash to the flag. The Audi closed a 10s deficit to less than two with a lap to go, but couldn't quite get on terms.

The fightback by Mercedes wasn't quite as incredible as it looked. A full-course yellow began just after its four factory entries – the ASP car, two from HTP and one from Black Falcon – stopped at the end of the opening lap, which meant the quartet lost only a lap and a half.

The HTP entry driven by Maximilian Buhk, Jazeman Jaafar and Dominik Baumann led the Merc charge until Sunday morning. It lost time taking its technical pitstop and then Jaafar tangled with the works Black Falcon car at Eau Rouge. It would end up two laps down in sixth. >>

THE CURIOUS CASE OF THE ILLEGAL MERCS

BLANCPAIN GT SERIES BOSS STEPHANE RATEL made a comment he might have had cause to regret during his annual Spa press conference on Friday afternoon – and crucially before qualifying that evening. He praised his eponymous organisation's Balance of Performance, suggesting it was so good that there would never be a need to make changes between qualifying and the race.

That was a barbed comment aimed at the FIA and the Automobile Club de l'Ouest, organisers of the World Endurance Championship. They, of course, modified the GTE Pro BoP after qualifying on the Friday of the Le Mans 24 Hours.

There was no need for any post-qualifying BoP change, even though Mercedes locked out the top six positions on the grid. Pole-winner Maximilian Gotz (pictured below), who would drop to sixth courtesy of a yellow-flag infringement on his quickest lap, was initially eight-and-a-half tenths clear of the best non-Merc and 1.6s quicker than the best time by a Mercedes-AMG GT3 in the official Spa test in early July. The reason was the midnight oil burned by the Stephane Ratel Organisation's technical department led by Claude Surmont and the event scrutineers.

They went over the Mercs with a fine-tooth comb in a process that supposedly continued until 4am. Late on Saturday morning it was finally announced that the Mercs that had made it through to the superpole session would be penalised.

The six Mercs were found to have ignition mapping that didn't conform to that

homologated for the car (there is a maximum ignition advance measured in degrees for each GT3 model). That resulted in the cars losing their times and being put to the back of the top 20, and then the five-minute stop/go penalties were awarded, according to the stewards, for "presenting a car with a technical non-conformity of which the competitor should have been aware".

All the Mercs, a total of eight in the race, would also have to revert to their previous ignition mapping. AMG made only a perfunctory reaction to the decisions. "There are varying opinions about the interpretation of the homologation," read its statement.

Privately, however, it suggested that it believed that there is a tolerance for the mapping that is necessary given the wide variety of circuits at which GT3 cars run. Surmont pointed out that the FIA homologation form incorporates no such allowance.

It was decided by AMG to appeal the decisions, a move that had to come via one of the teams running the cars. Black Falcon was chosen, but by the time it arrived at the stewards' office with the necessary paperwork, the one-hour appeal period had elapsed.

The Mercs running new – or rather old – mapping weren't the fastest cars around Spa in the race as they had been in qualifying. The best race time by one of the V8-powered cars was a 2m20.144s, which was 1.4s down on Lauren Vanthoor's fastest lap for Audi. That makes the 0.4-0.6s estimation by Surmont of the gain with the mapping used in qualifying look conservative.





The more spectacular comeback was that of the WRT car in which Vanthoor was joined by Rene Rast and Nico Muller. The car had briefly led and was running seventh when Rast was hit from behind straight after the race went green after a safety car in the sixth hour.

The subsequent stay in the garage counted as its technical pitstop, but its eight-minute duration meant the car lost three laps and was down in 42nd

position on the six-hour mark.

“After what happened, we never thought we could be up there after losing so much time,” said Vanthoor. “But we have to be disappointed because we started from pole and got fastest lap.”

McLaren was also disappointed after the race. Overall BGTS championship leader Rob Bell, who shared the lead Garage 59 650S GT3 with Shane van Gisbergen and Come Ledogar,

Vanthoor, Rast and Muller inherited pole but had to mount a fine recovery for P3

ended up 31st. They were in the hunt until Frenchman Ledogar had a coming together with a Lamborghini Huracan GT3 in the night. Several stops were required for repairs, leaving the car 18 laps in arrears.

Pro-am honours went to the Imsa Performance Porsche squad courtesy of a near-perfect run for factory driver Patrick Pliet, 24-hours debutant Maxime Jousse, team owner Raymond Narac and Thierry Comac. Their 911 GT3-R held a narrow lead when the rain came for the first time and the wet conditions allowed the rear-engined car to eke out some breathing space.

The second-placed ISR Audi, whose driver line-up included Franck Perera and Nicolas Lapierre, was delayed by four drivethroughs, while Barwell claimed a third Spa podium in a row with the best of its Lambos. The car in which Oliver Gavin joined the team regulars came back to third after losing time with an exploding wheel gun and a series of punctures.

The Rowe BMW managed to avoid such misfortune last weekend. But the performance of both team and drivers was also an endurance-racing masterclass. 🌟



The works-backed French Auto Sport Promotion was top Merc in second

RESULTS BLANCPAIN GT SERIES ENDURANCE CUP ROUND 4/5, SPA 24 HOURS, JULY 30-31 (531 LAPS – 2310.957 MILES)

POS	DRIVERS	TEAM	CAR	TIME
1	Maxime Martin (B) Philipp Eng (A) Alexander Sims (GB)	Rowe Racing	BMW M6 GT3	24h02m18.980s
2	Felix Rosenqvist (S) Tristan Vautier (F) Renger van der Zande (NL)	AMG – Auto Sport Promotion	Mercedes-AMG GT3	+1m55.408s
3	Rene Rast (D) Laurens Vanthoor (B) Nico Muller (CH)	Audi Sport Team WRT	Audi R8 LMS	+2m00.586s
4	Maxime Soulet (B) Andy Soucek (E) Wolfgang Reip (B)	Bentley Team M-Sport	Bentley Continental GT3	-1 lap
5	Thomas Jäger (D) Maximilian Gotz (D) Gary Paffett (GB)	AMG – Team HTP Motorsport	Mercedes-AMG GT3	-1 lap
6	Dominik Baumann (A) Jazeman Jaafar (MAL) Maximilian Buhk (D)	AMG – Team HTP Motorsport	Mercedes-AMG GT3	-2 laps
7	Christopher Haase (D) Gregory Guilvert (F) Mike Parisy (F)	Sainteloc	Audi R8 LMS	-4 laps
8	Bertrand Baguette (B) Adrien De Leener (B) Pierre Kaffer (D)	WRT	Audi R8 LMS	-4 laps
9	Filip Salaquarda (CZ) Marlon Stockinger (RP) Edoardo Mortara (I)	ISR	Audi R8 LMS	-4 laps
10	Patrick Pilet (F) Maxime Jousse (F) Thierry Cornac (F) Raymond Narac (F)	Imsa Performance	Porsche 911 GT3-R	-4 laps
11	Mirko Bortolotti (I) Rolf Ineichen (CH) Jeroen Bleekemolen (NL)	GRT Grasser Racing Team	Lamborghini Huracan GT3	-4 laps
12	Sergio Jimenez (BR) Rodrigo Baptista (BR) Filipe Albuquerque (P)	WRT	Audi R8 LMS	-5 laps
13	Franck Perera (F) Philippe Giauque (F) Henry Hassid (F) Nicolas Lapierre (F)	ISR	Audi R8 LMS	-5 laps
14	Fabio Babini (I) Patric Niederhauser (CH) Daniel Zampieri (I)	Attempto Racing	Lamborghini Huracan GT3	-5 laps
15	Luca Stolz (D) Michele Beretta (I) Andrea Piccini (I)	GRT Grasser Racing Team	Lamborghini Huracan GT3	-6 laps
16	Alessandro Pier Guidi (I) Pasin Lathouras (T) Michele Rugolo (I)	AF Corse	Ferrari 488 GT3	-7 laps
17	Phil Keen (GB) Jon Minshaw (GB) Joe Osborne (GB) Oliver Gavin (GB)	Barwell Motorsport	Lamborghini Huracan GT3	-7 laps
18	Guy Smith (GB) Vincent Abril (F) Steven Kane (GB)	Bentley Team M-Sport	Bentley Continental GT3	-7 laps
19	Michael Lyons (GB) Daniele Perfetti (I) Laurent Cazenave (F) Morgan Moullin-Traffort (F)	Auto Sport Promotion	Mercedes-AMG GT3	-8 laps
20	Maro Engel (D) Bernd Schneider (D) Yelmer Buurman (NL)	AMG – Team Black Falcon	Mercedes-AMG GT3	-8 laps
21	Clemens Schmid (A) Luciano Bacheta (GB) Indy Dontje (NL)	HTP Motorsport	Mercedes-AMG GT3	-9 laps
22	Michał Broniszewski (PL) Alessandro Bonacini (I) Andrea Rizzoli (I) Giacomo Piccini (I)	Kessel Racing	Ferrari 488 GT3	-10 laps
23	Matteo Malucelli (I) Jiri Pisarik (CZ) Josef Kral (CZ) David Fumanelli (I)	Scuderia Praha	Ferrari 488 GT3	-12 laps
24	Jonny Adam (GB) Ahmad Al Harthy (OM) Devon Modell (GB) Darren Turner (GB)	Oman Racing Team (Motorbase)	Martin Vantage GT3	-13 laps
25	Marco Mapelli (I) Leo Machitski (GB) Marco Attard (GB) Tom Kimber-Smith (GB)	Barwell Motorsport	Lamborghini Huracan GT3	-14 laps
26	Daniel Juncadella (E) Miguel Toril (E) Oliver Morley (GB) Abdulaziz Al Faisal (SA)	Black Falcon	Mercedes-AMG GT3	-15 laps
27	Raffaele Giammaria (I) Ezequiel Perez-Companc (RA) Alessandro Balzan (I)	AF Corse	Ferrari 458 Italia GT3	-16 laps
28	Michela Cerruti (I) Loris Spinelli (I) Gilles Vannelet (F) Cedric Sbirrazzuoli (F)	Antonelli Motorsport	Lamborghini Huracan GT3	-17 laps
29	Frederic Vervisch (B) Will Stevens (GB) Dries Vanthoor (B)	WRT	Audi R8 LMS	-17 laps
30	Christopher Zochling (A) Jules Gounon (F) Luca Rettenbacher (A) Rik Breukers (NL)	Konrad Motorsport	Lamborghini Huracan GT3	-18 laps (accident)
31	Rob Bell (GB) Shane van Gisbergen (NZ) Vadim Ledogar (F)	Garage 59	McLaren 650S GT3	-18 laps
32	Liam Talbot (AUS) Marco Zanuttini (I) Václav Gitlin (LV) Niki Cadei (I)	Kessel Racing	Ferrari 458 Italia GT3	-18 laps
33	Hubert Haupt (D) Andreas Simonsen (S) Adam Christodoulou (GB)	Black Falcon	Mercedes-AMG GT3	-19 laps (accident)
34	Rino Mastronardi (I) Peter Mann (USA) Francisco Guedes (P) Matteo Cressoni (I)	AF Corse	Ferrari 488 GT3	-19 laps
35	Steve Owen (AUS) Roger Lago (AUS) David Russell (AUS) Jonathon Webb (AUS)	Lago Racing	Lamborghini Gallardo R-EX	-22 laps
36	Marco Seefried (D) Rinat Salikhov (RUS) Pierre Ehret (D) Alexander Mattschull (D)	Rinaldi Racing	Ferrari 488 GT3	-25 laps
37	Sean Walkinshaw (GB) Matthew Simmons (AUS) Romain Sarazin (F) Ricardo Sanchez (MEX)	Nissan GT Academy Team RJN	Nissan GT-R Nismo GT3	-25 laps
38	Daniel Mancinelli (I) Ferdinando Geri (I) Gregory Romanelli (I) Niccolò Schiro (I)	Easy Race	Ferrari 488 GT3	-26 laps (accident)*
39	Miroslav Konopka (SK) Andrzej Lewandowski (PL) Teodor Myszkowski (PL) Zdeno Mikulasko (SK)	ARC Bratislava	Lamborghini Huracan GT3	-29 laps
40	Duncan Tappy (GB) Bruno Senna (BR) Luis Derani (BR)	Garage 59	McLaren 650S GT3	-31 laps
41	Dirk Werner (D) Nicky Catsburg (NL) Stef Dusseldorp (NL)	Rowe Racing	BMW M6 GT3	-34 laps (clutch)*
42	Anders Fjordbach (DK) Nicolas Pohler (D) Diego Alessi (I) Dennis Andersen (DK)	GRT Grasser Racing Team	Lamborghini Huracan GT3	-43 laps
43	Marco Bonanomi (I) Christian Kelders (B) Marc Rostan (F) Frederic Bouvy (B)	Sainteloc	Audi R8 LMS	-47 laps
44	Lucas Ordóñez (E) Mitsunori Takahashi (J) Alex Buncombe (GB)	Nissan GT Academy Team RJN	Nissan GT-R Nismo GT3	-50 laps
45	Stefano Gattuso (I) Stefano Costantini (I) Giovanni Berton (I) Matteo Beretta (I)	Ombra Racing	Lamborghini Huracan GT3	-51 laps
46	Matt Griffin (IRL) Duncan Cameron (GB) Aaron Scott (GB) Riccardo Ragazzi (I)	AF Corse	Ferrari 488 GT3	-60 laps*
47	Yannick Mallegol (F) Fabrice Notari (MC) Jean-Marc Bachelier (F) Howard Blank (USA)	RMS	Porsche 911 GT3 Cup (991)	-61 laps
48	Wim Meulders (B) Richard Philippe (F) Gregory Paisse (B) Pierre-Yves Paque (B)	Speedlover	Porsche 911 GT3 Cup (991)	-63 laps
49	Markus Palmtala (FIN) Jonathan Hirschi (CH) Christian Kliken (A)	Emil Frey Racing	Jaguar Emil Frey G3	-85 laps
50	Frank Stippler (D) Christopher Mies (D) Markus Winkelhock (D)	Audi Sport Team	Phoenix Audi R8 LMS	-106 laps (fire)*
51	Valentin Hasse-Clot (F) Michael Blanchemain (F) Gilles Lallement (F) Jean-Paul Buffin (F)	Sainteloc	Audi R8 LMS ultra	-107 laps
52	Jeroen Mul (NL) Max Van Splunteren (NL) Louis Machiels (B) Giovanni Venturini (I)	Attempto Racing	Lamborghini Huracan GT3	-116 laps (accident)*
53	Stéphane Ortelli (MC) Lorenz Frey (CH) Albert Costa (E)	Emil Frey Racing	Jaguar Emil Frey G3	-123 laps
54	Carl Rosenblad (S) Chris Harris (GB) Derek Pierce (GB) David Perel (ZA)	Team Parker Racing	Bentley Continental GT3	-155 laps (accident)*
R	Francesco Castellacci (I) Marco Cioci (I) Piergiuseppe Perazzini (I) Thomas Flohr (CH)	AT Racing (AF)	Ferrari 488 GT3	333 laps-accident damage
R	Robin Frijns (NL) Stuart Leonard (GB) Michael Meadows (GB)	WRT	Audi R8 LMS	302 laps-engine
R	Julien Darras (F) Karim Ojeh (SA) Olivier Grotz (L) Arno Santamato (F)	Boutsen Ginion	Racing BMW M6 GT3	257 laps-hydraulics
R	Rui Aguas (P) Alexander Moiseev (RUS) Stéphane Lemeret (B) Davide Rizzo (I)	Kaspersky Motorsport (AF)	Ferrari 458 Italia GT3	254 laps-engine
R	Michael Petit (F) Romain Brandela (F) Timothe Buret (F) Bernard Delhez (B)	Classic & Modern Racing	Ferrari 458 Italia GT3	244 laps-engine
R	Thomas Nicolle (F) Eric Mouez (F) David Loger (F) Sylvain Debs (F)	Classic & Modern Racing	Ferrari 458 Italia GT3	223 laps-engine
R	Andrew Watson (GB) Struan Moore (GB) Alex Fontana (CH)	Garage 59	McLaren 650S GT3	208 laps-accident damage
R	Callum MacLeod (GB) Tom Onslow-Cole (GB) Ian Loggie (GB) Andy Meyrick (GB)	Team Parker Racing	Bentley Continental GT3	168 laps-accident
R	Martin Tomczyk (D) Max Koebolt (NL) Giorgio Roda (I) Stefano Colombo (I)	BMW Team Italia	BMW M6 GT3	96 laps-accident
R	Kevin Estre (F) Clement Mateu (F) Jurgen Haring (D) Nicolas Armindo (F)	Attempto Racing	Porsche 911 GT3 R	33 laps-accident
R	Giancarlo Fisichella (I) Motoaki Ishikawa (J) Lorenzo Bontempelli (I) Olivier Beretta (MC)	AF Corse	Ferrari 488 GT3	33 laps-accident

*not running at finish ■ denotes class winner

Winner's average

speed 96.135mph.

Fastest lap L Vanthoor

2m18.793s, 112.883mph.

SUPER POLE
1 L Vanthoor 2m18.505s; 2 Bortolotti 2m18.691s; 3 Soulet 2m18.698s; 4 Pier Guidi 2m19.023s; 5 Frijns 2m19.377s; 6 Mies 2m19.507s; 7 Catsburg 2m19.517s; 8 MacLeod 2m19.634s; 9 Keen 2m19.757s; 10 Kane 2m19.802s; 11 Sims 2m19.865s.
CHAMPIONSHIP
1 van Gisbergen/Bell/Ledogar 68; 2 Eng/Sims 66; 3 Martin 66; 4 Soucek/Soulet/Reip 62; 5 Baumann/Jaafar/Buhk 57; 6 L Vanthoor 45; 7 Muller 35; 8 van der Zande/Vautier 30; 9 Rosenqvist 30; 10 Rast 27.



PICS: EBREY AND WALKER



Hall's world sportscar
Matra twice saw off
Newall's Can-Am McLaren

Magnificent Matras enter Hall of fame

Historic F1 provided a great fight, but it was Matra-mounted Rob Hall who stole the show at the Silverstone Classic

By Marcus Pye, the voice of club racing

[@Autosport](#)

Rob Hall's three superlative race victories in a pair of wailing V12 Matra prototypes – the FIA Masters Historic Sportscar honours shared with hugely capable colleague Andy Willis – earned the Lincolnshire veteran the driver of the weekend accolade. But while Hall starred, it was Sunday's epic Formula 1 race (in which Hall also played a leading role, piloting a Ligier-Matra JS17) that highlighted the all-action 2016 Silverstone Classic.

Driving an ex-Henri Pescarolo/Gerard Larrousse 1974 1000km 'sprint spec' three-litre MS670B/C with sensational verve, Hall outfoxed Andy Newall (McLaren M8F) in Saturday's Can-Am 50 Interserie Trophy leg. On Sunday he defended brilliantly, doubling-up as the 8.8-litre Chevrolet V8-engined beast ate its tyres. "I expected Andy to come past at the start," said Hall. "When he didn't I didn't hang around to find out why?"

Third on day one, returnee John Grant (McLaren M8C/D) was sidelined by a puncture on Sunday, thus the sleek Lolas of Michele Liguori (DFV-powered) and Tony Sinclair (ex-Chris Craft '73 European two-litre title-winning T292) and John Burton (Chevron B26) moved up.

Willis started the ex-Jean-Pierre Beltoise/Jack Brabham '70 tubeframe Matra MS650 – replete with distinctive nose wing – in the FIA round. While he kept it in sight of the leaders its challenge was under the radar until Hall leapt in. F1 winner Nick Padmore (in Max Smith-Hilliard's Chevron-FVC B19) made a nuisance of himself to the

latest stops, harassing Chris Ward (in Paul Gibson's Broadley Lola T70), but not even Oliver Bryant (T70 Mk3B) could counter the agile French blue Matra, which took the lead during the driver changes, as they constantly lapped traffic in the closing stages.

Wolfgang Friedrichs and Simon Hadfield retained their Royal Automobile Club Tourist Trophy title with another extraordinary Pre-1963 GT success in the German's Aston Martin DB4 GT. Starting from Hadfield's pole on a treacherously oily track Friedrichs lay eighth, 22 seconds down after three laps, when Holly Mason-Franchitti's Alfa Romeo TZ1 gyrated through Abbey and was immobilised by a clonk from Alex Drabble's Reliant Sabre 6. "I dialled my 'I need a safety car app' and one appeared," quipped Hadfield, who replaced Friedrichs as soon as the pit window opened, then charged to victory.

Also relayed at five and a half laps – morning races used the Heritage Pits – Patrick Blakeney-Edwards growled Martin Hunt's AC Cobra to second. A photo finish for third favoured the James Cottingham/Andrew Smith Jaguar E-type, which led after Lukas Halusa pitted the sensational Ferrari 250 GT 'Breadvan' too early. Obligated to stop again, he howled Count Volpi's period SWB evoluzione back onto the Jag's tail, clear of the E-type FHCs of Rob Hall (Martin Melling's) and 'Ralphie' Haddon.

Cooper-Jaguars ruled the splendid RAC Woodcote Trophy Pre-'56 sportscar race, Chris Ward (ex-Cyril Wick T33) winning a mesmerising duel with Blakeney-Edwards, finishing American Fred Wakeman's sleeker ex-Tommy Sopwith T38 with equal aplomb. PB-E had the temerity to forge ahead for a >>



few laps before the Silverstone specialist, hindered by a water leak, retaliated.

Although the quickest D-type of Gary Pearson faded (“no grip and no grunt”), Tony Wood completed a Jaguar XK-powered podium in the RGS Atalanta that father Barry decided to leave him aboard. Rick Bourne/Malcolm Paul (ex-Mike Anthony Lotus-Bristol 10) led the interlopers. Martin Stretton/Richard Wilson (Maserati 250S) and Friedrichs/Hadfield (Aston Martin DB3S) completed the top six.

First time out in the Leventis family’s ex-Wolfgang von Trips/Phil Hill Ferrari 246 Dino, Sam Hancock burst clear of the Stirling Moss Trophy pack to repeat

Gregor Fiske’s 2015 win. “I want to apologise to [initial leader] Gary Pearson for tapping him very gently at Stowe, as we slid on oil [dumped by Robbie Bernberg’s Cooper], but this car is fantastic, it’s a huge privilege to race it,” said the versatile Hancock, equally adept in a three-litre Historic F1 car or modern sports-prototype.

As Pearson’s Lister-Jaguar faded through an unrelated problem – “I had massive oversteer and vibration, so pitted thinking I had a puncture” – Oliver Bryant scythed his Lotus 15 past the contrasting Lister-Jags of Richard Kent (Costin) and Tony Wood (Knobbly) and briefly passed Hancock, only to spin.

Willis leads Padmore before start of Masters sportscar bout

When dad Grahame took the two-litre car over it fell to a class-winning fifth, behind Kent, Will Nuthall (in for Wood) and the mighty Buckingham-built Lister-Chevrolet clone of builder Mark Lewis and Jamie McIntyre. Billy Bellinger/Keith Ahlers topped the minnows in Eric Broadley’s first giant-killing Lola Mk1.

The big Masters Pre-’66 GT race was a gripper as TVR Griffith ace Mike Whitaker endeavoured to fend off a Cobra and Jaguar E-type peloton. Oliver Bryant (Cobra) grabbed the initiative on lap 5 while Leo Voyazides (Shelby Daytona Coupe) tried to repel the Jags of Julian Thomas and the brakeless Nathan Kinch, plus Michael Gans’ Cobra.

After the stops, Simon Hadfield took up the cudgels in Voyazides’ car and rocketed to the top, winning from Bryant and Whitaker. “I’ve overtaken a Jaguar D-type in an Aston Martin DB3S and Mike Whitaker’s TVR for the first time today,” he beamed. Nigel Greensall (in Graham Wilson’s Elan) was overjoyed to pass Ross Curnow’s similar car for small capacity honours after the Ed Morris/John Davison car failed.

For the third successive year, Sam Wilson won both Formula Junior races in his pristine ex-Dave Charlton Ecurie Tomahawk Lotus 20/22. He was honoured to be presented with the Commander Yorke Trophy from Richard Attwood, its recipient – as a rising star of 20 with the Midland Racing Partnership Cooper T59 – the last time



Safety car helped Aston of Friedrichs/Hadfield to win again



Hancock defeated Lotus and Lister rivals in Ferrari



The massive Formula Junior field gets away

“I had massive oversteer and vibration, so pitted thinking I had a puncture”

Gary Pearson

it was presented in 1962!

Saturday's passage was eased when Cameron Jackson and Callum Grant made superb getaways, swamping Wilson's rivals including polesitter Andrew Hibberd who "cocked up the start and arrived at Luffield fifth!" Hibberd recovered to second while Nick Fennell shadowed Grant home in fourth. Westie Mitchell pitted his de Tomaso when it jumped out of gear, while Will Mitcham's late engine failure – the first DNF of his career – gifted the front-engined pot to fellow U2 man Ray Mallock.

Sunday's stanza was much closer up front, indeed Hibberd enjoyed a couple of laps ahead of Wilson, having slipstreamed him on the Hangar Straight and passed him into Stowe. Sam repassed him at Brooklands and held on to win by half a length with Grant third. Oil at the Loop caught out Mitchell and Fennell, who spun independently, then saw John Fyda and Andrew Garside collide before a mass exodus. Chris Drake (Terrier) was first of the 'pullers', having withdrawn on Saturday.

Will Nuthall in Giorgio Marchi's F1 Cooper T53 was caught and passed by Jon Fairley's 2.7-litre Tasman spec Brabham BT11 in Saturday's HGPCA race, but a last-lap wobble at Becketts gifted victory to Nuthall as Peter Horsman (Lotus 18/21) watched it unfold. Barry Cannell bagged fourth after Rod Jolley and Rudi Friedrichs collided, but they dusted themselves down and finished ahead of the shrill 1500cc F1 V8s of Nick Fennell (Lotus 25) and Sid Hoole (Cooper T66). Tony Wood bested the front-engined brigade in his Tec-Mec Maserati, well clear of an energetic 250F tussle between Guillermo Fierro and Steve Hart.

The weekend's only red flag flew after P2 man Fairley's gearbox grenaded at Sunday's start. With arms aloft, everybody missed him until row 20 starter Fred Harper, unsighted, hit the Brabham, spinning it round and triggering a chain reaction shunt that sidelined six cars. Horsman won the restart after Nuthall had a driveshaft snap at Stowe. Richard Tarling was flying in John Carpenter's unique Assegai and >>



Kinch and Lola: fastest combo of the meeting

GROUP C

GROUP C PROVIDED A GREAT CONTEST between the late-generation turbocharged machines and their normally aspirated successors, but the class of the field was Nathan Kinch's 1992 Lola T92/10.

Kinch narrowly pipped the experienced Bob Berridge (Nissan R90C) to pole and then disappeared in the first encounter, held at dusk on Saturday. The plain white Lola had a 1.9-second advantage at the end of the first lap and Kinch eventually took the flag over 50s clear, having set the fastest race laps of the weekend.

The real battle was for second. Berridge led Christophe D'Ansembourg's Jaguar XJR-14 initially, before Katsuo Kubota's Nissan blasted by the Big Cat on the run to Stowe on lap two of 17. The three cars then battled closely, with the 3.5-litre Jaguar faster through the high-speed corners, but lacking the power to pass the turbos.

That was until D'Ansembourg managed to box in Kubota behind the March of Peter Schleiffer as the leaders approached Abbey. Once through, the Jaguar flew onto the tail of the yellow Nissan, and went by with better traction out of the Loop.

The order looked set but then both Berridge (tyre problems) and the XJR-14 (collapsed wheel bearing) wilted. Kubota, who narrowly missed the slowing Jaguar at Becketts, thus took second. Mark Sumpter's Porsche 962, which had kept the battle in sight, completed the podium.

Berridge jumped Kinch at the start on Sunday, but any hopes of a battle were dashed when the Lola pulled off with gearbox problems. Berridge was left to take an easy victory, while Kubota spoiled the chances of a Nissan 1-2 with a spin that allowed Sumpter to take second.

Mike Wrigley dominated the C2 class on both outings, but an electrical failure left the Argo JM19C stranded in the final minutes of race two. That allowed the ALD C289 of Frank Lyons to win, despite a closing Frederic da Rocha (Spice SE88C).

KEVIN TURNER





FIA MASTERS HISTORIC F1

AT THE SCENE OF WILLIAMS GRAND PRIX Engineering's maiden Grand Prix victory with Clay Regazzoni in 1979, two immaculately crafted wins by Nick Padmore in Max Smith-Hilliard's ex-Carlos Reutemann FW07C extended his unbeaten run to six.

Behind him, the action that showcased the most open and colourful era of F1 was incredible – particularly in Sunday's epic race when an ever-changing train of five cars fought every inch of the way. And overtook each other repeatedly.

Ollie Hancock hooked-up father Anthony's 1978 Fittipaldi F5A perfectly on both days, hurtling round Greg Thornton's Lotus 91 and poleman Padmore at Abbey to lead. Nick was through and away at Becketts on Saturday, but Ollie enjoyed a lap ahead 24 hours later.

Loic Deman – this term's only other winner – carved his Candy Tyrrell 010 from seventh to third on lap one on Saturday, then drew Thornton past Hancock. Both gained on Padmore when he lapped Marc Devis' Maki cautiously at Becketts, but Thornton survived a hairy 360-degree spin at Abbey without losing third as he attacked Deman.

Once ahead on Sunday, Padmore scarpered, leaving Hancock to fend off a growing pack with some brilliant defence. As Martin Stretton's Tyrrell 012 (tyre issues in race one) struggled for grip, Mike Wrigley (FW07D), Thornton, Deman and Christophe d'Ansembourg (FW07C) attacked.

Suspected piston failure ended Wrigley's fine run, but the battling Deman and Thornton, the resurgent Stretton and Rob Hall (Ligier-Matra JS17) intensified the chase, with Simon Fish (Ensign N180) and Steve Hartley (Arrows A4) trying to join in as d'Ansembourg faded.

Deman wrested second from Hancock, with a brave move round the outside at Stowe on the final lap. Ollie finished third in his wake with Hall, Thornton, Stretton and Fish snapping at his heels. Second to seventh were covered by 3.1s.



was challenging Wood for an astonishing third at Chapel on the final lap when it conked-out. He coasted to Club and gallantly pushed it over the line.

Tin Top Sunday's Historic Touring Car Challenge miscellany spanned 1966-'90, featuring period gems among evocatively liveried replicas. While hot Capris, BMW CSL Batmobiles and sonorous Rover V8s caught enthusiasts' eyes, Mr Silverstone Auctions Nick Whale attracted a jump start penalty in his original Auto Trader BMW M3, but Richard Meaden – fresh from U2TC success – was up to speed sooner and slithered Grant Tromans' Ford Capri ahead in tricky conditions. Whale relayed son Harry who, having seen Tromans emerge from the pits, coolly passed him for a memorable maiden victory. "Winning with my son is very special," said Nick afterwards. David Tomlin, who bought his Zakspeed Escort

replica at Friday's sale, was almost as thrilled with third.

The Vauxhall Vectra of young Scot Colin Noble Jr and local man James Dodd's Honda Accord circulated as if welded together atop Saturday's Super Touring opener, slicing through traffic with speed and precision, albeit without changing order. In a field graced by period stars Gianfranco Brancatelli (BMW M3) and Tony Longhurst (BMW 318) plus Craig Davies' ex-Chris Hodgetts Group A Ford Sierra RS500, ex-British Touring Car racer Frank Wrathall led the vain pursuit in the last four-wheel-drive Audi A4.

Sunday's sequel promised a repeat, minus Wrathall, but following a couple of exchanges – when Noble washed out on oil at Stowe, leaving the door open for Dodd, then retaliated robustly with a scrape into the Loop – it ended sourly. Colin slid wide at Stowe on the final lap



Padmore won twice to extend points lead



Noble and Dodd put on a great show until controversial clash



BMW defeated Ford in Historic Touring Car Challenge

and James grabbed the apex to get alongside into the Vale, at the end of which a sideswipe sent James spinning. Stewards took a dim view, excluding Noble and declaring Dodd the winner. With Neil Smith (Alfa 156) now second, Jason Minshaw was made up with third with his Volvo S40.

A phalanx of Lotus Cortinas swamped Andrew Banks' Alfa Romeo GTA and Jackie Oliver's misfiring BMW in the U2TC enduro. Andy Wolfe – using an engine from rival Neil Brown – bolted, handing the “very nervous” Richard Meaden a comfortable lead, which he maintained. Brown and Richard Dutton (who dived with Steve Soper until the legend's car moved ahead, then broke) were almost 20 seconds adrift at the flag. Max Banks was third, flabbergasted by the quickest Cortinas' pace. “They pull five lengths on us on the Hangar Straight,” chorused the brothers.

Attrition hit the V8s, but Craig Davies' Ford Mustang remained fit to win the big-capacity Pre-'66 Touring Car slugfest from Roger Wills' smoky Mercury Comet. Leo Voyazides' Falcon's brakes failed, Sean McInerney's Mustang “dropped a cylinder” and Nigel Greensall's Falcon wilted, leaving the Cortina of Michael Gans/Andy Wolfe third on the road. Like Mark Burton/Eugene O'Brien (Mustang), however, they pitted too early, 30-second penalties promoting Ben Beighton and Rob Fenn. ❁

RESULTS

CAN-AM 50 INTERSERIE TROPHY (10 LAPS) 1 Rob Hall (Matra MS670B/C); 2 Andy Newall (McLaren-Chevrolet M8F) +1.758s; 3 John Grant (McLaren-Chevy M8C/D); 4 Michele Liguori (Lola-DFVT292); 5 Tony Sinclair (Lola-BDG T292); 6 John Burton (Chevron-BDG B26). **Class winners** Newall; Sinclair; Mike Donovan (Lola T70 Mk3B/c); Jonathan Loader (Chevron-FVC B19). **Fastest lap** Hall 1m29.201s (109.91mph). **Pole** Hall. **Starters** 27. **RACE 2 (10 LAPS) 1 Hall;** 2 Newall +5.183s; 3 Liguori; 4 Sinclair; 5 Burton; 6 Frank Bradley (March-Chevy 717). **CW** Newall; Sinclair; Donovan; Loader. **FL** Newall 1m59.262s (109.86mph). **P** Hall. **S** 24.

FIA MASTERS HISTORIC SPORTSCARS (23 LAPS)

1 Andy Willis/Rob Hall (Matra MS650); 2 Oliver Bryant (Lola-Chevy T70 Mk3B) +28.536s; 3 Chris Ward/Paul Gibson (Broadley Lola-Chevy T70 Mk3B/c); 4 Nick Padmore/Max Smith-Hilliard (Chevron-FVC B19); 5 Robert Oldershaw (Lola-FVC T212/c); 6 Michael Gans (Lola-FVCT290). **CW** Bryant; James Littlejohn/Georg Kjallgren (Daren-FVAMk2); Mike Whitaker (Lola-Chevy T70 Mk2 Spyder); James Hanson/Paul Pochciol (De Tomaso Pantera); Jamie Boot (Chevron-BMW B16). **FL** Padmore 2m05.947s (104.03mph). **P** Hall. **S** 45.

RAC TOURIST TROPHY: PRE-1963 GT CARS (18 LAPS)

1 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB4 GT); 2 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra) +16.468s; 3 James Cottingham/Andrew Smith (Jaguar E-type); 4 Lukas Halusa (Ferrari 250 "Breadvan"); 5 Martin Melling/Rob Hall (Jaguar E-type FHC); 6 Andrew Haddon (Jaguar E-type FHC). **CW** Halusa; Michael Gans (Lotus Elite); Simon King (Morgan +4 Supersports). **FL** Halusa 2m31.843s (86.28mph). **P** Hadfield. **S** 53.

RAC WOODCOTE TROPHY: PRE-1956 SPORTS CARS (19 LAPS)

1 Chris Ward (Cooper-Jaguar T33); 2 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38) +3.370s; 3 Tony Wood (RGS Atlanta-Jaguar); 4 Rick Bourne/Malcolm Paul (Lotus-Bristol 10); 5 Martin Stretton/Richard Wilson (Maserati 250S); 6 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S). **CW** Wood; Bourne/Paul; Stretton/Wilson; Nick Wigley/John Ure (Cooper-Bristol T24/25); Jonathan Cleland (Lotus 6). **FL** Ward 2m31.526s (86.47mph). **P** Ward. **S** 42.

STIRLING MOSS TROPHY: PRE-1961 SPORTS CARS (20 LAPS)

1 Sam Hancock (Ferrari 246S); 2 Richard Kent (Lister-Jaguar Costin) +28.255s; 3 Tony Wood/Will Nuthall (Lister-Jaguar Knobbly); 4 Mark Lewis/Jamie McIntyre (Lister-Chevrolet Knobbly); 5 Oliver & Grahame Bryant (Lotus 15); 6 Billy Bellinger/Keith Ahlers (Lola Mk1 Prototype). **CW** Bryant/Bryant; Bellinger/Ahlers; Philip Champion/Sam Stretton (Lotus XI Le Mans); Malcolm Harrison/Patrick Watts (Rejo Mk3). **FL** O Bryant 2m26.537s (89.41mph). **P** Gary Pearson (Lister-Jaguar Knobbly). **S** 28.

INTERNATIONAL TROPHY: PRE-'66 GT CARS (20 LAPS)

1 Leo Voyazides/Simon Hadfield (Shelby Cobra Daytona Coupe); 2 Oliver Bryant (AC Cobra) +4.635s; 3 Mike Whitaker (TVR Griffith); 4 Michael Gans/Andy Wolfe (AC Cobra); 5 Andy Willis/Rob Hall (Shelby American Cobra); 6 Julian Thomas/Calum Lockie (Jaguar E-type low-drag coupe). **CW** Graham Wilson/Nigel Greensall (Lotus Elan); David Grace/Anders Schildt (Austin-Healey 3000); Till Bechtolsheimer (Tojeiro-Buick EE). **FL** Hadfield 2m23.895s (91.05mph). **P** Whitaker. **S** 58.

COMMANDER YORKET TROPHY: FORMULA JUNIOR (9 LAPS)

1 Sam Wilson (Lotus 20/22); 2 Andrew Hibberd (Lotus 22) +1.073s; 3 Callum Grant (Merlyn Mk5/7); 4 Nick Fennell (Lotus 27); 5 Cameron Jackson (Brabham BT2); 6 Stuart Roach (Alexis Mk4). **CW** Harrison Scott (Cooper T56); Ray Mallock (U2 Mk2); John Delane (Lotus 18); Simon Durling (Lotus 18); Peter Fenichel (Stanguellini FJ); Mike Gosbell (Nota FJ). **FL** Wilson 2m19.683s (83.80mph). **P** Hibberd. **S** 54. **RACE 2 (9 LAPS)**

1 Wilson; 2 Hibberd +0.223s; 3 Grant; 4 Jackson; 5 Greg Thornton (Lotus 20/22); 6 Roach. **CW** Chris Drake (Terrier Mk4); Scott; Jonathan Fyda (U2 Mk3); Durling; Fenichel; Gosbell. **FL** Wilson 2m21.513s (92.58mph). **P** Wilson. **S** 54.

MASERATI TROPHY: HGPCA PRE-1966 GRAND PRIX CARS (9 LAPS) 1 Will Nuthall (Cooper T53); 2 John Fairley (Brabham

BT11) +1.403s; 3 Peter Horsman (Lotus 18/21); 4 Barry Cannell (Cooper T51); 5 Rudi Friedrichs (Cooper T53); 6 Rod Jolley (Cooper T45/51). **CW** Fairley; Nick Fennell (Lotus 25); Tony Wood (Tec-Mec Maserati); Richard Tarling (Assegai-Alfa Romeo F1); Geraint Owen (Kurtis 500C); Guillermo Fierro (Maserati 250F); Paul Grant (Cooper-Bristol Mk2); John Bussey (Cooper T43); Tania Pilkington (Cooper T43); Richard Pilkington (Talbot Lago T26SS). **FL** Fairley 2m19.418s (93.97mph). **P** Nuthall. **S** 47.

RACE 2 (7 LAPS) 1 Horsman; 2 Jolley +16.327s; 3 Wood; 4 Sid Hoole (Cooper T66); 5 Ed Morris (Lotus-Alfa Romeo 18); 6 Andrew Beaumont (Lotus 24). **CW** Jolley; Wood; Hoole; Morris; Owen; Steve Hart (Maserati 250F CM5); Grant; Bussey; R Pilkington. **FL** Horsman 2m21.314s (92.71mph). **P** Fairley. **S** 45.

HISTORIC TOURING CAR CHALLENGE (15 LAPS)

1 Nick & Harry Whale (BMW E30 M3); 2 Richard Meaden/Grant Tromans (Ford Capri RS3100) +15.084s; 3 David Tomlin (Ford Escort RS1800); 4 Richard Postins (Rover SD1); 5 Steve Dance (Ford Capri RS2600); 6 Nigel Garrett/Stuart Hall (Rover SD1). **CW** Meaden/Tromans; Tomlin; Postins; Henry Mann (Ford Escort Mk1); Richard Meins/Rob Huff (Ford Capri 3.0S); Grahame Bryant (Chevrolet Camaro Z28); Till Bechtolsheimer (MG Metro Turbo); Robert Crofton (Datsun 240Z); James Wood (Triumph Dolomite Sprint); Cliff Ryan/Mike Bell (Ford Escort RS2000); Mark Wilson (VW Golf GTI); Andrew Strachan (Rover P6). **P** Mark Smith (BMW E30 M3). **S** 46.

JET SUPER TOURING CARS TROPHY (9 LAPS) 1 Colin Noble Jr (Vauxhall Vectra);

2 James Dodd (Honda Accord) +0.206s; 3 Frank Wrathall (Audi A4); 4 Neil Smith (Alfa Romeo 156); 5 Graeme Dodd (Accord); 6 Jason Minshaw (Volvo S40).

CW Craig Davies (Ford Sierra RS500); Mark Smith (BMW M3); Tony Longhurst (BMW 318); Scott O'Donnell (Ford Mondeo). **FL** Noble Jr 2m12.852s (98.62mph). **P** Noble Jr. **S** 29.

RACE 2 (8 LAPS) 1 J Dodd; 2 Neil Smith +20.668s; 3 Minshaw; 4 Mark Jones (Renault Laguna); 5 Paul Smith (BMW E36 320); 6 G Dodd. **CW** Davies; Gianfranco Brancatelli (E30 M3); Longhurst; O'Donnell. **FL** Noble Jr 2m14.970s (97.07mph). **P** Noble Jr. **S** 24.

JOHN FITZPATRICK TROPHY: UNDER 2-LITRE TOURING CARS (20 LAPS) 1 Andy Wolfe/Richard Meaden (Ford Lotus Cortina);

2 Neil Brown/Richard Dutton (Cortina) +19.819s; 3 Andrew & Maxim Banks (Alfa Romeo Giulia Sprint GTA); 4 David Tomlin (Cortina); 5 Jackie Oliver/Richard Shaw (BMW 1800 TiSA); 6 Sean McInerney (Cortina). **CW** Banks/Banks; Oliver/Shaw; Endaf Owens/Dan Wheeler (Morris Cooper S). **FL** Steve Soper (Cortina) 2m32.340s (86.00mph). **P** Wolfe. **S** 40.

BIG-ENGINE PRE-'66 TOURING CARS (14 LAPS)

1 Craig Davies (Ford Mustang); 2 Roger Wills (Mercury Comet Cyclone) +22.611s; 3 Ben Beighton (Mustang); 4 Rob Fenn (Mustang); 5 Michael Gans/Andy Wolfe (Cortina); 6 Mark Burton/Eugene O'Brien (Ford Mustang). **CW** Gans/Wolfe; Jonathan Lewis/Martin O'Connell (Austin Cooper S). **FL** Davies 2m31.930s (86.24mph). **P** Sean McInerney (Mustang). **S** 38.

GROUP C (17 LAPS) 1 Nathan Kinch (Lola T92/10); 2 Katsu Kubota (Nissan R90CK) +51.742s; 3 Mark Sumpter (Porsche 962); 4 Robin Ward (Spice SE90C); 5 Tommy Dreelan (Porsche 962); 6 Eric De Doncker (Spice SE90C). **CW** Kubota; Mike Wrigley (Argo JM19C); Peter Schleifer (March 84G). **FL** Kinch 1m50.875s (118.17mph). **P** Kinch. **S** 17. **RACE 2 (14 LAPS) 1 Bob Berridge (Nissan R90C);** 2 Sumpter +18.849s; 3 Kubota; 4 Ward;

5 Dreelan; 6 Georg Kjallgren (Courage C26S). **CW** Kubota; Frank Lyons (ALD C289); Christian Perrier (March 85G). **FL** Berridge 1m53.357s (115.58mph). **P** Kinch. **S** 15.

FIA MASTERS HISTORIC F1 (14 LAPS) 1 Nick Padmore (Williams FW07C-14); 2 Loic Deman (Tyrrell 010) +3.861s; 3 Greg Thornton (Lotus 91/5); 4 Christophe d'Ansembourg (Williams FW07C-11); 5 Mike Wrigley (Williams FW07D-16); 6 Rob Hall (Ligier JS17). **CW** Ollie Hancock (Fittipaldi F5A-2); John Delane (Tyrrell 001); Martin Stretton (Tyrrell 012). **FL** Deman 1m52.819s (116.13mph). **P** Padmore. **S** 29.

RACE 2 (14 LAPS) 1 Padmore; 2 Deman +29.223s; 3 Hancock; 4 Hall; 5 Thornton; 6 Stretton. **CW** Hancock; Stretton; Delane. **FL** Padmore 1m53.216s (115.72mph). **P** Padmore. **S** 28.

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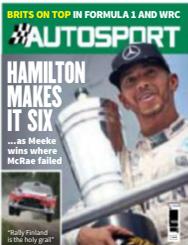


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JAVELIN FLIES ON RETURN

Raced by American Motors dealer David Howes in the 1972 British Saloon Car Championship, then Special/Super Saloon club events into the mid-'70s, the crowd-pleasing 6.4-litre Javelin remained dormant with Howes for 40 years before Belgian Marc Devis acquired it. WDK Motorsport prepared it for its return, with Jonathan Kennard co-driving it to 12th in the Historic Touring Car Challenge.



COOPER-BRISTOL REUNION

Reunited with its original chassis for the first time since the mid-1950s, the body graced a Cooper-MG raced by American bon viveur Anatoly Arutunoff, owner of the Hallett Motor Circuit in Oklahoma. Restored by IN Racing, Chris and Olly Phillips' car arrived on Thursday evening and did one qualifying lap, but completed the RAC Woodcote Trophy race, coming home 31st.



TIN-TOP LEGENDS IN BMWs

Australian tin-top ace Tony Longhurst, 58, scored a Super Touring class victory on his Silverstone debut in his 1993 Benson & Hedges BMW E36 318i, now in New Zealander Lindsay O'Donnell's stable. The Sydneysider won the classic Bathurst 1000 in 1988 (with Tomas Mezera) and 2001 (with Mark Skaife). Ex-European Touring Car champion Gianfranco Brancatelli was also a class victor in an E30 BMW M3.



COOL CAPRI COMEBACK

Raced to fourth in the 1973 Monza 4 Hours by Germans Albrecht Krebs and Hartmut Kautz, the Ford Gerstmann Capri RS2600, powered by a 2.9-litre Kugelfischer fuel-injected Weslake V6 engine, turned heads on its UK historic debut. Following a shakedown by preparer Mike Jordan at Donington Park, owner Phillip Walker and Miles Griffiths drove it to eighth in the HTCC.



ALBORETO FAMILY TYRRELL RACES ONCE MORE

Following tests at Portimao and Rockingham, Mike Cantillon enjoyed a cracking first race in the CGA-rebuilt Tyrrell 010 that he acquired from Michele Alboreto's widow. Chassis 2 – which the five-time GP winner installed in the family's Italian home – was a sister car to those he raced, driven by Derek Daly (1980) and Eddie Cheever/Ricardo Zunino ('81). Cantillon was eighth in the first Historic F1 race and ninth in the second.

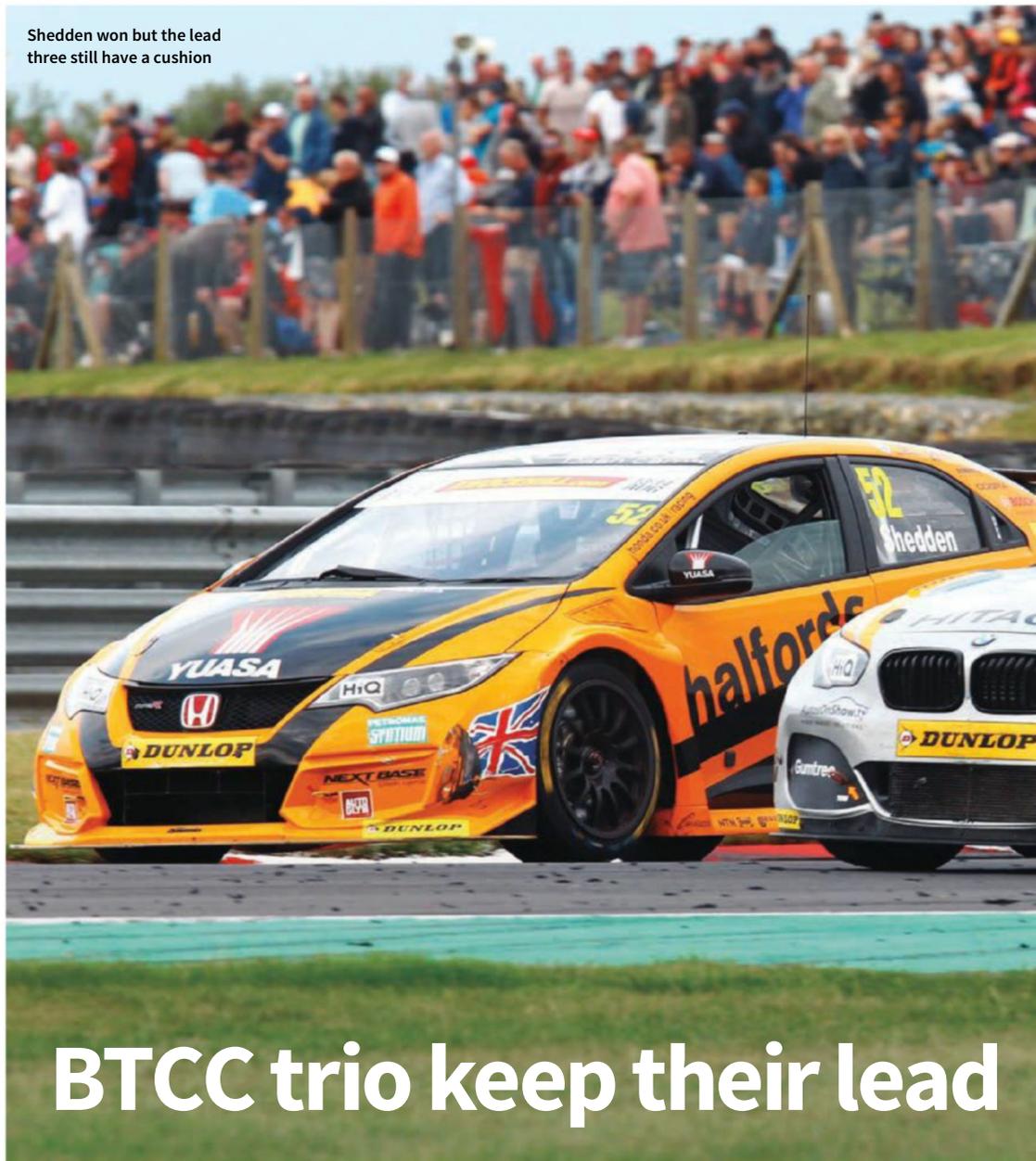


TITLE-WINNING LOLA IS BACK

The last of three Cosworth FVC-powered T294s run by Team BIP (Banco Internacional Portugal) in 1973, HU64 replaced HU52, wrecked by Carlos Santos at Villa Real. Oporto veteran Carlos Gaspar won in it at Spa and clinched the national title in HU64 by winning the GP of Estoril, then retired. Compatriot Diogo Ferrao debuted it with Martin Stretton, but the duo took a troubled 18th in the FIA Historic Sports Cars race.

PICS: EBREY AND WALKER

Shedden won but the lead three still have a cushion



BTCC trio keep their lead

BRITISH TOURING CAR CHAMPIONSHIP
SNETTERTON (GB)
JULY 31
ROUND 6/10

THE SNETTERTON BRITISH TOURING CAR weekend is, by tradition, the one that sets the flavour for the championship run-in. The teams have been back in the workshops for over a month, looking at where they can improve and what is going to be required to step up.

While Honda's Gordon Shedden and Subaru's main man, race one winner Colin Turkington, both took huge strides towards the top of the table, they had been recovering from lacklustre starts to the season in terms of points.

And so it was the three who had been at the top before the mid-season break who made the most of their chances last weekend. WSR BMW man Rob Collard grabbed a second place from what had seemed like a hopeless weekend to vault to the lead of the points table, while team-mate Tordoff slipped from top spot to only three behind the sister car.

A podium for Matt Neal kept the Team Dynamics Honda veteran in the running too, leaving him just six points from the summit. Those three now have a 19-point buffer to the rest. The final 12 races will be about whether

these three can stay ahead of their improving rivals, chiefly Shedden and Turkington.

Tordoff came to Snetterton leading in his 125i M Sport, but that wasn't necessarily the best place to be. He had 75kg of ballast on his rear-wheel-drive car and had to use his head to get the most from the three events.

He qualified 10th, which was superb given the circumstances, and scrambled up to seventh place in race one on the softer Dunlops. He knew it was a gamble to fit the white-walled tyres with that much ballast, but he figured: "Even if I end up 20th, I can then have two more races to go for it."

That solid opener was backed up with eighth. Then his big chance: luck drew him on reversed grid pole for the fourth time this season. "I think someone's smiling on me," he said.

They weren't. A broken propshaft (WSR's second of the weekend after team-mate Jack Goff's in race two) left him parked in the pits as a spectator. It was a kick in the teeth.

WSR team principal Dick Bennetts, a man who prides himself on his team's reliability record, was gutted but thought that he had an explanation for the failure.

"We have a new variable valve timing fitted to the engine, and that could be putting more load through the propshafts," he mused afterwards.



after break

AT A GLANCE

RACE 1

- 1 Turkington Subaru
- 2 Shedden Honda
- 3 Jackson Motorbase

RACE 2

- 1 Jackson Motorbase
- 2 Turkington Subaru
- 3 Neal Honda

RACE 3

- 1 Shedden Honda
- 2 Collard WSR BMW
- 3 Austin Handy

➔ P56 RESULTS



Jackson won the second race of the day



Startline shunt in race three marred finale

ALL PICS: EBREV/LAT

“We need to look at them after this weekend. Previously, we could run them for a whole year without a change – but maybe not now.”

His frown was countered by the fact that Collard was now top of the points pile. The Hampshire man had struggled in qualifying and race one with a car that he wasn't on top of. He and engineer Drew McDonald worked hard to strike the sweet spot and that came in race two when he went from 16th on the grid to fourth.

He could have won race three, which he was leading comfortably, until the tyres went off and he was a sitting duck for the flying Shedden. Nevertheless, Collard knew he'd done a good job. “This title's on my radar now,” he said. It is his favourite track, Knockhill, next on the schedule...

Knockhill is one of Shedden's specialities, too. The Civic driver took a sensational pole in a car that is clearly struggling for straightline speed, albeit without too much ballast. His stout defence of first in race one was only breached at two-thirds distance as Turkington unpicked his rival coming out of the Agostini hairpin.

The Scot was kicked down to 10th in race two, but his opportunistic climb to unseat Collard in

**Shedden:
“It wasn't on, but you never stop pushing”**

the finale showed why he is a champion. “With four laps to go, it wasn't on, but you never stop pushing, do you?” he said. He pounced with half a lap to go. His reward is fourth in the points.

Neal's weekend had been more circumspect, given the 57kg of ballast attached to his Civic Type R, but he turned eighth in race one into third in race two with less weight and with the softer Dunlops. The weight was back for race three when he was 10th, but he has kept himself fully in the title picture.

Just as Neal's team-mate Shedden was busy points-collecting, so was Turkington. Free from success ballast coming into the meeting, his race one win was still well taken – and the first for a rear-wheel-drive NGTC-spec car on Snetterton's 300 layout. But it was perhaps his intelligent run to second in race two, with 75kg on board, that was more worrying for his rivals. The Team BMR Subaru is working, and working well.

While the Northern Irishman's side of the garage was all smiles, there was also some encouragement for team-mate Jason Plato, who has yet to win a race this year. He was trying different set-ups in qualifying that restricted

him to 11th, but fifth and sixth in the opening two races were improvements. He pointed to lost track time at the championship's mid-season tyre test as one of the reasons for his initial trouble, but he zoomed into the lead of the third race from the off. He fell behind the flying Collard but worse was to follow when he and Motorbase Performance Ford Focus driver Mat Jackson toughed it out on lap eight in race three. It dropped Plato to fourth.

Jackson was still revelling in his race two win, when he jumped Turkington and then controlled the pace thereafter on the soft tyres to win. That race three tussle left him with a non-finish and a long face, which was a shame after he had claimed a solid podium in the opener, too.

There were some popular cameos, including a first podium of the season for Rob Austin in the Handy Motorsport Toyota Avensis in race three.

But there was a more serious aspect to the weekend as well, with two sizeable accidents among the midfielders. The second was a race three startline shunt in which Hunter Abbott's Power Maxed-run Chevrolet Cruze rolled on top of the barrier and into a camera stand, thankfully without seriously injuring the ITV employee on top of it. Not everyone was smiling at the end of the weekend.

MATT JAMES

LePAGE/LAT



Pagenaud (right) begins the half-lap process of passing Power

Peerless Pagenaud outguns Power

INDYCAR SERIES
MID-OHIO (USA)
JULY 31
ROUND 12/15

A TRIP TO MID-OHIO IS A CONTRAST between the 18th and 21st centuries. Nestled away in the rolling cornfields of the eastern American state is a sprawling, 2.258-mile, 13-turn road course. Surrounding the Lexington track are small farms and homes of the Amish.

The main roads to Mid-Ohio are lined with signs of a horse and cart, warning automobile users of the likely presence of single-horsepower vehicles. Chevrolet and Honda IndyCars produce almost 700 times that, and treated the large Mid-Ohio crowd to a fine battle last Sunday.

The fight between Team Penske team-mates Simon Pagenaud and Will Power had been bubbling for most of the race. Pagenaud led from pole and stayed ahead in the first round of stops, then dropped behind Power in the second. The battle erupted in wheel-to-wheel fashion on lap 67 when the race was restarted

after a caution caused by Jack Hawksworth stuffing his Honda into the Turn 1 wall.

"I knew my only chance to get past Will was really going to be on the restart," said Pagenaud, who was driving with back pain after pulling a muscle in Friday practice. "I tried to set him up in Turns 4, 5, and 6 and it didn't work out. He made a little mistake in Turn 9; so then it was my chance for Turn 11, which is a very tricky corner to pass in.

"But we managed to make it side-by-side and then I crossed him in Turn 12. I was out of breath at the end of the lap."

Power countered: "In the last turn, had I not backed off, we would have crashed. He was quite aggressive the way he threw it in there. At that point I decided to lift, because he was not going to."

Outstanding a battle as this was, it was Conor Daly who was in the lead at the time. The Dale Coyne Racing driver had started last in the 22-car field but the team pitted the rookie out of sequence.

Daly needed half a dozen laps under caution that never came, and when he stopped for fuel on lap 85 that gave

Pagenaud the lead for good. Victory for the Frenchman, his fourth this season, boosted his lead in the standings to 58 points over Power.

Carlos Munoz was third for Andretti Autosport, followed by another Honda-kitted driver in last year's race winner Graham Rahal of RLL. James Hinchcliff battled back from an early-race incident to finish fifth and Daly secured sixth to give Honda four drivers in the top six.

Four-time IndyCar champion Scott Dixon suffered a hit to his title hopes. He was the fastest driver in Sunday morning's warm-up session before crashing.

Chip Ganassi Racing repaired the car and he was fast in the race before getting cut off by Helio Castroneves in Turn 2 and going off-course as the front suspension folded up. After limping back to the pits, he returned briefly but retired. It dropped him to fifth in the standings, 127 points out of the lead.

"It was definitely an aggressive move but I should have known better trying that with Helio," said Dixon. "It usually ends like this with him."

Another driver to feel hard done by was Mikhail Aleshin. Having hit the front by pitting out of sequence, Aleshin led more laps than any driver and headed the field by 12.3 seconds before Hawksworth crashed. When he stopped for new tyres and fuel, Aleshin collided with Josef Newgarden while leaving his pit bay.

The two cars bounced off each other and hit Team Penske crewman Vance Welker, who was servicing 11th-place finisher Juan Pablo Montoya. Welker was uninjured, while a penalized Aleshin finished 17th.

BRUCE MARTIN

AT A GLANCE

- 1 Pagenaud Penske
- 2 Power Penske
- 3 Munoz Andretti

➔ P57 FULL RESULTS



Pagenaud's car was battle-scarred after Power fight

IMS PHOTO

Fuoco, Hughes wins bring GP3 alive

GP3 SERIES
HOCKENHEIM (D)
JULY 30-31
ROUND 5/9

THE FIRST RACES OF GP3'S NEW ERA had been a bit underwhelming. A train of GP3/16s following each other around, waiting for tyre degradation that never came and not really looking like passing each other, while ART drivers wandered off with the points lead.

But at Hockenheim the season began to come alive. A track more conducive to passing, and tyre degradation having more of an impact, spiced things up and augured well for the rest of the season, especially with the championship battle now really kicking off between Charles Leclerc, Alexander Albon and Antonio Fuoco.

ART started well, with Albon and Leclerc (fresh from another Haas Formula 1 practice outing) first and second after qualifying. But from there its weekend got messier.

First Leclerc was demoted to fifth on the grid for impeding Giuliano Alesi, then Albon and team-mate Nyck de Vries were vaulted by third-placed Trident driver Fuoco at the end of an early virtual safety car period triggered by an array of shunts.

De Vries in particular couldn't understand how Fuoco had got going so much faster, but the officials were happy it was nothing more sinister than the Italian reacting quicker to the VSC lights going out than the ART duo ahead.

Albon compounded his pain by going wide and flying over the first-corner kerbs while trying to hold off de Vries, with Leclerc capitalising on the mess to reach second by the hairpin – where



AT A GLANCE

RACE 1

- 1 Fuoco Trident
- 2 De Vries ART
- 3 Parry Koiranen

RACE 2

- 1 Hughes DAMS
- 2 Aitken Arden
- 3 Leclerc ART

→ P56 RESULTS

Matt Parry and de Vries banged wheels in his wake, leaving Parry disgruntled and back behind Albon in fifth.

But Parry came out much better in another wild ART shuffle at the other end of the race. The team was on the back foot with tyre wear and, though Leclerc had attacked Fuoco for a while, by the closing stages he was sliding backwards.

As de Vries attacked starting the last lap, it was Leclerc's turn to slew wide into the first corner, setting up another spectacular drafting match on the back straight in which he fell to fifth and Parry went around the outside of everyone to take third ahead of Albon.

Fuoco breezed to an untroubled victory by six seconds over de Vries. But in race two he tagged Albon while battling Parry on the run to the hairpin, breaking the ART car's suspension and his own

Hughes' race two win was first for DAMS in series

nose-section, damage compounded by a later flight over the Turn 1 kerbs.

The VSC proved critical here too. Reversed-grid poleman Jake Hughes lost out to Arjun Maini, but repassed him milliseconds (according to the official verdict) before a VSC was called for another tail-end mess. Maini then fluffed the restart and tumbled backwards, having to settle for fifth in the end.

While Leclerc benefited and attacked Hughes for a spell, ART's tyre appetite struck again and he dropped to third behind Jack Aitken as Hughes added GP3 to the huge list of categories in which DAMS is a race winner.

The team had been rapid since its arrival, but managing to nail qualifying pace, race pace, starts and racecraft all in one weekend was proving harder for the team and its drivers to achieve. One-lap speed was the area lacking this time, with Hughes only 12th on the race-one grid, but a combative Saturday – including a move that irked team-mate Santino Ferrucci – set the scene for the next morning's breakthrough triumph.

A win for Hughes' 2015 Formula Renault rival Aitken can't be far away either – he preceded Sunday's second place with sixth on the tail of the ART battle in the opener.

The weekend's ill-rewarded star was Jake Dennis: promoted to the Saturday front row with Leclerc's penalty, his car got stuck in neutral on the grid. He converted a pitlane start to 12th, and tigered from there to sixth on Sunday.

Muller excursion hands Cairoli victory

PORSCHE SUPERCUP
HOCKENHEIM (D)
JULY 31
ROUND 6/9

MATTEO CAIROLI took his third Porsche Supercup victory of the year after on-the-road winner Sven Muller was given a deserved

penalty for abuse of track limits. Muller started from pole but was outlaunched by fellow front-row starter Cairoli on the run to Turn 1, only for Muller to carry more speed into the right-hander on the outside line, using the runoff beyond the exit

kerb to retake the lead. Muller was tracked by Cairoli to the end, but was hit with a time penalty for what happened at Turn 1, to give Cairoli victory.

EDD STRAW

RESULTS

1 Matteo Cairoli 14 laps in

26m12.577s; 2 Sven Muller +0.613s; 3 Jeffrey Schmidt; 4 Robert Lukas; 5 Christian Engelhart; 6 Michael Ammermuller; 7 Steven Palette; 8 Mathieu Jaminet; 9 Philipp Frommenwiler; 10 Mattia Drudi.
Points 1 Muller 101; 2 Cairoli 85; 3 Schmidt 78; 4 Jaminet 74; 5 Ammermuller 74; 6 Lukas 64.



Urrutia's double
launched him
into series lead

IMS PHOTO

Stars align as Sant shines

INDY LIGHTS
MID-OHIO (USA)
JULY 30-31
ROUND 9/11

SANTIAGO URRUTIA TOOK A 16-POINT Indy Lights lead after closest rival Ed Jones crashed heavily in the second race.

Carlin driver Jones suffered a brake failure at high speed and buried himself deep underneath the tyre barriers, bringing out full-course yellow flags for several laps as marshals worked to extricate the driver.

Jones was uninjured, but was demoted to second in the championship standings as a result, as Urrutia went on to claim a second victory of what had already been a dominant weekend for the Uruguayan.

After taking pole on Saturday morning,

Urrutia ran a commanding race one, eventually crossing the line six seconds ahead of Andre Negrao and Dean Stoneman. This run of form continued into Sunday, when Urrutia once again led from the start.

Felix Serralles looked like he could challenge Urrutia in the opening stages of race two, but a series of tangles, including one with team-mate Jones, meant he came home in last place. The podium was completed by Stoneman and Negrao.

RESULTS

Race 1 1 Santiago Urrutia 30 laps in 36m37.7836s; 2 Andre Negrao +6.4947s; 3 Dean Stoneman; 4 Felix Serralles; 5 Zach Veach; 6 Ed Jones. **Race 2** 1 Urrutia 38 laps in 53m44.7955s; 2 Stoneman +1.5270s; 3 Negrao; 4 Veach; 5 Shelby Blackstock; 6 Kyle Kaiser. **Points** 1 Urrutia 309; 2 Jones 293; 3 Stoneman 284; 4 Serralles 267; 5 Kaiser 260; 6 Veach 257.

Buescher leads as reds fly

NASCAR SPRINT CUP
POCONO (USA)
JULY 31
ROUND 21/36

CHRIS BUESCHER WAS THE SURPRISE leader in the NASCAR Sprint Cup round at Pocono Raceway as the delayed contest was red-flagged with fog.

The race had already been postponed from Sunday afternoon due to rain and then started an hour late on Monday with a similar issue.

Light rain began to fall during the latter stages of the race, but it was fog that brought the red flags out with 22 laps to go. It had not been restarted as Autosport closed for press.

Buescher led the field as the race was halted, putting him into position to take not

only his first Sprint Cup win but also his first top-10 finish. The victory would also break a 118-race winless streak for Front Row Motorsports.

Martin Truex Jr started from pole but soon lost position after a series of misfortunes and crashes throughout the race. He was 38th at the red flag. Jeff Gordon was running as high as seventh but a seatbelt malfunction dropped him down the field on what could be his last Sprint Cup race, putting the 93-time winner into 28th.

One of the early contenders for the lead was Joey Logano, but after several battles up front he was taken out of the running by Chase Elliott in a late-race crash. Austin Dillon was also a promising runner but pitstop timing prevented the #3 car from hitting the front.



Rookie was ahead
when fog brought
out the red flags

HARRELSON/LAT



Sirotkin took an
impressive win
and second place

Sirotkin the

GP2 SERIES
HOCKENHEIM (D)
JULY 30-31
ROUND 7/11

THE LUDICROUS OPENNESS OF THE FIRST quarter of the 2016 GP2 season raised a troubling question. Was the championship lead changing hands constantly because this field of Formula 1 team proteges was just so competitive? Or because none of them could actually get the job done and deliver consistent results? Were they all in danger of cancelling each other out in the eyes of the F1 paddock because no one was 'doing a Vandoorne'?

But if you can't impress future employers by taking a whole season by the throat, maybe you can do it by recovering from enormous adversity; or perhaps by vaulting from eighth to first in the championship in a single weekend; or by winning a race despite having to make an extra pitstop because your first was ruled an illegal phantom pit visit.

Step forward, ART's Sergey Sirotkin. With a qualifying record to rival benchmark Pierre Gasly but an even worse habit of letting results slip away, he was way back in 11th in the standings a fortnight ago. He'd grabbed two podiums amid the madness of Baku but had just one other top-six finish. Now he heads into the break with a third, first, first and second from four races.

"This weekend and in Budapest everything looked alright – I wouldn't say 'perfect' but as



AT A GLANCE

RACE 1

- 1 Sirotkin ART
- 2 Ghiotto Trident
- 3 Marciello RT

RACE 2

- 1 Lynn DAMS
- 2 Sirotkin ART
- 3 Pic Rapax

→ P57 RESULTS

S. BLOKHAN/LAT

redeemer vaults into GP2 lead

long as it's OK and not against us, we are able to show how strong we are," he mused.

But that's not to say Hockenheim was smooth. Sirotkin was forced to adopt an unexpected two-stop strategy on Saturday as his first pit visit was declared illegal, and second next day was achieved from eighth on the reversed grid.

Sirotkin's demolition of the 37-point pre-weekend gap to championship leader Gasly began on Friday when he pipped the Frenchman to pole by 0.016 seconds. And when medium-shod strategy dice-roller Gasly went backwards into the midfield as his anti-stall kicked in at the start, it looked better still for Sirotkin.

Raffaele Marciello was his main headache. Sirotkin twice resisted the Russian Time car by hugging the inside into the hairpin as Marciello punched the DRS, but at the second attempt Marciello's superior exit set him up for a neat dive at the following complex.

His softs fading, Sirotkin went for an early pitstop – but did so just as a virtual safety car was called because Artem Markelov had tanked into Jordan King. The question was whether the VSC alert had gone out when Sirotkin was already in the pits or before he committed.

One thing not in doubt was how big an advantage it had been – stopping under VSC dropped Sirotkin from second to fifth, eight seconds off the lead, while stopping under green four laps later put Marciello 15th and 27s back.

Regardless of what he saw, officials were satisfied after lengthy debate that the VSC was

on when he pitted. Rather than a time penalty or drivethrough, they took the unusual (but pretty appropriate) decision to declare that his first pitstop simply didn't count, and he'd have to come in again from what was now a clear lead.

ART returned to soft tyres when it brought Sirotkin back in with 11 laps to go. He rejoined seven seconds behind Marciello and in a massively superior tyre situation – fresh softs versus 17-lap-old mediums – that resulted in a two-second-per-lap advantage. The cars between them were swiftly cleared and, despite a gallant Marciello defence, a neat, tyre-smoking dive into the Sachs Kurve sealed victory for Sirotkin.

Next day Sirotkin made smooth progress up to fifth on a fraught first lap, then made late gains as others fared worse with tyre wear, eventually reaching second. Late charges were a theme for Gasly too, but it didn't turn out so productively – through very little fault of his own.

Having dropped to 12th thanks to the anti-stall and a scruffy first lap in the opening race, he pulled himself together, nursed his mediums to lap 28 and led before pitting.

Like Sirotkin, that put him on pristine softs in a pack of drivers on tired mediums and he scorched from eighth to third, pipping a fading Marciello at the line by 0.03s.

But earlier, a curious trail of smoke had burst from Gasly's cockpit. That was his in-car fire extinguisher emptying itself unprompted, which the stewards declared meant Gasly was running without mandatory safety equipment.

The penalty was disqualification, made doubly harsh by dumping him to the back of the Sunday grid. Again Gasly bided his time, improving as the race progressed and making his way to sixth.

Sunday victory went to Alex Lynn, the third of the pre-season title favourites, but, until that win, still embroiled in the sort of frustrating run Gasly and Sirotkin had dug themselves out of.

Saturday had been more of the same for Lynn: trying to run long on mediums didn't really work, he was penalised for tapping Norman Nato into a spin and then what seemed to be reversed grid pole was lost when Gasly's disqualification moved everyone up a spot.

But with poleman Antonio Giovinazzi bogging down on Sunday morning, first place was soon Lynn's anyway and he disappeared up the road to finally get a second win of 2016. He's still 41 points adrift in ninth, but if Sirotkin/ART can salvage a title bid from a similar situation, there's no reason Lynn/DAMS can't.

Giovinazzi slipped from second to fourth in the standings via a qualifying rideheight infringement, that poor start after recovering to secure race-two pole, a penalty for edging Arthur Pic (who took his first 2016 podium) off the road and a crash trying to pass Oliver Rowland.

Rowland kept himself in the hunt with two fifth places, earned through sublime elbows-out racecraft on a weekend when he didn't quite have the pace or tyre longevity of most of those he was battling. Ghiotto also impressed again with combative second and fourth places.

AT A GLANCE

RACE 1

- 1 **Stroll** Prema
- 2 **Gunther** Prema
- 3 **Barnicoat** Hitech

RACE 2

- 1 **Russell** Hitech
- 2 **Eriksson** Motopark
- 3 **Jensen** Mucke

RACE 3

- 1 **Eriksson** Motopark
- 2 **Hubert** Van Amersfoort
- 3 **Russell** Hitech

 **P56** FULL RESULTS



Ardennes ups and downs for Russell

FORMULA 3 EUROPEAN CHAMPIONSHIP

SPA (B)
JULY 29-30
ROUND 7/10

CRUNCH. AN INATTENTIVE MECHANIC from a rival team accidentally crashed his tyre trolley into the back of George Russell's polesitting Hitech GP Dallara-Mercedes on the Spa grid. Cue irate words and gestures.

Click. Nothing. Ben Barnicoat, fifth on the grid in his Hitech GP car, couldn't find first gear for the green-flag lap because the steering wheel had failed. He tried again, using emergency mode, then tried reverse to clear the glitch. No luck. He was pushed into the pitlane by marshals.

Throttle. Nothing. Nikita Mazepin, in the unaccustomed lofty heights of second in the other Hitech GP machine, tried to accelerate out of the Bus Stop chicane at the end of the first lap. As he did so the fuel pump failed, delaying team-mate Russell, who luckily had sustained no damage from the tyre-trolley shunt, but had been shuffled down to third in the slipstreaming festival up to Les Combes.

That's how close Hitech came to losing everything from its most competitive showing to date in the Formula 3 European Championship. By the end of that first lap of Friday's second race, Russell was 2.285 seconds adrift of leader Joel Eriksson. He was out of the slipstream, but he got his head down, closed on the Swede, and by the end of the fourth lap he was forcing the Motopark driver to defend.

The move came on the sixth lap. Rookie Eriksson has been winning a lot of fans in the F3 paddock this year for his driving and racecraft, and left just enough room – without making it easy – for the 2014 McLaren Autosport BRDC Award winner to squeeze past on the Kemmel straight. From there, Russell was in a class of his own, pulling ever further clear for his second win of the season as Eriksson began to struggle with oversteer. Eriksson still had enough in hand to secure second from Mikkel Jensen – a first podium of 2016 for the Dane – who bounced back from crashing his Mucke Motorsport car in a free-practice downpour.

The victory had been set up by Hitech's superb form in second qualifying, the first dry running of the weekend. Constant earlier rain through free practice and opening qualifying had made the track very green, and even Russell – who earned pole for races two and three in the 20-minute session – reported it was very slippery, with lap times two seconds slower than expected.

With Mazepin third and Barnicoat fifth on the grid for race two (on second-best times, Barnicoat was third for race three with Mazepin sixth), it was obvious Hitech had made great progress after a couple of difficult weekends. "We got it right today," said Russell. "I've changed the way I've approached the weekend and the team has too."

Hitech's Olly Oakes – the team boss whose name sounds most like a Cheshire-based soap opera – confirmed that the Silverstone squad had gone back to basics, putting more focus on the driving. It's easy to forget the squad only made

its race debut 11 months ago and it's all about gelling with working methods, Oakes adding that in some ways Hitech's competitiveness straight out of the box in 2016 meant things had gone almost too well for the team's own good.

That's fair comment, especially as Rene Rosin, the chief of F3 leviathan Prema Powerteam, often refers to "the Prema way". That, however, didn't serve the team too well at Spa, and in dry conditions Prema was further off the pace than at any time in the past five years. The team's points leader Lance Stroll was absolutely magic in the wet, all but one of his flying laps quicker than the best anyone else could manage as he sewed up race-one pole by a gargantuan 1.3 seconds.

Luckily for the Canadian, race one was even wetter. Conditions were so torrential that the safety car stayed out for 18 minutes, and this was no Formula 1-style wussiness – it really was bad. There was time for only five laps of green-flag racing before a crash at Les Combes brought out the safety car again until the end of the race, but in this time Stroll built an 8.9s advantage over Prema team-mate Maximilian Gunther in a consummate display. An aggressive – and brave – repass of Prema's Nick Cassidy into Eau Rouge on the first lap of racing brought Barnicoat what would prove to be his only podium from a weekend that promised so much.

There would be no more podiums for Prema either. In dry qualifying Gunther was the best, a lowly eighth, as all four of the team's drivers struggled for grip, and the oversteer killed the tyres. It was no better in race two. Gunther

Eriksson leads Russell and Jensen down to the Bus Stop



and Hitech

charged to fourth early on, but slithered back to seventh behind the Van Amersfoort Racing trio of Anthoine Hubert, Callum Iloft and Pedro Piquet.

Prema took further wing off for the final race, and that helped matters a little. Conversely, Motopark added wing for Eriksson and that helped him too! So too did Russell stalling from pole at the start... "We decided on a bit more aero than the others," explained Motopark boss Timo Rumpfkeil. "The plan was to lead it after the first sector on lap one, and it doesn't matter how much aero you have on the first drag race to Les Combes."

The cards did need to fall Eriksson's way. That happened not just via Russell's slip, but when Barnicoat and Iloft collided while fighting for second at Les Combes. Barnicoat had just backed out of a move on Eriksson, but Iloft was forced onto the kerb and spun into Barnicoat.

Like Barnicoat, Iloft had endured more bad luck, an oil-pressure warning light costing him most of first qualifying. But while he struggled, Hubert upheld VAR's fortunes. Whatever Eriksson gained in the middle sector, the Frenchman would pull back on the straights, but he never got close enough to slipstream and the talented Eriksson took his first win.

He shared the limelight with Russell, who from the midfield charged back to third. In a tenacious display of hard, slipstreaming racing, he three times passed Stroll, who was happy to rescue fourth – and more points towards his daunting advantage – from Prema's tough weekend.

MARCUS SIMMONS



Norris finishes first after a thrilling scrap with Defourny

Norris scores a Spa double

FORMULA RENAULT NEC
SPA (B)
JULY 29-30
ROUND 4/7

LANDO NORRIS VAULTED TO THE TOP of the table with a brilliant double win.

The highlight was a breathtaking scrap with Max Defourny for honours in the second race. While Norris was running more wing on his Josef Kaufmann Racing car, local man Defourny also had a longer seventh gear on his R-Ace GP machine, meaning Norris had to be brave in his moves – including a spectacular Max Verstappen-style outside pass at Blanchimont.

Inadvertent contact from Norris early on at Eau Rouge gave Defourny a suspected slow puncture, while a side-on brush at Bruxelles left Norris with some steering damage, but still they fought on as

Sacha Fenestraz tracked them.

The first race, in wet conditions, was Norris all the way as he pulled a gap on the Tech 1 Racing car of Dorian Boccolacci.

Alex Gill had a strong weekend with Mark Burdett Motorsport, taking fourth behind James Allen in race one, and fifth – again behind Allen – later on.

Will Palmer shunted in qualifying, missed race one and got taken out in race two when he was hit by a spinning Jehan Daruvala.

MARCUS SIMMONS

RESULTS

Race 1 1 Lando Norris 9 laps in 25m16.371s; 2 Dorian Boccolacci +8.155s; 3 James Allen; 4 Alex Gill; 5 Henrique Chaves; 6 Robert Shwartzman. **Race 2** 1 Norris 10 laps in 27m09.840s; 2 Max Defourny +0.722s; 3 Sacha Fenestraz; 4 Allen; 5 Gill; 6 Boccolacci. **Points** 1 Norris 157; 2 Boccolacci 146; 3 Defourny 127; 4 Jehan Daruvala 126; 5 Gill 104; 6 Vasily Romanov 97.

Chevy duo win wet affair

SUPER TC2000
BUENOS AIRES (RA)
JULY 31
ROUND 7/12

AGUSTIN CANAPINO AND GUILLERMO Ortelli claimed victory in Super TC2000's rain-shortened (to 150km) blue-riband 'Buenos Aires 200Km' event.

With 29 crews competing and World Touring Car racer Tom Coronel heading the list of guest drivers, there were menacing clouds in the area by the time of the midday start. From pole, Brazilian Valdeno Brito (in polesitter Jose Manuel Urcera's Fiat) took an early lead over Ortelli's Chevrolet, after which the heavens opened, sending all cars to the pits for wets.

After several laps with the pitlane absolutely chock-a-block, Gabriel Ponce de Leon (in Matias Rossi's Toyota) emerged

as the leader from team-mate Rafael Morgenstern, Ortelli, Facundo Chapur (Peugeot), Christian Ledesma (Renault) and Brito. Ortelli edged ahead of Ponce de Leon to take the lead before conditions became monsoon-like, with three cars sliding off at the fast downhill Tobogan esses.

The safety car came out for eight laps, which meant that, by the time the event's maximum permitted time was reached, the cars would not get to cover the planned total of 200km (124 miles).

When the safety car returned to the pitlane, most of the driver changes had taken place. Canapino was able to keep a safe margin over runner-up Rossi, who closed on him during the final laps.

Coronel headed the visiting drivers, with a brilliant fifth in the Peugeot 408 he shared with Luciano Farroni.

TONY WATSON

RESULTS

1 Agustin Canapino/Guillermo Ortelli (Chevrolet Cruze) 44 laps in 1h20m50.701s; 2 Matias Rossi/Gabriel Ponce de Leon (Toyota Corolla) +2.510s; 3 Christian Ledesma/Mauro Giallombardo (Renault Fluence); 4 Matias Munoz Marchesi/Augusto Scalbi (Chevrolet); 5 Luciano Farroni/Tom Coronel (Peugeot 408); 6 Facundo Arduso/Franco Vivian (Renault). **Points** 1 Canapino 128; 2 Arduso 120; 3 Leonel Pernia 98; 4 Rossi 85; 5 Damian Fineschi 78; 6 Emiliano Spataro 74.



Chevy pair took win in tricky conditions

RESULTS ROUND-UP

BRITISH TOURING CAR CHAMPIONSHIP

ROUND 6/10, SNETTERTON, JULY 31

RACE 1 (12 LAPS – 35.627 MILES)

1	Colin Turkington (GB) <i>Team BMR</i> · Subaru Levorg	23m46.178s
2	Gordon Shedden (GB) <i>Team Dynamics</i> · Honda Civic Type R	+2.771s
3	Mat Jackson (GB) <i>Motorbase Performance</i> · Ford Focus	+4.042s
4	Adam Morgan (GB) <i>Ciceley Racing</i> · Mercedes-Benz A-Class	+5.400s
5	Jason Plato (GB) <i>Team BMR</i> · Subaru Levorg	+6.880s
6	Tom Ingram (GB) <i>Speedworks Motorsport</i> · Toyota Avensis	+8.994s
7	Sam Tordoff (GB) <i>WSR</i> · BMW 125i M Sport	+9.607s
8	Matt Neal (GB) <i>Team Dynamics</i> · Honda Civic Type R	+10.172s
9	Warren Scott (GB) <i>Team BMR</i> · Subaru Levorg	+11.160s
10	James Cole (GB) <i>Team BMR</i> · Subaru Levorg	+12.647s
11	Jack Goff (GB) <i>WSR</i> · BMW 125i M Sport	+12.876s
12	Jake Hill (GB) <i>Team Hard</i> · Toyota Avensis	+13.441s
13	Rob Austin (GB) <i>Handy Motorsport</i> · Toyota Avensis	+14.393s
14	Andrew Jordan (GB) <i>Motorbase Performance</i> · Ford Focus	+15.137s
15	Hunter Abbott (GB) <i>Power Maxed Racing</i> · Chevrolet Cruze	+15.817s
16	Rob Collard (GB) <i>WSR</i> · BMW 125i M Sport	+18.944s
17	Daniel Welch (GB) <i>Welch Motorsport</i> · Proton Persona	+25.276s
18	Michael Caine (GB) <i>Team Hard</i> · Toyota Avensis	+27.669s
19	Ollie Jackson (GB) <i>AmD Tuning</i> · Audi S3 Saloon	+30.768s
20	Michael Epps (GB) <i>Team Hard</i> · Toyota Avensis	+43.162s
21	Stewart Lines (GB) <i>Maximum Motorsport</i> · Ford Focus	+45.929s
22	Matt Simpson (GB) <i>Speedworks Motorsport</i> · Honda Civic Type R	+46.136s
23	Aiden Moffat (GB) <i>Ciceley Motorsport</i> · Mercedes-Benz A-Class	+1m12.850s
24	Mark Howard (GB) <i>Team BKR</i> · VW CC	+1m16.003s
25	Ash Sutton (GB) <i>Triple Eight Racing</i> · MG6	+1m21.015s
26	Josh Cook (GB) <i>Triple Eight Racing</i> · MG6	+1m21.617s
R	Kelvin Fletcher (GB) <i>Power Maxed Racing</i> · Chevrolet Cruze	10 laps-wheel problem
R	Martin Depper (GB) <i>Eurotech Racing</i> · Honda Civic Type R	8 laps-puncture/damage
R	Jeff Smith (GB) <i>Eurotech Racing</i> · Honda Civic Type R	3 laps-damage
R	Aron Smith (IRL) <i>Team BKR</i> · VW CC	0 laps-fuel pump
R	Alex Martin (GB) <i>Team Parker Racing</i> · Ford Focus	0 laps-damage

Winner's average speed 89.930mph. Fastest lap Abbott 1m57.186s, 91.205mph.

QUALIFYING

1 **Shedden** 1m55.627s; 2 **Turkington** 1m55.642s; 3 **Morgan** 1m55.655s; 4 **Ingram** 1m56.009s; 5 **M Jackson** 1m56.032s; 6 **Abbott** 1m56.065s; 7 **A Smith** 1m56.181s; 8 **Sutton** 1m56.206s; 9 **Neal** 1m56.222s; 10 **Tordoff** 1m56.235s; 11 **Plato** 1m56.281s; 12 **Cook** 1m56.394s; 13 **Cole** 1m56.607s; 14 **Moffat** 1m56.615s; 15 **Scott** 1m56.631s; 16 **Goff** 1m56.688s; 17 **Hill** 1m56.698s; 18 **Collard** 1m56.752s; 19 **Simpson** 1m56.803s; 20 **Epps** 1m56.917s; 21 **O Jackson** 1m56.920s; 22 **J Smith** 1m57.056s; 23 **Austin** 1m57.374s; 24 **Welch** 1m57.531s; 25 **Caine** 1m57.610s; 26 **Fletcher** 1m57.794s; 27 **Depper** 1m57.850s; 28 **Howard** 1m58.198s; 29 **Martin** 1m58.602s; 30 **Lines** 1m59.800s; 31 **Jordan**.

RACE 2 (10 LAPS – 29.689 MILES)

GRID RACE 2 DECIDED BY RESULT OF RACE 1

1 **M Jackson** 19m48.286s; 2 **Turkington** +1.190s; 3 **Neal** +1.950s; 4 **Collard** +2.140s; 5 **Morgan** +7.255s; 6 **Plato** +7.687s; 7 **Ingram** +8.421s; 8 **Tordoff** +9.935s; 9 **Austin** +11.649s; 10 **Shedden** +11.989s; 11 **Moffat** +13.238s; 12 **Hill** +16.369s; 13 **Cook** +16.506s; 14 **Jordan** +16.735s; 15 **J Smith** +18.082s; 16 **Scott** +18.306s; 17 **Simpson** +18.606s; 18 **Lines** +27.324s; 19 **Epps** +27.760s; 20 **Martin** +36.363s; 21 **Howard** +42.175s; **R Caine** 8 laps-engine; **NC A Smith** 7 laps-damage; **R Depper** 6 laps-crash; **R Cole** 0 laps-driveshaft; **R Goff** 0 laps-propshaft; **R Abbott** 0 laps-accident damage; **R Welch** 0 laps-accident damage; **R O Jackson** 0 laps-accident damage; **R Sutton** 0 laps-accident damage; **R Fletcher** 0 laps-off.

Winner's average speed 89.945mph. Fastest lap Collard 1m56.362s, 91.851mph.

RACE 3 (10 LAPS – 29.689 MILES)

GRID RACE 3 DECIDED BY RESULT OF RACE 2

1 **Shedden** 19m56.310s; 2 **Collard** +0.525s; 3 **Austin** +3.738s; 4 **Plato** +4.306s; 5 **Jordan** +4.406s; 6 **Turkington** +5.278s; 7 **Morgan** +6.288s; 8 **Moffat** +6.434s; 9 **Cook** +6.621s; 10 **Neal** +7.219s; 11 **Hill** +8.724s; 12 **Ingram** +9.365s; 13 **Goff** +16.650s; 14 **Sutton** +17.339s; 15 **J Smith** +18.337s; 16 **Depper** +18.777s; 17 **A Smith** +19.945s; 18 **Fletcher** +20.718s; 19 **Cole** +21.238s; 20 **Epps** +23.045s; 21 **Lines** +35.751s; **R Scott** 6 laps-lost boost pressure; **R M Jackson** 2 laps-damage; **R Tordoff** 0 laps-propshaft; **R Simpson** 0 laps-accident damage; **R Martin** 0 laps-accident damage; **R Howard** 0 laps-accident damage; **R Abbott** 0 laps-massive crash; **R O Jackson** 0 laps-accident damage; **NS Caine**-engine; **NS Welch**-crash.

Winner's average speed 89.341mph. Fastest lap Shedden 1m57.560s, 90.915mph.

CHAMPIONSHIP

1 **Collard** 188; 2 **Tordoff** 185; 3 **Neal** 182; 4 **Shedden** 163; 5 **Turkington** 154; 6 **M Jackson** 153; 7 **Ingram** 146; 8 **Jordan** 146; 9 **Morgan** 143; 10 **Goff** 138.

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 7/10, SPA-FRANCORCHAMPS, JULY 29-30

RACE 1 (12 LAPS – 52.225 MILES)

1	Lance Stroll (CDN) <i>Prema Powerteam</i> · Dallara-Mercedes F316	38m47.746s
2	Maximilian Gunther (D) <i>Prema Powerteam</i> · Dallara-Mercedes F315	+0.655s
3	Ben Barnicoat (GB) <i>HitechGP</i> · Dallara-Mercedes F316	+1.701s
4	Nick Cassidy (NZ) <i>Prema Powerteam</i> · Dallara-Mercedes F314	+2.299s
5	George Russell (GB) <i>HitechGP</i> · Dallara-Mercedes F315	+3.580s
6	Harrison Newey (GB) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+5.492s
7	David Beckmann (D) <i>Mücke Motorsport</i> · Dallara-Mercedes F316	+7.152s
8	Ralf Aron (EST) <i>Prema Powerteam</i> · Dallara-Mercedes F315	+8.311s
9	Ryan Tveter (USA) <i>Carlin</i> · Dallara-Volkswagen F316	+9.103s
10	Alessio Lorandi (I) <i>Carlin</i> · Dallara-Volkswagen F315	+9.896s
11	Niko Kari (FIN) <i>Motopark</i> · Dallara-Volkswagen F315	+11.304s
12	Nikita Mazepin (RUS) <i>HitechGP</i> · Dallara-Mercedes F315	+14.342s
13	Ukyo Sasahara (J) <i>T-Sport</i> · Dallara-Threebond F316	+16.242s
14	Joel Eriksson (S) <i>Motopark</i> · Dallara-Volkswagen F315	+19.308s
15	Sergio Sette Camara (BR) <i>Motopark</i> · Dallara-Volkswagen F314	+20.197s
16	Callum Ilott (GB) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F312	+21.241s
17	Guan Yu Zhou (PRC) <i>Motopark</i> · Dallara-Volkswagen F314	+22.281s
18	Pedro Piquet (BR) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+25.937s
R	Weiron Tan (MAL) <i>Carlin</i> · Dallara-Volkswagen F315	9 laps-accident damage
R	Mikkel Jensen (DK) <i>Mücke Motorsport</i> · Dallara-Mercedes F316	9 laps-accident damage
R	Anthoine Hubert (F) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F312	7 laps-puncture

Winner's average speed 80.769mph. Fastest lap Stroll 2m33.102s, 102.333mph.

QUALIFYING 1

1 **Stroll** 2m31.409s; 2 **Gunther** 2m32.679s; 3 **Barnicoat** 2m32.823s; 4 **Cassidy** 2m32.910s; 5 **Newey** 2m32.986s; 6 **Russell** 2m33.055s; 7 **Beckmann** 2m33.096s; 8 **Aron** 2m33.375s; 9 **Tveter** 2m33.847s; 10 **Jensen** 2m33.848s; 11 **Lorandi** 2m33.952s; 12 **Kari** 2m33.954s; 13 **Hubert** 2m34.006s; 14 **Mazepin** 2m34.025s; 15 **Eriksson** 2m34.283s; 16 **Zhou** 2m34.466s; 17 **Sette Camara** 2m34.531s; 18 **Sasahara** 2m34.937s; 19 **Tan** 2m35.370s; 20 **Ilott** 2m35.663s; 21 **Piquet** no time.

RACE 2 (16 LAPS – 69.633 MILES)

1 **Russell** 35m40.974s; 2 **Eriksson** +7.398s; 3 **Jensen** +8.738s; 4 **Hubert** +10.587s; 5 **Ilott** +13.708s; 6 **Piquet** +17.398s; 7 **Gunther** +18.932s; 8 **Zhou** +20.729s; 9 **Tveter** +22.186s; 10 **Kari** +24.485s; 11 **Barnicoat** +25.365s; 12 **Newey** +29.113s; 13 **Lorandi** +41.906s; 14 **Aron** +42.480s; 15 **Tan** +54.402s; 16 **Beckmann** +1m28.322s; 17 **Cassidy** +1m52.545s; 18 **Sasahara** -1 lap; 19 **Stroll** -2 laps; **R Sette Camara** 13 laps-engine; **R Mazepin** 0 laps-fuel pump.

Winner's average speed 117.086mph. Fastest lap Russell 2m12.610s, 118.147mph.

QUALIFYING 2

1 **Russell** 2m12.110s; 2 **Eriksson** 2m12.218s; 3 **Mazepin** 2m12.403s; 4 **Jensen** 2m12.554s; 5 **Barnicoat** 2m12.566s; 6 **Ilott** 2m12.599s; 7 **Hubert** 2m12.646s; 8 **Gunther** 2m12.700s; 9 **Beckmann** 2m12.793s; 10 **Zhou** 2m12.853s; 11 **Stroll** 2m13.033s; 12 **Kari** 2m13.035s; 13 **Cassidy** 2m13.145s; 14 **Tveter** 2m13.371s; 15 **Piquet** 2m13.609s; 16 **Newey** 2m13.615s; 17 **Sette Camara** 2m13.669s; 18 **Aron** 2m13.815s; 19 **Sasahara** 2m14.049s; 20 **Lorandi** 2m14.110s; 21 **Tan** 2m15.446s.

RACE 3 (16 LAPS – 69.633 MILES)

1 **Eriksson** 35m32.758s; 2 **Hubert** +1.613s; 3 **Russell** +3.563s; 4 **Stroll** +4.315s; 5 **Cassidy** +5.976s; 6 **Gunther** +9.543s; 7 **Kari** +11.124s; 8 **Mazepin** +12.643s; 9 **Jensen** +15.696s; 10 **Beckmann** +16.101s; 11 **Zhou** +20.699s; 12 **Newey** +22.765s; 13 **Aron** +23.744s; 14 **Piquet** +26.081s; 15 **Sette Camara** +30.578s; 16 **Tveter** +36.174s; 17 **Lorandi** +39.329s; 18 **Tan** +45.772s; 19 **Sasahara** +47.150s; 20 **Barnicoat** +1m27.867s; **R Ilott** 10 laps-damaged floor.

Winner's average speed 117.537mph. Fastest lap Russell 2m12.102s, 118.601mph.

GRID FOR RACE 3

1 **Russell**; 2 **Eriksson**; 3 **Barnicoat**; 4 **Ilott**; 5 **Hubert**; 6 **Mazepin**; 7 **Beckmann**; 8 **Gunther**; 9 **Stroll**; 10 **Cassidy**; 11 **Zhou**; 12 **Jensen**; 13 **Tveter**; 14 **Kari**; 15 **Newey**; 16 **Piquet**; 17 **Aron**; 18 **Lorandi**; 19 **Tan**; 20 **Sasahara**; 21 **Sette Camara** *. *grid penalty.

CHAMPIONSHIP

1 **Stroll** 296; 2 **Gunther** 235; 3 **Russell** 194; 4 **Cassidy** 194; 5 **Ilott** 183; 6 **Eriksson** 136; 7 **Barnicoat** 117; 8 **Hubert** 111; 9 **Jensen** 100; 10 **Aron** 98.



Stroll starred in the wet at Spa



Pagenaud extended his points lead

LePAGE/LAT

INDYCAR

ROUND 11/15, MID-OHIO, JULY 31 (90 LAPS - 203.220 MILES)

1	Simon Pagenaud (F) <i>Team Penske</i> · D-C	1h49m59.6875s
2	Will Power (AUS) <i>Team Penske</i> · D-C	+4.1620s
3	Carlos Munoz (CO) <i>Andretti Autosport</i> · D-H	+6.5662s
4	Graham Rahal (USA) <i>Rahal Letterman Lanigan</i> · D-H	+7.0196s
5	James Hinchcliffe (CDN) <i>Schmidt Peterson Motorsports</i> · D-H	+11.1260s
6	Conor Daly (USA) <i>Dale Coyne Racing</i> · D-H	+11.8526s
7	Spencer Pigot (USA) <i>Ed Carpenter Racing</i> · D-C	+12.8831s
8	Charlie Kimball (USA) <i>Chip Ganassi Racing</i> · D-C	+15.0016s
9	Takuma Sato (J) <i>AJ Foyt Enterprises</i> · D-H	+18.0128s
10	Josef Newgarden (USA) <i>Ed Carpenter Racing</i> · D-C	+18.5404s
11	Juan Pablo Montoya (CO) <i>Team Penske</i> · D-C	+20.6074s
12	Tony Kanaan (BR) <i>Chip Ganassi Racing</i> · D-C	+23.9632s
13	Marco Andretti (USA) <i>Andretti Autosport</i> · D-H	+24.7606s
14	Alexander Rossi (USA) <i>Andretti Herta Autosport</i> · D-H	+25.5191s
15	Helio Castroneves (BR) <i>Team Penske</i> · D-C	+26.6191s
16	Max Chilton (GB) <i>Chip Ganassi Racing</i> · D-C	+26.8199s
17	Mikhail Aleshin (RUS) <i>Schmidt Peterson Motorsports</i> · D-H	+42.7274s
18	Ryan Hunter-Reay (USA) <i>Andretti Autosport</i> · D-H	+53.5383s
19	RC Enerson (USA) <i>Dale Coyne Racing</i> · D-H	-1 lap
20	Sebastien Bourdais (F) <i>KVSH Racing</i> · D-C	86 laps-spun off
21	Jack Hawksworth (GB) <i>AJ Foyt Enterprises</i> · D-H	60 laps-contact
22	Scott Dixon (NZ) <i>Chip Ganassi Racing</i> · D-C	27 laps-withdrawn

D-H = Dallara-Honda; D-C = Dallara-Chevrolet

Winner's average speed 110.853mph.

Fastest lap Power 1m05.2600s, 124.560mph.

QUALIFYING

Q3 1 Pagenaud 1m03.8700s; 2 Power 1m03.9381s; 3 Newgarden 1m04.1200s; 4 Hunter-Reay 1m04.3265s; 5 Kimball 1m04.3644s; 6 Rahal 1m04.4697s.

Q2 Power 1m04.0751s; Pagenaud 1m04.1428s; Rahal 1m04.3071s; Hunter-Reay 1m04.3293s; Newgarden 1m04.3347s; Kimball 1m04.3879s; 7 Castroneves 1m04.4300s; 8 Montoya 1m04.5141s; 9 Hinchcliffe 1m04.5796s; 10 Aleshin 1m04.6084s; 11 Dixon 1m04.6554s; 12 Rossi 1m04.8082s.

Q1 - GROUP 1 Power 1m04.1430s; Dixon 1m04.1942s; Rahal 1m04.3002s; Hinchcliffe 1m04.3076s; Aleshin 1m04.4446s; Rossi 1m04.4868s; 14 Kanaan 1m04.5885s; 16 Bourdais 1m04.5967s; 18 Enerson 1m04.6576s; 20 Sato 1m04.8354s; 22 Daly 1m05.1098s.

Q1 - GROUP 2 Pagenaud 1m04.2483s; Newgarden 1m04.3739s; Hunter-Reay 1m04.4418s; Castroneves 1m04.5217s; Kimball 1m04.5396s; Montoya 1m04.6576s; 13 Chilton 1m04.7752s; 15 Munoz 1m04.8621s; 17 Hawksworth 1m05.0196s; 19 Pigot 1m05.1891s; 21 Andretti 1m05.1997s.

CHAMPIONSHIP

1 Pagenaud 484; 2 Power 426; 3 Castroneves 373; 4 Newgarden 364; 5 Dixon 357; 6 Kanaan 357; 7 Hinchcliffe 329; 8 Munoz 328; 9 Rahal 324; 10 Kimball 318.



Hughes scored GP3 success

S.BLOXHAM/LAT

GP3 SERIES

ROUND 5/9, HOCKENHEIM, JULY 30-31

RACE 1 (23 LAPS - 65.369 MILES)

1	Antonio Fuoco (I) <i>Trident</i>	38m25.683s
2	Nyck de Vries (NL) <i>ART Grand Prix</i>	+5.988s
3	Matt Parry (GB) <i>Koiranen GP</i>	+6.836s
4	Alexander Albon (THA) <i>ART Grand Prix</i>	+7.973s
5	Charles Leclerc (MC) <i>ART Grand Prix</i>	+10.519s
6	Jack Aitken (GB) <i>Arden International</i>	+12.291s
7	Arjun Maini (IND) <i>Jenzer Motorsport</i>	+14.828s
8	Jake Hughes (GB) <i>DAMS</i>	+18.246s
9	Santino Ferrucci (USA) <i>DAMS</i>	+20.065s
10	Tatiana Calderon (CO) <i>Arden International</i>	+20.206s
11	Artur Janosz (PL) <i>Trident</i>	+23.964s
12	Jake Dennis (GB) <i>Arden International</i>	+25.332s
13	Akash Nandy (MAL) <i>Jenzer Motorsport</i>	+25.467s
14	Kevin Jorg (CH) <i>DAMS</i>	+37.076s
15	Ralph Boschung (CH) <i>Koiranen GP</i>	+1m01.860s
16	Alex Palou (E) <i>Campos Racing</i>	+1m13.841s
R	Sandy Stuvik (T) <i>Trident</i>	14 laps*
R	Steijn Schothorst (NL) <i>Campos Racing</i>	4 laps**
R	Matevos Isaakyan (RUS) <i>Koiranen GP</i>	3 laps***
R	Nirei Fukuzumi (J) <i>ART Grand Prix</i>	3 laps**
R	Konstantin Tereschenko (RUS) <i>Campos</i>	2 laps**
R	Giuliano Alesi (F) <i>Trident</i>	0 laps*

*electrics **collision ***crash

Winner's average speed 102.065mph.

Fastest lap Leclerc 1m31.703s, 111.574mph.

QUALIFYING

1 Albon 1m28.431s; 2 Leclerc 1m28.509s; 3 Dennis 1m28.518s; 4 de Vries 1m28.524s; 5 Fuoco 1m28.618s; 6 Parry 1m28.638s; 7 Fukuzumi 1m28.662s; 8 Palou 1m28.838s; 9 Schothorst 1m28.918s; 10 Aitken 1m28.935s; 11 Stuvik 1m28.944s; 12 Hughes 1m29.052s; 13 Maini 1m29.076s; 14 Tereschenko 1m29.107s; 15 Boschung 1m29.126s; 16 Alesi 1m29.301s; 17 Ferrucci 1m29.311s; 18 Janosz 1m29.383s; 19 Jorg 1m29.542s; 20 Isaakyan 1m29.665s; 21 Nandy 1m29.847s; 22 Calderon 1m29.895s.

RACE 2 (18 LAPS - 51.159 MILES)

1 Hughes 29m51.410s; 2 Aitken +2.602s; 3 Leclerc +5.884s; 4 Ferrucci +6.835s; 5 Maini +7.718s; 6 Dennis +8.935s; 7 Parry +14.441s; 8 de Vries +16.694s; 9 Calderon +16.940s; 10 Jorg +17.928s; 11 Fukuzumi +18.562s; 12 Stuvik +27.796s; 13 Isaakyan +28.852s; 14 Alesi +29.197s; 15 Tereschenko +29.641s; 16 Nandy +29.928s; 17 Schothorst +30.344s; 18 Fuoco -1 lap; 19 Palou -2 laps; R Albon 1 lap-damage; R Boschung 1 lap-collision; R Janosz 0 laps-collision.

Winner's average speed 102.808mph.

Fastest lap Hughes 1m31.464s, 111.866mph.

GRID FOR RACE 2

Decided by result of R1, with top eight finishers reversed.

CHAMPIONSHIP

1 Leclerc 126; 2 Albon 123; 3 Fuoco 115; 4 Parry 70; 5 de Vries 65; 6 Hughes 52; 7 Boschung 48; 8 Fukuzumi 43; 9 Dennis 39; 10 Aitken 38.

GP2 SERIES

ROUND 7/11, HOCKENHEIM, JULY 30-31

RACE 1 (38 LAPS - 108.002 MILES)

1	Sergey Sirotkin (RUS) <i>ART GP</i>	1h00m28.437s
2	Luca Ghiotto (I) <i>Trident</i>	+13.146s
3	Raffaele Marciello (I) <i>Russian Time</i>	+17.783s
4	Arthur Pic (F) <i>Rapax</i>	+25.873s
5	Oliver Rowland (GB) <i>MP Motorsport</i>	+27.742s
6	Gustav Malja (S) <i>Rapax</i>	+28.130s
7	Alex Lynn (GB) <i>DAMS</i>	+32.730s
8	Antonio Giovinazzi (I) <i>Prema Racing</i>	+36.051s
9	Nobuharu Matsushita (J) <i>ART Grand Prix</i>	+38.838s
10	Marvin Kirchhofer (D) <i>Carlin</i>	+43.798s
11	Nabil Jeffri (MAL) <i>Arden International</i>	+46.523s
12	Jimmy Eriksson (S) <i>Arden International</i>	+48.067s
13	Rene Binder (A) <i>Carlin</i>	+50.706s
14	Nicholas Latifi (CDN) <i>DAMS</i>	+52.389s
15	Jordan King (GB) <i>Racing Engineering</i>	+53.034s
16	Philo Paz Armand (RI) <i>Trident</i>	+1m15.773s
EX	Pierre Gasly (F) <i>Prema Racing</i>	+17.753s*
R	Norman Nato (F) <i>Racing Engineering</i>	28 laps**
R	Mitch Evans (NZ) <i>Pertamina Campos</i>	14 laps***
R	Sean Gelael (RI) <i>Pertamina Campos</i>	8 laps****
R	Daniel de Jong (NL) <i>MP Motorsport</i>	8 laps****
R	Artem Markelov (RUS) <i>Russian Time</i>	6 laps****

*fire extinguisher **spin/stall ***brakes **** collision

Winner's average speed 107.155mph.

Fastest lap Sirotkin 1m25.209s, 120.078mph.

QUALIFYING

1 Sirotkin 1m22.193s; 2 Gasly 1m22.209s; 3 Marciello 1m22.369s; 4 Rowland 1m22.413s; 5 Lynn 1m22.422s; 6 Nato 1m22.489s; 7 Latifi 1m22.524s; 8 King 1m22.548s; 9 Kirchhofer 1m22.796s; 10 Markelov 1m22.805s; 11 Matsushita 1m22.812s; 12 Malja 1m23.065s; 13 Ghiotto 1m23.066s; 14 Evans 1m23.398s; 15 de Jong 1m23.400s; 16 Binder 1m23.465s; 17 Pic 1m23.469s; 18 Jeffri 1m23.497s; 19 Eriksson 1m23.535s; 20 Gelael 1m23.784s; 21 Armand 1m24.399s; 22 Giovinazzi DSQ.

RACE 2 (27 LAPS - 76.738 MILES)

1 Lynn 43m20.504s; 2 Sirotkin +2.922s; 3 Pic +4.688s; 4 Ghiotto +6.206s; 5 Rowland +8.187s; 6 Gasly +8.486s; 7 Marciello +9.259s; 8 Malja +10.292s; 9 Markelov +14.404s; 10 Evans +15.162s; 11 King +16.727s; 12 Matsushita +21.319s; 13 Eriksson +25.154s; 14 Kirchhofer +25.292s; 15 Binder +25.768s; 16 de Jong +34.778s; 17 Latifi +41.617s; 18 Nato -1 lap; 19 Gelael -3 laps; R Armand 22 laps-damage; R Giovinazzi 13 laps-collision; R Jeffri 6 laps-collision.

Winner's average speed 106.232mph.

Fastest lap Markelov 1m25.236s, 120.040mph.

GRID FOR RACE 2

Decided by result of R1, with top eight finishers reversed.

CHAMPIONSHIP

1 Sirotkin 113; 2 Gasly 113; 3 Marciello 102; 4 Giovinazzi 100; 5 Rowland 99; 6 Nato 81; 7 King 80; 8 Evans 77; 9 Lynn 72; 10 Markelov 65.

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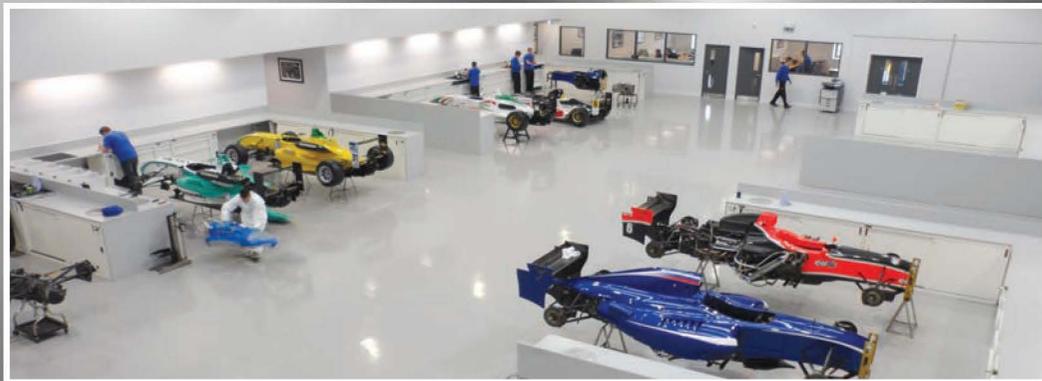
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REF: CH 1482

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**NDT/UT TECHNICIAN – EARLY/LATE SHIFT
(12 months)**

REF: CH 1484

To inspect components using non-destructive methods as instructed and to verify the quality of components using techniques required.

TECHNICAL BUYER

REF: CH 1487

Working within our Composite Programme Team, ensuring parts are sourced in line with our Purchasing and Quality policies. Composite purchasing experience is highly desirable.

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REF: CH 1347

To work closely with other stores members to help keep stock accurate and picking orders for various departments including Race Team spares.

PURCHASING ASSISTANT (6 months)

REF: CH 1480

To assist with the administrative requirements of the Purchasing Department throughout the new car build programme.

SENIOR COMPOSITES DESIGN ENGINEER

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For this senior role we expect a significant amount of high level composite engineering and design experience from motorsport or other high level technical organisations. In addition theoretical and scientific carbon composite knowledge, and CAE interpretation or analysis skills are highly advantageous.

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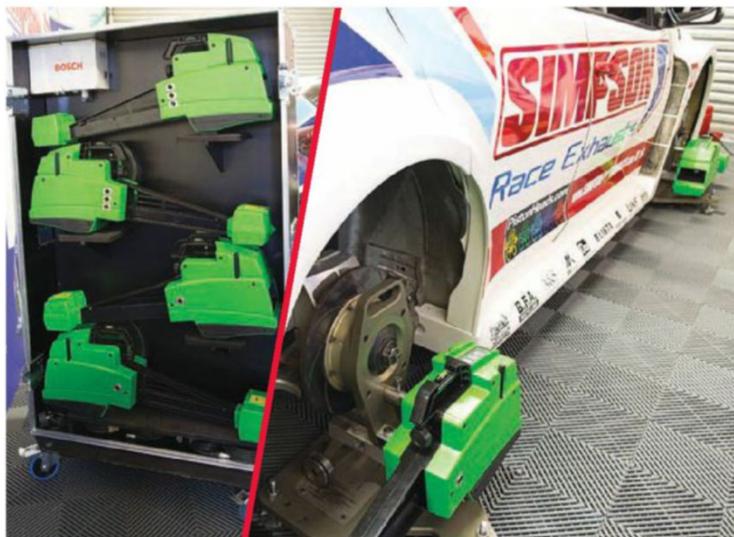
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South Staffs Freight Terminal would like to congratulate Ant Whorton-Eales on his sixth win of the season and the JamSport team for its first 1-2 in the Renault UK Clio Cup



For sponsorship opportunities, please contact Mark Whorton-Eales on
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CLUB AUTOSPORT

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Bikesports is one of 750MC's series that new rules will affect

Clubs question new MSA licence rules

TWO OF THE UK'S LEADING RACE organisers have raised concerns about the MSA's new rule that requires drivers of cars with a high-power-to-weight ratio to have a National A licence.

The new rule will be introduced next season (Autosport, July 21) and will affect cars with a power-to-weight ratio of 0.34bhp/kg or more.

But both the 750 Motor Club and Classic Sports Car Club feel the move could have a negative impact on grassroots racers.

The 750MC's competitions secretary Giles Groombridge said: "I fully understand the reasons for doing it – at the moment there's nothing to stop a complete novice from getting into something as fast as a GT3 car or historic F1 car, for example.

"What could be an issue is we have very mixed categories with different classes and the onus would be on us to police it.

"This relies on competitors providing truthful and accurate data about their

cars. Although we do have a rolling road it would be difficult logistically [to test lots of cars].

"A couple of our championships will be affected – the vast majority of Bikesports cars would be and some RGB. I'm not sure what the alternative would be but it seems like the MSA were thinking of GT3 cars when they came up with the rule.

"Because it [the 0.34 figure] doesn't include the weight of the driver it's a problem for championships with lightweight cars."

The regulation change would also affect many of the Caterhams that run in the CSCC's Magnificent Sevens series, as well as other kit cars and the models used in the Special Saloons category.

Club competitions director Hugo Holder said: "It seems very unfair on people. Anything that increases safety we are up for but the way they have done it seems like a tax on the little man.

"While we agree there should be some sort of restriction on novices,



CSCC's Holder says new MSA licence rules are "like a tax on the little man"

we lobbied to have the rule only apply to drivers in cars who have to run with a novice cross, without success.

"This would have achieved exactly the same thing. The only difference between this and the new rule is an extra £32 charge per year per driver [for the upgraded licence]."

The MSA was unavailable for comment as Autosport went to press.

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PROTOTYPE CUP

Cup planners working with ELMS

ORGANISERS BEHIND THE NEW PROTOTYPE CUP ARE working in tandem with the European Le Mans Series in order to schedule a calendar for the inaugural season in 2017.

Bute Motorsport, which runs the successful GT Cup Championship, is behind the new LMP3-based British class. The Prototype Cup will be open to all variants of LMP3 machinery and is planned to take place over six weekends next season, with five in the UK and a single away event at Spa-Francorchamps.

While dates have yet to be confirmed, the series is expected to race at Brands Hatch, Donington Park and Silverstone GP circuits as well as Snetterton 300. Bute is coordinating with ELMS organiser, the Automobile Club de l'Ouest, which has given its blessing to the series.

Series coordinator Phil Boland said: "We're in contact with the ACO over the calendars as we want to coordinate the dates to benefit all LMP3 classes.

"For example, all of our rounds are planned to take place a week or two before ELMS rounds, which will encourage

teams to do both. Our Spa race will be a week before the LMP3 showpiece Road To Le Mans race, which supports the Le Mans 24 Hours, so teams can use Spa as a warm-up, just like the World Endurance Championship boys do.

"The ACO has been very supportive of what we're doing and we're running to their class rules."

- Ex-Formula 1 test driver Matteo Bobbi is considering a racing comeback in the UK after testing one of United Autosports' Ligier LMP3 machines at Snetterton last week.

Italian Bobbi, the 2003 FIA GT champion and former Minardi F1 test driver, handled a Nissan-powered JSP3 car alongside United Autosports regular Jay Palmer. The pair are now in talks to contest the inaugural Prototype Cup race in October and are eyeing a full campaign in 2017.

"We're looking to do the British Prototype Cup Series," said Bobbi. "I like the look of the series – it will cost far less than something like the European Le Mans Series but you can race LMP3 on some great tracks."

BRITISH GT

GUNN TO REPLACE ALBERT AT BEECHDEAN

ROSS GUNN WILL RETURN to the GT4 division of British GT at Snetterton this weekend to help Beechdean fight for a third straight title after regular driver Jordan Albert was forced to withdraw.

Gunn, 19, will share the team's Aston Martin Vantage GT4 with Jack Bartholomew after Albert was moved on to the sidelines due to an unresolved issue. The news is a blow with Albert, currently second in the GT4 standings, just 17.5 points down on Optimum Motorsport's Graham Johnson and Mike Robinson Ginetta pairing.

Gunn lifted the GT4 title last year with Beechdean alongside Jamie Chadwick, and had been due to race the team's GT3 entry alongside Andrew Howard, but that car has been ruled out of the Snetterton meeting due to damage sustained in the last race at Spa.

"It's disappointing to not be racing the GT3, but being back in GT4 is a silver lining," said Gunn. "At the same time I feel desperately sorry for Jordan as he's done nothing wrong all season.

"It will take some time to get used to a GT4 again. They move about underneath you a lot more than a GT3 does, so you're constantly fighting it a bit. I also have to get used to vision and traffic again, as you drive in your mirrors a lot more with the faster cars coming past."

BRITISH GT

Barwick back to British GT in Simpson Ginetta

ADRIAN BARWICK WILL RETURN to British GT alongside 2007 champion Bradley Ellis for this weekend's Snetterton round.

Barwick and Ellis will drive for the Simpson Motorsport team in a Ginetta G55 GT4 that Scott Malvern and Nick

Jones raced in earlier this year before the squad's Porsche Cayman was ready.

The duo's appearance at Snetterton will be Barwick and Ellis's first British GT race together since the Silverstone round last season.

"I'd seen that a few cars had dropped out and we took a chance on an entry," said Barwick. "It's a great paddock and I've missed racing in British GT.

"It's great to be back in the Ginetta GT4 as it's what I know

best. I'm not sure on my plans for next year and as to whether I'll do more than one round this year but we'll see."

Barwick has been contesting the Porsche Carrera Cup GB this season with Team Parker Racing.

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PICKUPTRUCKS

Truck series for young drivers launched

A NEW ONE-MAKE SERIES WILL BE introduced next year for the SsangYong Korando pickup truck.

The SsangYong Racing Challenge will be managed by ABG Motorsport and be part of either an MSVR or BARC schedule. It is aimed to be a cost-effective series for young drivers, with racers as young as 16 able to take part.

A six-round calendar is planned with three 15-minute races per weekend.

“They raced these in New Zealand and we were approached by the SsangYong importer about the viability of doing this in the UK,” said SsangYong spokesman Peter Hignett. “It’s a one-make championship and MSVR are looking to run the package to bring new people to the sport, young and old.”

The series was launched at the Silverstone Classic last weekend, and the Korando features a 2.2-litre turbodiesel engine with stiffer suspension.

IN BRIEF



COWLEY TO RETURN AFTER REPAIRS

Bill Cowley will return to racing at Cadwell Park this weekend following a huge accident that nearly wrote off his family-run car. Cowley was involved in a heavy crash during the second 750 Formula race at Mallory Park in June while chasing championship rival Robin Gearing. Since then, extensive repairs have taken place on the Cowley Mk4 car – which is of special sentimental value because it was built by Cowley’s grandfather.

MIGHTY BARC DEAL FOR MINIS

Mighty Mini Racing has secured a five-year deal with the BARC to act as the organising club for its two championships. Mighty Minis switched to the BARC ahead of the current season, having spent the previous 19 years with the BRSCC.

BAB GOES TO FIESTAS WITH WDE HELP

Karting team Bab Motorsport will step up to the Fiesta Junior Championship as part of an affiliation with Clio Cup squad WDE Motorsport. Bab bought a Fiesta from Wayne Eason’s team last year but held off from making its debut, with Karter Josh Steed previously too young to compete in the series. Now 14, Steed is eligible to race and has a car registered for the final three rounds of the season – which could be entered at Silverstone next month.

20TEN MAKES RETURN TO CLIO CUP

Renault UK Clio Cup outfit 20Ten Racing returned to the grid at Snetterton last weekend with Craig Milner after missing the previous round at Croft.

SWIFT TO SELL CAR FOR ENDURO MOVE

Civic Cup leader Carl Swift is selling his car after the next round of the championship at Silverstone as he targets a move into endurance racing. Swift currently holds a 69-point championship lead and will hire a car in order to wrap up the title, admitting he’s unlikely to have won it after the Silverstone rounds on August 21. Swift plans to enter the Barcelona and Dubai Creventic 24 Hour races, after contesting the Silverstone 24 Hours event earlier this year.



BRITISH F4

Fittipaldi plots British F4 move for 2017

GINETTA JUNIOR DRIVER
Enzo Fittipaldi is set to switch to the British F4 championship in 2017.

The grandson of two-time Formula 1 world champion Emerson recently tested at Rockingham with Arden Motorsport, borrowing a Richardson Racing car as Arden ran other youngsters.

He tested the car across two days, running alongside

Arden’s F4 title contender Luis Leeds on the second.

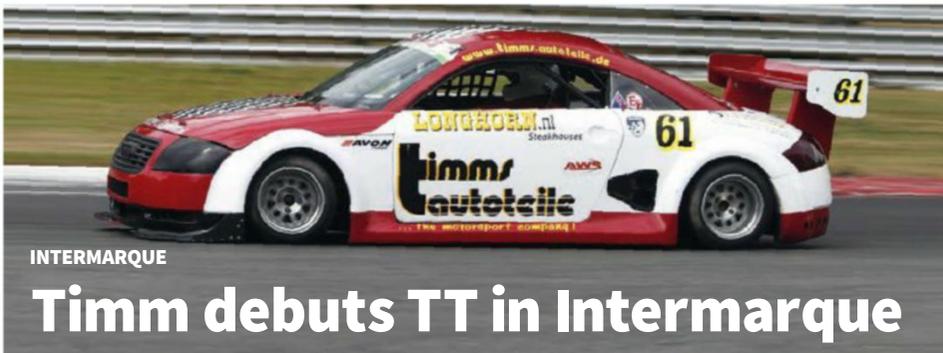
“The tests were on the Monday and Tuesday,” said Fittipaldi. “Monday was about learning the car and Tuesday I ran alongside Luis and was about five tenths off his time so I was very happy.

“It’s a close deal to race next season, and I’m fairly confident the budget is there or almost there.

“There’s a 50% chance I’ll race with Fortec Motorsport, and a 50 per cent chance it’ll be with Arden. I’ve got some evaluating to do and I plan to do around 10-12 test days before next season.”

Richardson boss Gwyn Richardson added: “It was just a one-off test with us.”

Fittipaldi is 17th in the Ginetta Junior standings in his first season racing in cars.



INTERMARQUE

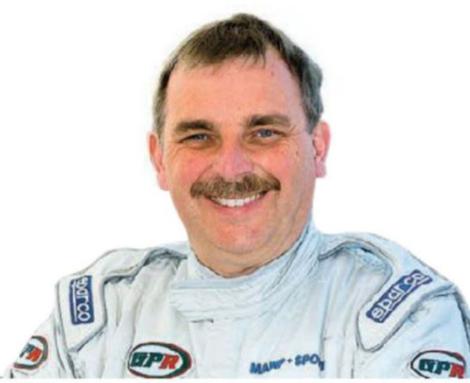
Timm debuts TT in Intermarque

VOLKER TIMM MADE HIS BARC SOUTH Eastern Intermarque championship debut at Brands Hatch last weekend, fielding an Audi TT clone that has been converted from short-track specification.

The German, 61, previously raced at Brands

in 2002 to demonstrate the “super silhouette” concept when it was introduced in the UK.

“I’ll be on holiday when the next round takes place but hope to do the last two of the year,” he said. “If I enjoy it and can be competitive enough, I’ll build a new car for next year.”



Silverstone Classic: the golden Goose?

By Marcus Pye, the voice of club racing

[@Autosport](#)

ARRIVING EARLY AT THE ANNUAL SILVERSTONE Classic on Friday, Saturday and Sunday, I was again blown away by its sheer magnitude.

I can't begin to comprehend the costly logistics that have to be put in place, even before the on-site build-up commences, but received a front-gate welcome from organiser Goose Events' Neil Carr-Jones as I drove into the campus on day one and aimed for the British Racing Drivers' Club.

Clearly, complaints of recent years have been addressed, for the vital internal transport links ran almost seamlessly, which was a credit to all staff.

My professional focus is on the event's racing element – covered topically and expansively herein – so I don't get to see the car club or musical content, or the tempting trade stalls. That said, as I headed from the Heritage (read Old) Pits to The Wing, initially on 'shanks's pony' during the lunchtime changeovers, the scale of the marque car parks and number of smiling enthusiasts ambling through them were impressive.

Not even at the Nurburgring's Oldtimer GPs of yore had I seen as many Porsches in one place. The plethora of 911 models, lined up seductively in various dedicated areas around a central enclave, only reignited my desire to own one before I check out.

Then there were Ferraris, Jaguars, Morgans, Lancia Stratoses of assorted parentage, hot Fords and Mini Cooper Ss, plus obscurati. Something for everybody – that's the beauty of subjective choice. On one day I filed in between a diminutive Honda S800 coupe and a Lamborghini Miura with hot air balloons overhead.

With 20 races on Saturday and Sunday, following Friday qualifying, there is precious little down time between

competition sessions. Demo grids of Legends of Modern Endurance Racing and F1 cars of the post-FIA Masters Historic championship's three-litre era were joined by motorcycle world champions this year. A Sunday cavalcade also showcased the diverse racing classes on the (Classic track action organiser) Historic Sports Car Club's 50th anniversary season portfolio.

The effort put in to finish racing cars was evident in the number of debuts across the grids. I'd not seen Marc Devis's AMC Javelin race in 40 years, but was delighted that Diogo Ferrao's '73 BIP Lola T292, Philip Walker's Ford Capri RS2600 from the same year and Mike Cantillon's Tyrrell 010-2 – liveried for previous owner Michele Alboreto, but thought to be the chassis that Eddie Cheever raced in 1981 – were out for the first time. Seeing vivid blue Matra sports-prototypes racing, and winning, was very special, too.

The marshals – for whom veteran racer/Delta Motor Sport preparation team owner Iain Rowley and associates organised their traditional Saturday evening barbecue as a thank you – had a gruelling weekend, eased by few incidents, some dealt with expediently under safety car control.

Ironically, the 'biggie', a multi-car startline shunt triggered when an HGPCA front-row driver's gearbox exploded, occurred in the penultimate race at 1700 on Sunday. With cars everywhere, red flags were inevitable, but nobody was badly injured and the scene was quickly cleared for another go.

From the most intense historic showpiece, I head north next to the most laid-back this weekend. Many enthusiasts cite the well-established HSCC Croft Nostalgia Festival as their favourite event of the season. Not been? Dress up in '60s or '70s style and judge for yourselves as 230 competitors do battle on a flowing drivers' circuit that suits their cars perfectly. 🦆



TARLING STARS IN ASSEGAI-ALFA

Classic Formula Ford ace Richard Tarling wrung the unique Tony Kotze-built Assegai-Alfa Romeo F1 car's neck on his historic debut at the Silverstone Classic. The 1999 Formula Palmer Audi champion urged the South African machine into a battle for third in Sunday's HGPCA race, but it broke on the final lap.



SHADOW'S CLASSIC HONOUR

The extraordinary small-wheeled 1970 Shadow M1 Can-Am car that Dutch Porsche design guru Harm Lagaaai has evolved in recent years was named Car of the Silverstone Classic. Jackie Oliver, who won the 1974 Can-Am title in a later DN4, was intrigued by the seven-litre Chevrolet-engined machine's presence.



UNDERWOOD'S FJUNIOR DOLPHIN

The third rare US-built Dolphin International to race in British Historic Formula events debuted at Silverstone last weekend, with Geoff Underwood up. Not to be confused with those raced by brothers David and Mark Woodhouse, this one came via hillclimber Deryk Young. Gearbox woes kept Mike O'Brien's Speedsport team busy.



BRANDS HATCH
BARC JULY 30-31

Gent schools rivals with Brands win haul

DALE GENT WAS UNDISPUTED MAN of the meeting at the BARC's busy 22-race Indy circuit clubbie, netting four wins in his ultra-potent Subaru Impreza.

On his first outing of the weekend, Gent's wet-shod car trounced Rod Birley's Ford Escort (slicks) and the rest of a modest Sevenesque/Allcomers field on a damp but drying track.

Gent won despite a black-and-orange-flag stop to investigate something flapping at the back of the car, which proved to be the flexible towing strap. He won again in the dry and, although Birley pitted when his power-steering drive belt slipped off, he returned without power assistance to manhandle the car to a class win. Colin Watson was best of the Sevens, taking third and second places overall.

Subaru driver Gent's third win came in the first Thunder Saloons race. Vaughan Fletcher's similar Impreza was the closest challenger, but lost second to Dave Cockell (Escort) in the last few yards after the Subaru fell sick. Sunday's race brought Berkhamsted driver Gent an easy win number four, with Birley's late-entry Escort taking a narrow second from Cockell after starting down the grid.

Thirteen classes were up for grabs in two races combining separate series for oriental, German and French machinery. Nerijus Zabolka headed the Nippon Challenge section by twice winning overall in his Impreza. He was helped by Barnaby Davies (Toyota Starlet) retiring from the lead in race one. Quickest qualifier James Janicki (Nissan Skyline) missed race one, but moved carefully through packed traffic from 34th to fifth at the second attempt. Phil Collard (Mazda RX7) was a double runner-up, taking advantage of traffic to depose Jon Whelan (Peugeot 306) on the last lap of race two.

Stephen Primett (Escort) raised his score to 10 wins out of 10 in the Pre-66/

Pre-83 Touring Car races, although Saturday's success was his first at Brands. David Howard (Jaguar XJ12) retired with a flat tyre after leading race one. Howard split the Escorts on Sunday until a slide at the last corner allowed Stephen Cripps to grab the place back on the line.

The first Pre-93 Touring Car race descended into chaos as a portion of the field followed slowly in confusion as rescue vehicles drove from the pits to attend a shunt on Cooper Straight, while the rest of the track remained open to unrestricted racing. The safety car was not deployed. Ray West's BMW was a comfortable winner over Mark Fowler's similar M3, and the duo repeated this result in calmer circumstances on Sunday. Reece Jones and Terry Davies each scored a third place.

David Chapman escaped from the Mazda Max5 pack early in race one. He clung on to win under increasing pressure from invitation class drivers Jonathan Halliwell and Paul Roddison, whose Mk4 machines did not score points and started at the back. Roddison won (from the front this time) in race two, but the points scorer was Chapman again, under pressure from Nick Dunn. Halliwell finished fourth from a pit road start.

Impreza driver Gent stole the show with four wins from as many Brands races

Taking full advantage of some wild first-corner antics on Saturday, Danny Cassar (Honda Integra) leapfrogged from seventh to first in the Pre-2003 Touring Cars race. Cassar yielded to the inevitable when things settled down, and finished fifth while Andy Thompson's SEAT cruised to victory. Thompson had another slowish start from pole in race two but soon regained the lead anyway.

Vince Pain rolled his MG ZR in qualifying for the MGOC championship round, but the now-windowless car charged to a fine third in a hard-fought first encounter. The ZRs of Adrian Wray and David Mellor went off together at Paddock and just missed emulating Pain's qualifying fate. Martin Wills won in his F model and repeated the feat in a four-way blanket finish on Sunday, Wray, Brian Butler and Adam Jackson giving him a hard time. Pain's already crumpled car collected the spinning F of Stuart Plotnek in front of the pits.

Chris Whiteman (Honda Civic) was a comfortable double winner in the South Eastern Centre Tin Tops while potential rival Rod Birley's Honda Integra continued to experience reliability issues. Daniel Fisher's Civic was runner-up in both races.

Nathan Harrison narrowly missed a winning double in the MR2 racing series. He held off Adam Lockwood, Neale Hurran and Peter Higton in race one but lost out to a last-corner lunge by Hurran in the second encounter.

Only Lewis Smith could keep defending champion Malcolm Blackman in sight in the Intermarque races, and even he could have done with some binoculars. Smith briefly led in the reversed grid race two, but by lap five Blackman had been able to take a lead he wouldn't lose.

BRIAN PHILLIPS



Chapman's Max5 lead wasn't always big, but he held on for R1 win

[➔ P77 FULL RESULTS](#)

RENAULT UK CLIO CUP JULY 30-31

Whorton-Eales and Kidsley get out of a Jam

IT'S AMAZING HOW QUICKLY fortunes can change — especially if you're a Jamsport Clio Cup driver. Ant Whorton-Eales went from a first-race retirement to winning the second contest, while Luke Kidsley recovered from a roll in testing on Friday to take his maiden podium.

The Snetterton weekend had threatened to be a Mike Bushell benefit. The 2014 champion was dominant in qualifying, setting an ominous pace, but the Jamsport duo had other ideas.

Kidsley made an audacious move around the outside of Bushell at Riches at the start of the opener, but ultimately it didn't pay off as he was too "eager" to move back across and was clipped into the grass.

Behind, Paul Rivett collided with Senna Proctor and broke his steering before then clattering into Whorton-Eales at the hairpin. This left the WDE driver out and Whorton-Eales with a flailing bumper. He was later given the black-and-orange flag and was forced into retirement, despite hoping the bodywork would detach itself.

All this left Bushell a comfortable winner, from the impressive Max Coates and Proctor. Bushell said of the start: "I got a tap from behind and that sent me into Kidsley. Then Rivett made a do or die move to get between me and Ant



and that damaged both of their cars — which was perfect for me."

The start of race two was almost a carbon copy of the opener, except this time Kidsley managed to make his move stick, while the fast-starting Whorton-Eales also passed Bushell on the first lap into Palmer.

Kidsley continued to lead his teammate until Whorton-Eales ran slightly wide at Riches and let Bushell through.

But then came the overtaking move of the weekend on lap six as Whorton-Eales dived inside both Bushell and Kidsley at Riches to take the win.

"It was all a bit of a blur," he admitted. "I thought 'Oh no, I've let him [Bushell] through, what have I done?' Then I couldn't believe I passed them both — it's not very often a move you plan comes off in Clios!"

Kidsley clung on to second to take his first podium after an eventful

Whorton-Eales' R1 ended early, but Jamsport man then claimed R2 honours

weekend that included him striking his pit board early on.

"It's been a bit crazy," he said. "I thought that was my weekend over [after the roll] but I'm buzzing to get my first podium."

Rivett salvaged something from his weekend, too, after passing Bushell into Nelson for third in the closing stages. Despite this, Pyro driver Bushell still has a 19-point lead in the standings.

STEPHEN LICKORISH

RESULTS

RACE 1 (10 LAPS) 1 Mike Bushell; 2 Max Coates +4.765s; 3 Senna Proctor; 4 Josh Price; 5 Lee Pattison; 6 David Dickenson. **Fastest lap** Coates 2m07.503s (83.82mph). **Pole** Bushell. **Starters** 21. **RACE 2 (8 LAPS) 1 Ant Whorton-Eales;** 2 Luke Kidsley +0.245s; 3 Paul Rivett; 4 Bushell; 5 Coates; 6 Paul Streater. **FL** Rivett 2m07.486s (83.83mph). **P** Bushell. **S** 21. **POINTS 1 Bushell 307;** 2 Whorton-Eales 288; 3 Coates 254; 4 Rivett 229; 5 Pattison 229; 6 Streater 202.

CARRERA CUP GB JULY 30-31

Cammish bounces back in style

Dan Cammish responded to his Croft setback with two victories, double pole and a fastest lap to reassert his control over the Porsche Carrera Cup GB field at Snetterton.

Cammish's two victories were never in doubt, but it was Porsche scholar and rookie team-mate Charlie Eastwood that would challenge him.

In the first race, Cammish's good start allowed him to pull clear of his Redline Racing team-mate and settle into a rhythm. But Eastwood then upped his pace, forcing the race leader to work for his victory. The impressive Tom Sharp was third.

"Charlie did so well behind me and he really pushed me," said Cammish.

"I just hope it doesn't change to me chasing him, though!"

Thankfully for Cammish, he didn't have to chase his rival in the sequel, again beating Eastwood for the win and Redline Racing's 100th in the category.

It was a much more comfortable victory after an Eastwood error on the first lap, which put him on the grass, cost him time.

Third was Cammish's title rival Dino Zamparelli, after he saw off the fast-advancing Tom Oliphant.

Zamparelli had slashed Cammish's lead to three points going into the weekend, but a tough qualifying and a solitary podium mean his title rival now leads by 20 points.

TOM ERRINGTON



No sign of Croft hangover for Cammish, who took another pair of Porsche wins

RESULTS

RACE 1 (14 LAPS) 1 Dan Cammish; 2 Charlie Eastwood +1.681s; 3 Tom Sharp; 4 Lewis Plato; 5 Tom Oliphant; 6 Dino Zamparelli. **FL** Eastwood 1m52.114s (95.33mph). **P** Cammish. **S** 25. **RACE 2 (12 LAPS) 1 Cammish;** 2 Eastwood +1.486s; 3 Zamparelli; 4 Oliphant; 5 Sharp; 6 Dan McKay. **FL** Cammish 1m52.834s (94.72mph). **P** Cammish **S** 24. **POINTS 1 Cammish 195;** 2 Zamparelli 175; 3 Eastwood 143; 4 Oliphant 124; 5 Sharp 111; 6 Stephen Jelley 110.

Brace puts Fielding back in fight

SENNAN FIELDING HAULED HIMSELF back into title contention at Snetterton, taking two wins, as many of his rivals were caught up in incidents.

The JHR driver had no such trouble and escaped the drama behind. He won the first affair despite having to make two safety car restarts, but Carlin's points leader Max Fewtrell was among those on the sidelines after an off.

There was still cause for Carlin celebrations, however, as second and third for Devlin DeFrancesco and James Pull hauled them closer to the top of the pile. And the good news continued in race two as the final member of Carlin's quartet, Petru Florescu, assumed first place in the standings after taking the win. Team-mates Pull and DeFrancesco completed an all-Carlin podium after Arden duo Luis Leeds and Rafael Martins clashed at Riches.

After finishing fifth in race two from eighth on the grid, Fielding again took a lights-to-flag victory in the finale,

resisting pressure from DeFrancesco in the closing stages.

"I couldn't really ask for much more," beamed Fielding, who is now just 11 points behind Florescu in the standings.

Fewtrell picked up a third place, which "softens the blow" from a disappointing weekend, while it was Pull's turn to have an incident in race three as he tangled with Billy Monger and Jamie Caroline.

STEPHEN LICKORISH

RESULTS

RACE 1 (9 LAPS) 1 Sennan Fielding; 2 Devlin DeFrancesco +0.532s; 3 James Pull; 4 Zane Goddard; 5 Luis Leeds; 6 Nicolai Kjaergaard. **FL** Pull 1m52.668s (94.86mph). **P** Fielding. **S 19.** **RACE 2 (10 LAPS) 1 Petru Florescu;** 2 Pull +2.741s; 3 DeFrancesco; 4 Kjaergaard; 5 Fielding; 6 Alex Quinn. **FL** Florescu 1m52.156s (95.29mph). **P** Rafael Martins. **S 19.** **RACE 3 (8 LAPS) 1 Fielding;** 2 DeFrancesco +0.400s; 3 Max Fewtrell; 4 Leeds; 5 Florescu; 6 Kjaergaard. **FL** Florescu 1m52.690s (94.84). **P** Fielding. **S 19.** **POINTS 1 Florescu 205;** 2 Fewtrell 201; 3 DeFrancesco 197; 4 Fielding 194; 5 Pull 186; 6 Leeds 174.



Near-perfect weekend for Fielding put him right back in title hunt

Awesome Orton does the double

JAMIE ORTON TOOK A BRACE OF victories from pole in the Ginetta GT4 Supercup, both times holding off challenges from title leader Tom Wrigley and Orton's nearest championship rival Will Burns.

Orton had said that pole would be key to success at Snetterton, and duly delivered that by grabbing top spot in qualifying. It gave him the perfect platform he needed for his double and the opener was straightforward.

Orton made an excellent start to race one and held off the early challenge from Burns to win. Burns then battled Wrigley for second, with Burns just holding out but Orton unreachable ahead.

Burns again battled Wrigley in the finale. Orton cantered into the distance as he had in the first but Burns wasn't

able to defeat Wrigley, the points leader making a stunning dive down the inside at Riches, with Carl Boardley following through to complete the podium.

The third race was then cancelled after the British Touring Car Championship's red-flagged finale meant there was no time left in the day.

TOM ERRINGTON

RESULTS

RACE 1 (7 LAPS) 1 Jamie Orton; 2 Will Burns +1.309s; 3 Tom Wrigley; 4 Carl Boardley; 5 Mark Davies; 6 Tom Hibbert. **FL** Wrigley 1m56.756s (91.54mph). **P** Orton **S 17.** **RACE 2 (12 LAPS) 1 Orton;** 2 Wrigley +0.328s; 3 Boardley; 4 Burns; 5 Hibbert; 6 Reece Sommerfeld. **FL** Orton 1m57.016s (91.33mph). **P** Orton **S 17.** **POINTS 1 Wrigley 329;** 2 Orton 261; 3 Burns 261; 4 Boardley 196; 5 Davies 168; 6 Hibbert 164.

Rookies rule the roost at Snetterton

IN A SEASON FIXED ON STUART MIDDLETON and William Tregurtha's title battle, there were two surprise winners at Snetterton in rookies Harry King and Daniel Harper.

Middleton was never in contention for victory, with brake problems consigning him to eighth on the grid before mustering a best finish of seventh. Tregurtha enjoyed much the better weekend with two podiums, but he couldn't match either of the rookies.

In a scrappy finale, Harper went from pole to third at Riches as Dave Wooder flew around him and Tregurtha squeezed up the inside for the lead. It looked like Tregurtha's race to lose, but Harper responded brilliantly, reeling in and hounding the race leader, as the pair's battle for position took a physical turn with both banging doors repeatedly.

Harper dispatched Tregurtha before the end, but the race's physical theme continued. Wooder had made an excellent move on Tregurtha for second, but he followed it with an overly optimistic dive down the inside at Agostini and collided with Harper.

Wooder fell away from contention after that, allowing Harper to hold on to win on the road. But the earlier contact kept the stewards busy, with Harper later penalised to third and Tregurtha also warned.

The post-race fallout worked well for King, his late move up the order rewarded with the overall win ahead of Tregurtha and Harper.

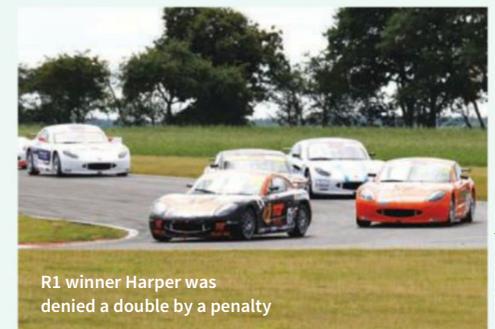
While he lost that win, Harper retained his first after a superb battle. Tregurtha had held pole, but Harper and Wooder joined to run three wide at Turn 3, before Harper made a move stick for the lead.

Wooder followed him home in second, relegating Tregurtha to third at the flag.

TOM ERRINGTON

RESULTS

RACE 1 (BOTH 7 LAPS) 1 Daniel Harper; 2 Dave Wooder +0.549s; 3 William Tregurtha; 4 Harry King; 5 Lewis Brown; 6 Kyle Hornby. **FL** Wooder 2m19.085s (76.84mph). **P** Tregurtha. **S 22.** **RACE 2 1 King;** 2 Tregurtha +0.288s; 3 Harper; 4 Brown; 5 Hornby; 6 Wooder. **FL** Harper 2m19.078s (76.84mph). **P** Harper **S 22.** **POINTS 1 Tregurtha 377;** 2 Stuart Middleton 352; 3 Brown 299; 4 Wooder 293; 5 Harper 263; 6 Geri Nicosia 216.



R1 winner Harper was denied a double by a penalty

ALL PICS: EBREVILAT

KIRKISTOWN
500MRCI JULY 29-30

Trouble for Robinson lets Davidson close in

THERE WAS FRUSTRATION FOR NOEL Robinson as two non-finishes in the Northern Ireland Formula Ford 1600 Championship meant his lead was swallowed up by season-long rival Alan Davidson.

Jake Byrne put his Ray on pole for race one, with Robinson managing fourth after a troubled qualifying session, but the polesitter made a terrible start and dropped to the tail of the field by the first corner. Byrne then produced a determined drive, fighting his way through the traffic to challenge eventual winner Stephen O'Connor's Van Diemen RF90 for the lead, as the unlucky Robinson stopped after nine laps.

Disaster struck again for Robinson in race two, after his Van Diemen was sidelined by the second lap, with Davidson and Byrne sprinting away at the start. That developed into a race-long fight for top spot, with Byrne running out the winner (and also taking concurrent SuperSeries honours) despite the best efforts of Davidson in his Mondiale. Race one winner O'Connor took the final podium spot.

The Roadsports/Saloon races attracted the largest grids of the day, but it was no great surprise that Jim Larkham set the fastest time in qualifying again with his Radical. Larkham made a slowish start to the opener allowing Paul Conn into the lead with his Crossle, with John Benson's Crossle providing the early challenge and a surprise from Mark Francis as he briefly held second with his Locost Honda. Larkham quickly found his pace and took up his customary position to win from Conn.

Larkham's race two start was again far from perfect, but by lap two he had the lead back and was not headed. Stephen Traub took race one Saloons honours in his Honda Integra from the BMW of Andrew Armstrong, and grabbed a repeat win in race two as the unlucky Armstrong had to start from the pitlane.

Fiesta Zetec polesitter Jonny Forsythe quickly established a four-second lead in the first race to break away from the pack for victory. Race two was another Forsythe benefit, but he faced a stern challenge in the closing laps from Daniel Conlon and Tam Agnew, who were second and third.

Three races were put on for the popular Legends category, with long-time supporter Ivor Greenwood on pole for race one. But he had exited the race by the three-quarter distance in a spectacular fire and Paul O'Brien took the chequered flag first.

Jonathan Taylor had pole for race two, but it was O'Brien who emerged the eventual winner again, despite Ian Conroy leading briefly. With a new engine, Greenwood had pole for the final race, but visitor James Holman was the winner after a battle for the lead with O'Brien and Taylor.

William Harron and Samuel Harron were triumphant in the two Ginetta Junior races.

IAN LYNAS

→ P77 FULL RESULTS



Woe for Willis gave Menzies (below) first run-off win

WISCOMBE PARK
HILLCLIMB JULY 30-31

Menzies profits from Willis's Wiscombe woe

Championship hopeful Trevor Willis endured a disastrous Wiscombe event, crashing out in round 23 as Wallace Menzies enjoyed a fine victory before Dave Uren claimed a maiden championship run-off victory in round 24.

With Scott Moran absent, Willis had hoped for a maximum score to close the gap to his chief rival. Quickest qualifier for the first encounter, he took to the hill as the final runner and his split times at the halfway mark were better than those of the 11 completed runs.

But his right-rear wheel broke under load through the tricky, undulating Esses and he was pitched into the bank, halting near Sawbench. That ended Willis's day, and handed victory to Menzies.

Uren, who has competed since 1998, qualified fastest for the second shootout and carried that form into the run-off, to beat a fast time set by the previous runner Menzies with his best-ever run at the tight Devon parkland venue.

Celebrating his victory, Uren said: "I really didn't expect that. At the end of Castle straight I couldn't see the downshift light because of the low sun.

"I avoided looking at the displays for Wallace's time but I heard the commentators announce his split times and I'm usually good at messing things up. But not this time!"

With Will Hall absent with recurring engine issues, Uren moved up a place in the standings to fifth. Menzies' hard-earned 19 points on Willis's scoreless day

still leave him 34 behind the second-place man, which may be an impossible gap to close with only five events left.

Another excellent event for Richard Spedding in the tiny GWR Raptor was rewarded with second- and third-place finishes and he maintains fourth in the points as a result.

Jerseyman Jason Mourant had his best combined pair of counting rounds with a brace of fourths, having recovered well from a big crash at Loton Park. He displaced Alex Summers from the top 10 in the championship table as a result, even though Summers scored well each time with only 1100cc, having also smashed the class record.

Eynon Price maintained his seventh overall, while Ed Hollier moved clear of Sean Gould by three points as the pair continued their season-long battle.

The Guernsey father and son team of Geoff and Chris Guille made one of their occasional forays to the mainland but Chris was unable to score in either round, using an ex-Willis OMS chassis.

But hidden in the results was a more surprising performance. Cornishman Mike Lee entered the Championship just in time for the event. The South Western track specialist, hardly ever seen further north than Wiscombe Park, wrung the neck of his elderly OMS – not even a monocoque chassis – to gather five points as he exploited his local knowledge.

Devonian Kelvin Broad finally broke his points duck in his extremely noisy supercharged Pilbeam.

Despite his absence, Moran also maintained his place at the top of the class-based Hillclimb Leaders standings ahead of Colin Satchell, who won his class. Spedding and Uren stayed third and fourth with wins in their respective classes.

EDDIE WALDER



Uren's run-off win was first in British Hillclimb

WALDER

→ P77 FULL RESULTS

RESULTS ROUND-UP

BRANDS HATCH BARC

SEVENESQUE & ALLCOMERS

(16 LAPS) 1 Dale Gent (Subaru Impreza); 2 Rod Birley (Ford Escort WRC) +4.299s; 3 Colin Watson (Caterham C400); 4 Merrick Linnett (Caterham R400); 5 Tim Davis (C400); 6 Anthony Bennett (Caterham R300). **Class winners** Birley; Watson; Davis; Bennett; Robert Singleton (C400). **Fastest lap** Watson 54.152s (80.30mph). **Pole** Gent. **Starters** 12.

RACE 2 (19 LAPS) 1 Gent; 2 Watson +14.057s; 3 Bennett; 4 Davis; 5 Shaun Elwell (Caterham); 6 Peter Hargroves (Caterham SLR). **CW** Watson; Bennett; Davis; Birley; Singleton. **FL** Gent 50.093s (86.81mph). **P** Gent. **S** 12.

THUNDER SALOONS (BOTH 18 LAPS) 1 Dale Gent (Subaru Impreza); 2 Dave Cockell (Ford Escort Cosworth) +16.038s; 3 Vaughan Fletcher (Impreza); 4 Gavin Thomson (SEAT Supercopa); 5 Andrew Robey (BMW E36 M3); 6 Ian Froggatt (Impreza). **CW** Thomson; Neil Wade (Mini Cooper). **FL** Gent 50.272s (86.50mph). **P** Gent. **S** 12. **RACE 2 1 Gent;** 2 Rod Birley (Ford Escort WRC) +9.461s; 3 Cockell; 4 Thomson; 5 Robey; 6 Craig Rainer (Ford Escort RS2000). **CW** Birley; Thomson; Wade. **FL** Gent 49.908s (87.13mph). **P** Gent. **S** 19.

NIPPON CHALLENGE/DEUTSCHE

MARQUES CUP/TRICOLOR

TROPHY (BOTH 17 LAPS) 1 Nerijus Zabotka (Subaru Impreza); 2 Phil Collard (Mazda RX7) +3.163s; 3 Rich Hockley (Honda Civic); 4 Andrew Mitchell (Peugeot 206 GTi); 5 Tony Hunter (Renault Clio); 6 Nick Gwinnett (Clio 172). **CW** Collard; Mitchell; Hunter; Craig Tomkinson (Opel Corsa); Andy Roberts (Civic); James Breeze (Clio); Paul Clothier (Renault Clio Cup); Paula Miller (Honda Civic Type R); Jason Jesse (VW Bora); Kevin Middleton (Hyundai Coupe); Steve Cutts (Citroen Saxo VTS). **FL** Barnaby Davies (Toyota Starlet) 53.630s (81.08mph). **P** James Janicki (Nissan Skyline). **S** 34. **RACE 2 1 Zabotka;** 2 Collard +6.278s; 3 Jon Whelan (Peugeot 306 XSi); 4 Hockley;

5 Janicki; 6 Hunter. **CW** Collard; Whelan; Mitchell; Roberts; Breeze; Clothier; Gerard Merriman (Citroen Saxo); Miller; Steve Cutts (Citroen Saxo VTS); Middleton. **FL** Janicki 54.217s (80.20mph). **P** Zabotka. **S** 34.

PRE-66 TOURING CARS/PRE-83 GROUP 1 TOURING CARS (BOTH 16 LAPS) 1 Stephen Primett (Ford Escort Mk1); 2 Stephen Cripps (Ford Escort Mk2) +4.360s; 3 Alan Greenhalgh (Ford Falcon); 4 Tony Crudgington (Triumph Dolomite); 5 Mostyn Rutter (Vauxhall Firenza); 6 Stuart Caie (Ford Capri).

CW Greenhalgh; Caie; Neil Bray (Ford Fiesta Mk1); David Hall (Ford Lotus Cortina); Andy Messham (Austin Mini 7); Luc Wilson (Austin A40); Freddie Brown (Hillman Imp); Tim Dodwell (Austin Mini Cooper). **FL** Cripps 56.361s (77.15mph). **P** David Howard (Jaguar XJ12). **S** 27.

RACE 2 1 Primett; 2 Cripps +3.890s; 3 Howard; 4 Rutter; 5 Ian Cowley (Mazda RX7); 6 Greenhalgh. **CW** Howard; Greenhalgh; Bray; Mike Haynes (Ford Capri); Hall; Messham; Tony Preston (Morris Minor); Brown; Dodwell. **FL** Howard 55.913s (77.77mph). **P** Primett. **S** 24.

PRE-93 TOURING CARS/PRE-2005 PRODUCTION TOURING CARS/BLUE OVAL SERIES (16 LAPS)

1 Ray West (BMW M3); 2 Mark Fowler (M3) +9.033s; 3 Reece Jones (Ford Focus RS); 4 Terry Davies (Ford Escort Mk2); 5 Simon Ward (Vauxhall Astra GTE); 6 Kenny Coleman (Ford Capri). **CW** Jones; Ward; Coleman; David Howard (Jaguar XJ12); Chris Brown (Ford Fiesta XR2); Gary Parkes (Peugeot 206 GTi); Alistair Lindsay (VW Golf); Jeffrey Windsor (Ford Puma); Yusuf Osman (Toyota Corolla). **FL** West 54.457s (79.85mph).

P Davies. **S** 34. **RACE 2 (17 LAPS) 1 West;** 2 Fowler +6.614s; 3 Davies; 4 Coleman; 5 Jones; 6 Ward. **CW** Davies; Coleman; Ward; Alan Eason (Fiesta XR2); Lindsay; Osman; Windsor; Mark Hope (Alfa Romeo 145). **FL** West 54.370s (79.98mph). **P** West. **S** 32.

MAX5 (BOTH 21 LAPS) 1 David Chapman; 2 Jonathan Halliwell +0.823s; 3 Paul Roddison; 4 John

Munro; 5 Geoff Gouriet; 6 Nick Dunn. **CW** Halliwell; Daniel Grist. **FL** Halliwell 56.951s (76.35mph). **P** Munro. **S** 22. **RACE 2 1 Roddison;** 2 Chapman +3.238s; 3 Dunn; 4 Halliwell; 5 Gouriet; 6 Ian Loversidge. **CW** Chapman; Grist. **FL** Dunn 57.507s (75.61mph). **P** Halliwell. **S** 22.

PRE-2003 TOURING CARS/PRE-2003 CLASSIC VW5 (17 LAPS) 1 Andy Thompson (SEAT Toledo); 2 Ken Lark (VW Corrado) +2.639s; 3 Alexander Owen (Honda Civic Type R); 4 Steven Barden (Civic Type R); 5 Danny Cassar (Honda Integra); 6 Tim Moll (VW Golf Mk1).

CW Lark; Owen; Barden; Chris Mohan (VW Golf GTi). **FL** Thompson 53.939s (80.62mph). **P** Thompson. **S** 25. **RACE 2 (13 LAPS) 1 Thompson;** 2 Barden +3.364s; 3 Owen; 4 Moll; 5 Cassar; 6 Nick Sanderson (SEAT Leon). **CW** Barden; Owen; Moll; Mohan. **FL** Thompson 54.367s (79.98mph). **P** Thompson. **S** 24.

MGOC (21 LAPS) 1 Martin Wills (FVVC); 2 Adam Jackson (ZR) +3.197s; 3 Vince Pain (ZS 160); 4 Stephen Williams (ZR); 5 Simon Kendrick (F VVC); 6 Brian Butler (F). **CW** Jackson; Neil Howe (B GT). **FL** Adrian Wray (ZR) 57.360s (75.81mph). **P** Kendrick. **S** 27.

RACE 2 (15 LAPS) 1 Wills; 2 Wray +0.119s; 3 Butler; 4 Jackson; 5 Kendrick; 6 Phil Walker (ZR). **CW** Wray; Michael Shrimpton (B GT). **FL** Wray 58.266s (74.63mph). **P** Wills. **S** 24.

TIN TOPS (16 LAPS) 1 Chris Whiteman (Honda Civic); 2 Daniel Fisher (Honda Civic Type R) +5.494s; 3 Daniel Adams (Proton Satria); 4 Robert Hosier (SEAT Leon); 5 Graham Richardson (Honda Civic Type R); 6 Terry Seartles (MG ZR 160). **CW** Hosier; Robert Farndon (VW Golf Mk1); Cliff Pellin (Ford Fiesta ST150).

FL Whiteman 55.407s (78.48mph). **P** Whiteman. **S** 20. **RACE 2 (17 LAPS) 1 Whiteman;** 2 Fisher +15.190s; 3 Hosier; 4 Richardson; 5 Seartles; 6 Ken Angell (BMW 328i). **CW** Hosier; Mikey Day (Citroen Saxo); Pellin. **FL** Whiteman 55.047s (78.99mph). **P** Whiteman. **S** 19.

MR2 (14 LAPS) 1 Nathan Harrison; 2 Adam Lockwood +0.159s; 3 Neale Hurrain; 4 Peter Highton; 5 Neil Stratton; 6 Daniel Farmer. **FL** Stratton 59.237s (73.41mph). **P** David Hemmingway. **S** 25. **RACE 2 (15 LAPS) 1 Hurrain;** 2 Harrison +0.174s; 3 Highton; 4 Daniel Bryant; 5 Stephen Wright; 6 Lockwood. **FL** Lockwood 59.115s (73.56mph). **P** Harrison. **S** 25.

INTERNARQUE (BOTH 18 LAPS) 1 Malcolm Blackman (Vauxhall Tigra); 2 Lewis Smith (Vauxhall Tigra) +3.187s; 3 Chris Brockhurst (Vauxhall Tigra); 4 Mike Thurley (Vauxhall Tigra); 5 Keith White (BMW Z4); 6 Ian Hales (Vauxhall Tigra). **FL** Blackman



Whiteman's Tin Top wins were both from pole

HAWKINS

49.477s (87.89mph). **P** Blackman. **S** 16. **RACE 2 1 Blackman;** 2 L Smith +3.453s; 3 Simon Smith (BMW Z4); 4 Brockhurst; 5 Thurley; 6 White. **FL** Blackman 49.804s (87.31mph). **P** Philip Young (Mitsubishi Colt). **S** 14.

KIRKISTOWN 500MRCI

FORMULA FORD 1600 (15 LAPS)

1 Stephen O'Connor (Van Diemen RF90); 2 Jake Byrne (Ray GR14) +2.93s; 3 Lee Newsome (Ray GR13); 4 Ryan Campbell (Reynard FF89); 5 Andrew Blair (Reynard FF84); 6 David Nicholl (Reynard FF89). **FL** Byrne 1m01.46s (88.56mph). **P** Byrne. **S** 14. **RACE 2 (16 LAPS)**

1 Byrne; 2 Alan Davidson (Mondiale M89S) +0.40s; 3 O'Connor; 4 Newsome; 5 Campbell; 6 Blair. **FL** Byrne 1m01.46s (88.56mph). **P** Byrne. **S** 13. **ROADSPORTS/SALOONS (BOTH 13 LAPS) 1 Jim Larkham (Radical PR06);** 2 Paul Conn (Crosle 47S) +0.29s; 3 John Benson (Crosle 37S); 4 Paul Thompson (Stryker Honda); 5 Mark Francis (Locost Honda); 6 Stephen Traub (Honda Integra).

CW Thompson; Traub. **FL** Larkham 1m01.69s (88.22mph). **P** Larkham. **S** 20. **RACE 2 1 Larkham;** 2 Conn +12.59s; 3 Benson; 4 Francis; 5 Thompson; 6 John McCandless (Crosle 47S). **CW** Francis; Traub. **FL** Larkham. **P** Larkham. **S** 19.

FIESTA ZETEC (BOTH 11 LAPS) 1 Jonny Forsythe; 2 Stuart Agnew +3.09s; 3 Daniel Conlon; 4 Mark Stewart; 5 Eorann O'Neill; 6 Tam Agnew. **FL** Conlon 1m17.03s (70.67mph). **P** Forsythe. **S** 14. **RACE 2 1 Forsythe;** 2 Conlon +0.29s; 3 T Agnew; 4 Stephen Moore; 5 Adrian Finnegan; 6 S Agnew. **FL** Forsythe 1m17.06s (70.63mph). **P** Forsythe. **S** 14.

LEGENDS (ALL 8 LAPS) 1 Paul O'Brien; 2 Jonathan Taylor +5.59s; 3 James Holman; 4 Niki Meredith; 5 Ian Conroy; 6 Gary Humphries. **FL** Ivor Greenwood 1m07.39s (80.77mph). **P** Greenwood. **S** 7. **RACE 2 1 O'Brien;** 2 Taylor +0.68s; 3 Holman; 4 Greenwood; 5 Gordon Brown; 6 Humphries. **FL** Taylor 1m07.30s (80.87mph). **P** Taylor. **S** 8.

RACE 3 1 Holman; 2 Taylor +0.68s; 3 O'Brien; 4 Conroy; 5 Brown. **FL** Taylor 1m07.41s (80.75mph). **P** Greenwood. **S** 7. **GINETTA JUNIOR (BOTH 11 LAPS) 1 William Harron;** 2 Daragh Denning +2.34s; 3 Morgan Quinn; 4 Cameron Fenton; 5 Patrick Dempsey; 6 Christopher Grimes. **FL** Harron 1m11.53s (76.10mph). **P** Harron. **S** 10. **RACE 2 1 Samuel Harron;** 2 W Harron +0.65s; 3 Denning; 4 Dempsey; 5 Quinn; 6 Fenton. **FL** S Harron 1m10.85s (76.82mph). **P** W Harron. **S** 11.

FL Taylor 1m07.41s (80.75mph). **P** Greenwood. **S** 7.

WISCOMBE PARK HILLCLIMB

MSA BRITISH HILLCLIMB ROUND 23

1 Wallace Menzies (3.5 Gould-NME GR55) 34.14s; 2 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 34.63s; 3 Dave Uren (1.3t Force-Suzuki PC) 34.82s; 4 Jason Mourant (4.0 Gould-Judd GR55) 35.13s; 5 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 35.36s; 6 Sean Gould (1.6 Gould-Suzuki GR59) 36.16s; 7 Alex Summers (1.0 DJ-Suzuki Firehawk) 36.39s; 8 Mike Lee (1.6 OMS-Suzuki 2000M) 36.58s; 9 Kelvin Broad (1.3s Pilbeam-Suzuki MP101) 37.01s; 10 Eynon Price (1.6 Gould-Suzuki GR59) 37.48s; 11 Chris Guille (2.0 OMS-Vauxhall) 37.52s; 12 Trevor Willis (3.2 OMS-Powertec 28) fail.

ROUND 24 1 Uren 34.58s; 2 Menzies 34.64s; 3 Spedding 34.84s 4 Mourant 35.19s; 5 Hollier 35.47s; 6 Price 35.68s; 7 Gould 36.11s; 8 Summers 36.28s; 9 Lee 37.21s; 10 Broad 37.25s; 11 Guille 37.26s; 12 Graham Wynn (3.5 Gould-Cosworth GR55) 38.06s.

Class winners Alan Sydenham (1.3 Nissan Micra) 48.72s; Jamie Powell (2.0t Mitsubishi Evo 5) 43.78s; John Pick (2.0 AMS Murtagh) 44.79s; Ben Bondfield (1.4 Austin Mini) 43.04s record; Colin Satchell (2.0 Peugeot 205) 40.37s record; Geoff Twemlow (2.0t Subaru Impreza) 47.77s; Mike Rudge (2.3 Westfield SEI) 39.61s; Doug Bennett (2.3t Sylva-Honda Stryker) 39.10s; Summers 36.21s record; Spedding 35.01s; Guille 36.53s; Uren 34.87s; Willis 34.06s **BTD**. **POINTS 1 Scott Moran 209;** 2 Willis 188; 3 Menzies 154; 4 Spedding 119; 5 Uren 102; 6 Will Hall 89; 7 Price 71; 8 Hollier 66; 9 Gould 63; 10 Mourant 44.



Stuart Plotnek (5) and Vince Pain crashed in second Brands MG race

HAWKINS

WHAT'S ON



GP2's surprising commentary star

“ARRRRGGGGHHHH, HE HAD A ‘UGE mistake, he was defending the position to Malja, so he brakes SO LATE BUT HE HITS THE CAR IN THE REAR and, argghh, he just missed the brake, arrgh, ‘eavy, ‘eavy, really big, this mistake, because, LOOK, Malja was really close to ‘im so he decide to brake REALLY LATE AND THEN HE LOCKED THE REAR, he lose a bit of grip and he HIT Jordan King, he let him spun, so he will be also penalised for this manoeuvre. Really bad.”

That was Artem Markelov tagging the back of Jordan King early in last Saturday's GP2 race, as described by 2012 series champion turned commentary superstar Davide Valsecchi.

A year ago, it was 2014 GP2 champion Jolyon Palmer's switch to the commentary box earning glowing praise in the Autosport TV section. We rated the depth of his analysis, his willingness to be a tad outspoken and how accessible he could make the nuances of a series in which strategy punts, tyre degradation

and shaky, inexperienced racecraft can make race narratives hard to untangle. It was just what new lead commentator Alex Jacques needed alongside him. So is Valsecchi. For all the same reasons. But also because he comes across as absolutely completely bonkers.

The Jacques/Valsecchi pattern works a little like language translation. Jacques describes an incident in normal commentary English. Valsecchi then describes the same incident in shouty, super-fast Italian fireworks. He invariably starts with “YEAH, you're right!” before releasing an all-capitals burst of excitement and growled consonants blurring together. That probably 10% of what he says is incomprehensible is part of the charm. Sports commentary, weather forecasts, weddings – there aren't many spoken word tasks that wouldn't sound three times more appealing with a Valsecchi translation.

While Formula 1 didn't work out for Valsecchi, it's no surprise that he's found

Valsecchi is best known for on-track exploits, but GP2 commentary has been a revelation

a home as a *Top Gear* presenter and Sky F1 pundit in Italy (alongside some GT racing). Yes, the ‘token mad Italian bloke’ element of his UK GP2 comms presence is good for a chuckle, but when you tune into what he's saying (and it can take a while – not because of the accent but the sheer velocity at which he's talking), there's plenty of sharp analysis in there. And he makes it sound very, very exciting.

Jacques is finding his feet too. As divisive as predecessor Will Buxton could be, he was a very hard act to follow – embedded in GP2 since its inception, his series knowledge was vast and very little escaped him, something the critics missed in their focus on colourful trousers and mateyness with drivers. Between GP2 and GP3, and with Valsecchi's presence only occasional, Jacques has a lot of Sky F1 channel hours to fill near-solo.

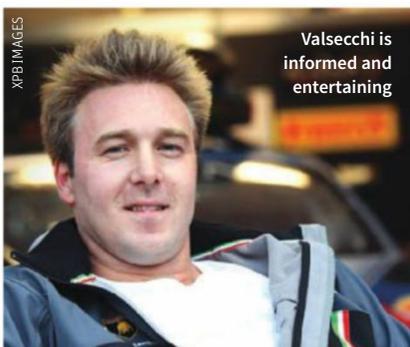
Most commentators who are lumbered with tedious practice sessions take a ‘Test Match Special’ approach of

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Valsecchi is informed and entertaining

wandering off into wider issues and light entertainment. That's hard when you've only got yourself to talk to. And GP2/3 is a tough gig – your audience being a mix of hardcore junior single-seater obsessives who won't let errors go, and largely disinterested people who simply forgot to switch off after F1.

Jacques is clearly doing plenty of info-gathering legwork in the paddock and his eye for reading how a race is going to unfold is improving. Paired with some effervescent flat-out Italian, it's making for an increasingly listenable combination.

MATT BEER



HOT ON THE WEB THIS WEEK

YouTube TRACTOR CHICANE IN THE WRC

Search for: WRC Neste Rally Finland 2016 Mikkelsen SS1

The WRC had yet to post any onboard footage when we went to press, so instead here's Andreas Mikkelsen giving it full beans on Finland's opening stage. Look out for the extraordinary sight of two tractors forming an improvised chicane – in a post-Suzuka '14 world, who thought this was a good idea?



TV PICK
OF THE
WEEK

WORLD TOURING CARS

RD 8/12 TERMAS DE RIO, ARGENTINA

Live Eurosport 1, Sunday 1800

After a six-week break, the World Touring Car Championship season resumes in Argentina. Jose Maria Lopez might be cantering towards a third WTCC title before he heads off to compete in Formula E, but his stonking form won't go down too badly with the home faithful, who will no doubt be hoping the Argentinian signs off in style on his final visit to the Termas de Rio Hondo in touring car machinery. With compatriot Esteban Guerrieri on the grid in a one-off appearance, Honda keen to keep its title hopes alive and James Thompson returning, the round has all the ingredients for another fine weekend.

Le MEUR

INTERNATIONAL MOTORSPORT

IMSA SPORTSCAR CHAMPIONSHIP

Rd 9/12
Road America, USA
August 7

August 7 WATCH ON TV

Live Premier Sports,
Sunday 1900

ADAC GT MASTERS

Rd 5/7
Nurburgring, Germany
August 6-7

August 4-6 WATCH ON TV

Highlights Eurosport 1,
Saturday 0730

NASCAR SPRINT CUP

Rd 22/36
Watkins Glen, USA

SUPER GT

Rd 4/7
Fuji, Japan
August 7

EUROPEAN RALLY CHAMPIONSHIP

Rd 7/10
Rzeszow, Poland

UK MOTORSPORT

SNETTERTON BRITISH GT

August 6-7
British GT, British F3, VW
Racing Cup, Ginetta Racing
Drivers Club, VAG Trophy

CROFT NOSTALGIA

August 6-7
Historic Formula 3,
Historic FF2000, Historic
FF1600, Formula Junior,
Historic Touring Cars,
Guards Trophy, Classic
Clubmans, Historic Road
Sports, '70s Road Sports,
Midget/Sprite Challenge

CADWELL PARK 750MC

August 6-7
Locost, Toyota MR2,
Roadsports, 750 Formula,
750 Trophy, Civic Cup,
Sport Specials, Classic
Stock Hatch, Stock Hatch,
Hot Hatch, Super Cooper
Cup, MG Challenge, BCV8,
Thoroughbred Sportscars

ANGLESEY BRSCC

August 6-7
FF1600, Porsches, Honda
VTec, Cockshoot Cup,
TVR, Irish Global Lights



BRITISH GT
SNETTERTON

SILVERSTONE BDC

August 6
Morgans, FISCAR, MG/AC/
Morgan, Pre-1966 Bentleys,
Big Healeys, Post-1966
Bentleys, Allcomers,
Bentley Handicap

OULTON PARK BARC

August 6
Caterham Graduates,
NW Sports/Saloons,
Ford XR/Scottish Fiestas





THE ARCHIVE

It's not clear what purpose Ferrari driver Mike Hawthorn has in mind for the hammer he's clutching, but the jape has certainly tickled Vanwall's Stirling Moss and a Scuderia mechanic at the 1958 British Grand Prix at Silverstone.

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HAVE-A-GO HERO

WHEN DRIVERS CROP UP IN UNEXPECTED PLACES



DAMON HILL

The highlight of Damon Hill's career is an obvious one. The entry that he refers to as "a bit like climbing Everest in a way" less so.

"I'd just come out of three years in Formula 3 and I hadn't got a drive," he says. "So I took anything that came along with both hands. I'd driven a Ford

Sierra Cosworth at Donington's BTCC round and a few other bits and bobs before I got asked by Richard Lloyd, 'Fancy having a go at Le Mans?'"

What was his answer? "Sure!"

The result was Hill contesting the 1989 24 Hours in RLR's Porsche 962C GTi alongside David Hobbs and Steven Andskar. His preparation was to "drive it at Silverstone up and down the straight, and I might have got a lap or two in practice. But basically I just went out and I was third in the car."

The team qualified 23rd, with Hill driving in the race at sundown, in the middle of the night, and sunrise.

"I much preferred the night because it was cool, and it was bloody hot on the first stint," he says. "I thought, 'I'm not going to make this'. I was absolutely boiling for the first 45 minutes, I was stewed. I got out of the car and my overalls were completely soaked – they had tumble dryers for the overalls."

The car was not without its mechanical faults, though – "It broke a bit," says Hill – and eventually had to retire. Not that it detracted from Hill's experience.

"It was just lovely to have done it," he says. "It was an aluminium chassis, so you've got no crash protection. But I was young and stupid, instead of old and stupid, so it was just a thrill, such an experience that I'll never forget. I'm so glad I did it, just as a motorsport thing to have done."

Even though the car tried to roast him, like several others.

"The Porsche sounded nice, but they were catching fire, so it was likely it was going to have to be pulled anyway," he points out. "It did catch fire when we were in the pits. I remember I was in the car, and they were refuelling it. There was a massive kerfuffle, with people banging the car and shouting. Richard just looked at me and gave me a really calm look, 'It's OK, just stay in the car'. That was all great stuff for a young kid." ❧

BEN ANDERSON AND SCOTT MITCHELL



FERRARO/LAT

Hill looks back on his sole Le Mans outing as "great stuff for a young kid"



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