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16-PAGE REPORT**

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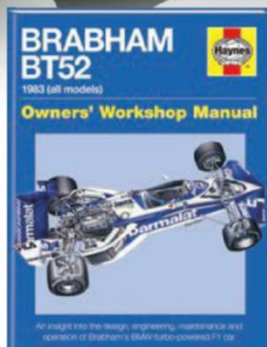
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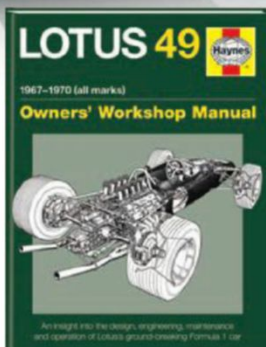
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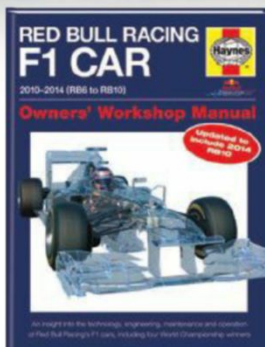
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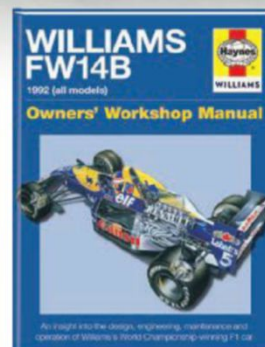
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WAITING TO BE DISCOVERED



Hamilton in charge despite Rosberg win

LEWIS HAMILTON HAS RARELY BEEN HAPPIER WITH a third place. The engine changes that put him to the back of the Belgian Grand Prix grid could have cost him the world championship lead. That they didn't was thanks to a bit of chaos, the pace of the Mercedes, and Hamilton avoiding trouble on a day when quite a few found it rather too easily.

The masterstroke of changing multiple powerplants in one hit means that he now has an extra edge over team-mate Nico Rosberg, as well as a nine-point lead in the title race.

The result is that, despite Rosberg's consummate and comfortable victory at Spa, the momentum is still with the #44 Mercedes. Hamilton was unable to ask any questions of Rosberg at Spa, but he will be able to at Monza this weekend. Hamilton has won three of the past four Italian GPs, including in 2014 when leader Rosberg made a mistake under pressure and gave Lewis an easy victory.

Rosberg has still yet to beat Hamilton in a straight fight, but knows he will almost certainly need to do so to avoid being on the losing side of the title battle for a third consecutive year.

Also under pressure now is Max Verstappen. The teenager is clearly an exciting talent – and one many fans have warmed to – but some of his wheel-to-wheel antics leave a lot to be desired. The late move against Kimi Raikkonen on the Kemmel Straight was particularly worrying. Hopefully Verstappen can round off those rough edges before he too becomes a true title contender.



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Mauger/LAT;
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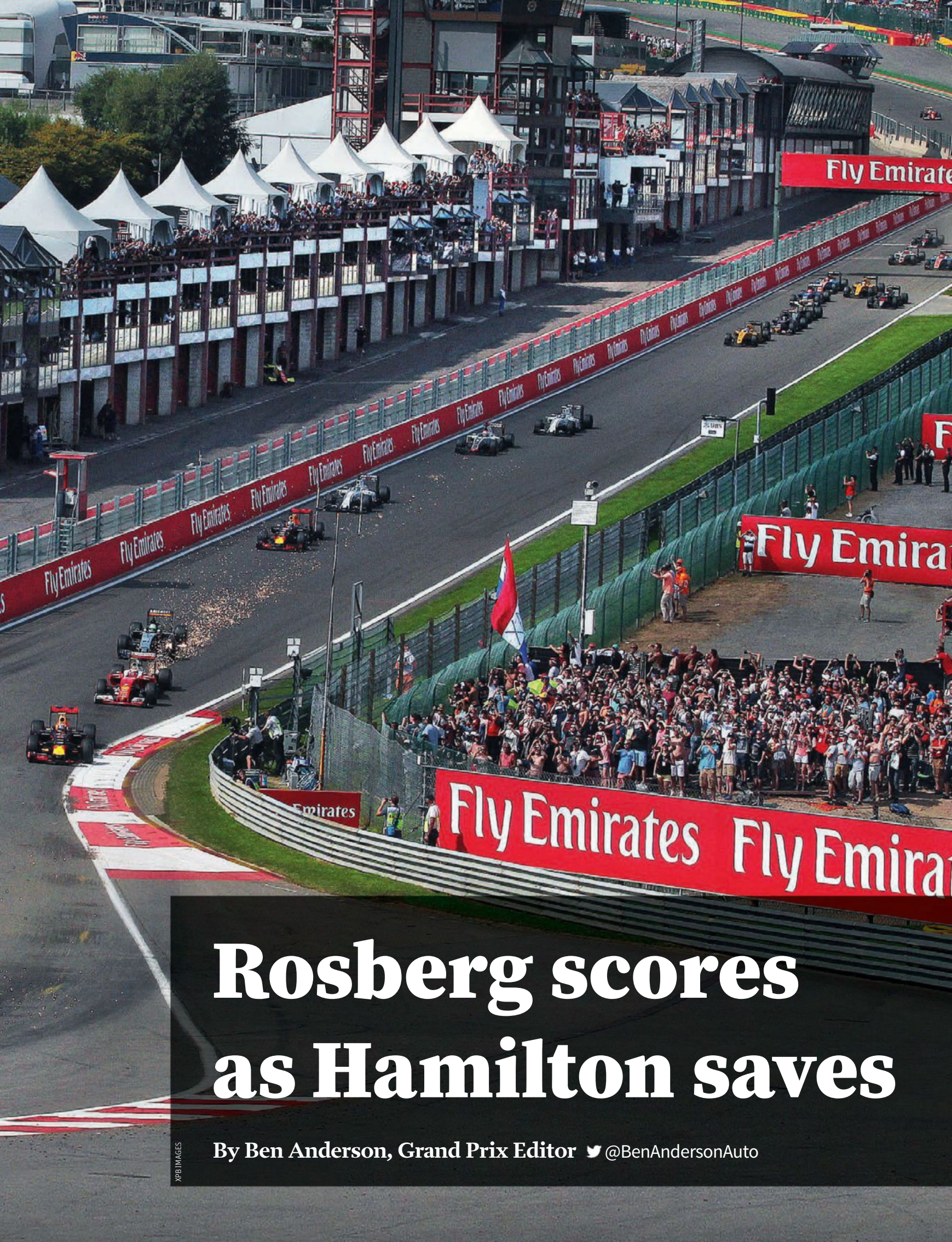


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Rosberg scores as Hamilton saves

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



IF LEWIS HAMILTON GOES ON TO BE CROWNED A FOUR-TIME WORLD CHAMPION this season, he may well look back upon the Belgian Grand Prix as the pivotal moment that helped make him the most successful British Formula 1 driver in history.

It is often said that championships are won as much on a driver's difficult days as their good ones, and each of the past two F1 seasons have arguably turned on Hamilton's capacity to salvage gold from the gloopy sludge of a competitive setback.

On both of those occasions we can look to the Hungarian GP as the stage for Hamilton's championship acrobatics. In 2014 he recovered from his car catching fire in qualifying to finish on the podium from the back of the grid, while Nico Rosberg was dealt a rough hand by the timing of a safety car and ended up reversing down the field to fourth amid a team-orders row with Mercedes.

Instead of extending his comfortable 14-point championship lead, Rosberg saw it cut to 11. After a summer spent furiously stewing on the outcome, Rosberg drove into Hamilton in the next race at Spa and the rest, as they say, is history.

At the following year's Hungaroring race Hamilton went off on the first lap, but Rosberg threw away a potential win via poor tyre strategy and a collision with Red Bull's Daniel Ricciardo. Instead, Hamilton recovered from his mishap to beat Rosberg to sixth place and extend his 17-point championship lead.

Rosberg never recovered after that. What should have been a great day turned into a bad one, and what should have been an awful day for Hamilton turned out to be pretty decent.

That's not too dissimilar to the dynamic that played out at

Spa this year. Hamilton has been gradually and successfully battling back from those early-season engine woes, turning a 43-point deficit into a 19-point lead coming into Belgium.

But he knew he would have to take a significant hit at some stage, because the way his Mercedes has uncharacteristically munched its way through MGU-Hs and turbochargers meant that he was bound to bust his engine allocation and have to take grid penalties, effectively gifting Rosberg what Hamilton termed a "free race".

That's why Hamilton felt he was still effectively behind Rosberg in the championship, despite finally overtaking him in the points after winning in Hungary in July.

Hamilton suggested he would be best served in taking the grid penalties in one hit, exploiting a loophole in the rules designed to prescribe a back-of-the-grid start as the maximum possible penalty for unlawful engine changes, which in fact allows drivers hurt by unreliability to stockpile fresh engines.

Mercedes realised that this would permit Hamilton to receive three new units at one race, rather than having to try to eke out engine life and potentially compromising his grid position at several races during the championship run-in.

Mercedes picked Spa, figuring that this circuit – with its prime overtaking spot on the long uphill drag from Eau Rouge



Rosberg leads as Verstappen (left), Raikkonen and Vettel (far right) head for the same piece of road

DUNBAR/LAT



First-corner clash was crucial for Hamilton's rise ...

DUNBAR/LAT



...and he gratefully accepted third to retain his points lead

XPBIMAGES

to Les Combes – would represent the best chance for Hamilton to execute some damage limitation.

Knowing he would have to start at the back of the grid, Hamilton came into the weekend expecting it to be a write-off. Yet the way it turned out was anything but.

Rosberg took pole as expected, but not by the anticipated margin. Mercedes struggled to extract performance from the F1 Wo7 Hybrid in blistering heat, on tyres that team boss Toto Wolff said were “blown up like balloons” according to Pirelli’s safety-based mandatory pressure limits. This restricted the capacity of F1’s best car to fully use its aerodynamic advantages, and brought it back towards the rest of the field on a track where it should normally have been able to comfortably stretch its legs.

Furthermore the tyres were turning quickly to chewing gum over longer runs in the searing heat, which would only be exacerbated by running in traffic. All bad news for Hamilton, who said his team was predicting that he would finish eighth at best in this race. That would have meant a 21-point swing back to Rosberg – should he win – and a lost championship lead.

As well as his capacity for extraordinary recovery drives, Hamilton needed several things to fall his way to overturn that prediction: a good start, a clean first lap, some chaos further up the order, something to hinder tough opponents such as Ferrari and Red Bull, and perhaps a safety car to bunch the field.

Over the course of the first few laps Hamilton got all he needed to pull the rabbit from his proverbial hat. First, Marcus »



HONEY/LAT

Ericsson's Sauber had to make a pitlane start thanks to a problem with its cooling systems, then both Ferraris and Max Verstappen's Red Bull immediately came together at the first corner, following a poor start for Verstappen from second on the grid.

Verstappen lunged back inside Kimi Raikkonen under braking for La Source, just as Raikkonen's team-mate Sebastian Vettel turned in from a wide approach. Raikkonen found himself pincer between two cars. The resulting contact spun Vettel to the back of the field and caused Raikkonen to slice his right-front tyre on Verstappen's front wing. Raikkonen's tyre let go spectacularly on the run through Eau Rouge, while Verstappen also lost ground over the first lap as his front wing's left endplate disintegrated.

In pretty much one fell swoop three of the five most difficult cars for Hamilton to overtake had taken themselves out of the equation.

Hamilton didn't banzai the start. In fact he lost a place on the first lap to Fernando Alonso's McLaren-Honda, which also started from the last row. But Hamilton successfully avoided the Ferrari/Verstappen mess, and a further collision between Pascal Wehrlein's Manor and the other McLaren of Jenson Button, to complete the opening lap 15th.

Over the next three he overtook Daniil Kvyat's Toro Rosso and Esteban Ocon's Manor on the track, Felipe Massa's Williams pitted, and he gained a further spot thanks to Carlos Sainz Jr's Toro Rosso suffering a tyre blowout from the first-lap debris.

Hamilton was up to 11th when Kevin Magnussen crashed his

Renault spectacularly at Eau Rouge on lap six of 44. That incident thrust Hamilton into the top 10. And when the six drivers running ahead who started on the super-soft tyre all dived into the pits while the safety car neutralised the race, Hamilton found himself up to fifth (only Nico Hulkenberg emerging still ahead of the Mercedes) and just a handful of seconds off Rosberg's lead!

"It was perfect for me," said Hamilton. "There have been races where I've needed something like that and it's not happened. I definitely wasn't expecting that."

At this early stage it looked as though Hamilton might even challenge Rosberg for victory, but then officials red-flagged the race so that the Raidillon barriers could be repaired following Magnussen's monster shunt. This effectively gave Rosberg and second-placed Daniel Ricciardo — who both started the race on the soft-compound tyre — a free pitstop. They

resumed racing on lap 11 having both swapped onto fresh rubber, Rosberg switching to the medium compound while Red Bull fitted fresh softs to Ricciardo's car.

Third-placed Hulkenberg stayed on his three-lap-old softs for the restart, while Alonso and Hamilton both took the opportunity to ditch the medium tyres on which they'd started the race for fresh softs. Hamilton made short work of Alonso's underpowered McLaren, but took until lap 18 to make his way past Hulkenberg. That took too much life from Hamilton's soft Pirellis and meant he couldn't bridge the six-second gap to Ricciardo's Red Bull.

"I was already in the points, which was great, so it was just a

Hamilton: "Nico was on a Sunday drive. He had no stress from anyone"



Alonso was one of those Hamilton overtook after restart



Red flag allowed 'free' pitstop for Rosberg and Ricciardo

case of seeing what I could get," said Hamilton. "Of course the thought [of winning] crossed my mind, but I was also conscious the gap was already quite big to Nico. He was having a Sunday drive. He didn't have any stress from anyone and was gone by the time I'd got past the Force India and Fernando, so at that point I was just trying to fight for as many points as possible."

Hamilton dived for the pits for a second stop on lap 21 and fell back into the pack again, while Ricciardo was able to extend his second stint to lap 25 before switching to the medium tyre.

Ricciardo emerged with a couple of seconds still in hand over Hamilton, and crucially with a tyre that could potentially get the Red Bull to the finish without stopping again.

Rosberg had enough of a buffer over Ricciardo to allow >>

QUALIFYING



XPB IMAGES

WITH LEWIS HAMILTON BARELY BOTHERING TO QUALIFY, KNOWING he would start from the back regardless, it looked as though his Mercedes team-mate Nico Rosberg was set for an easy run to pole. The feeling that Rosberg would eventually dominate the session only grew stronger when he topped Q2 on the soft tyre, nearly two tenths quicker than Max Verstappen's Red Bull on the super-soft.

Rosberg bolted on a set of super-softs for the first time in qualifying at the start of Q3. With his updated Mercedes engine cranked to full power, now we would surely see the full extent of Rosberg's advantage on this full-throttle track.

As it turned out he lapped barely a quarter of a second faster than he'd managed in Q2. Suddenly Mercedes looked vulnerable. A brilliant lap by Verstappen, who missed most of the final practice session with a gearbox problem, brought the Dutch teenager to within 0.149s of top spot.

Both attempted a second run, but neither managed to get below 1m47s again so Rosberg held on.

"We had a difficult weekend up to now," said Rosberg. "We were seriously off the pace over one lap, so it wasn't easy coming into qualifying."

Mercedes opted to select fewer sets of the super-soft tyre for this race than its rivals, meaning Rosberg had only used that compound twice before Q3 – once in FP1 and again in the final practice session, where he was only seventh quickest and 0.768s slower than Kimi Raikkonen's Ferrari.

The super-soft wasn't working well in unusually warm conditions, on a track where the tyres are already stressed by high speeds and cornering loads. This, combined with high minimum starting tyre pressures designated by Pirelli for safety reasons, meant all teams were struggling to make the super-soft last a complete lap without unusual preparation techniques and slow out-laps.

"We seemed to struggle more than other teams with overheating and blistering," said Mercedes team boss Toto Wolff. "And as a consequence the normal one-second gap from the soft to the super-soft didn't materialise."

Mercedes was perhaps underprepared in such challenging conditions with a tyre that hadn't been used at Spa before, but technical chief Paddy Lowe reckoned his team would have struggled no matter how many sets it threw at the car.

Raikkonen was the only other driver to make it below 1m47s in Q3, and felt he could have taken pole but for picking up some understeer at the Bus Stop chicane.

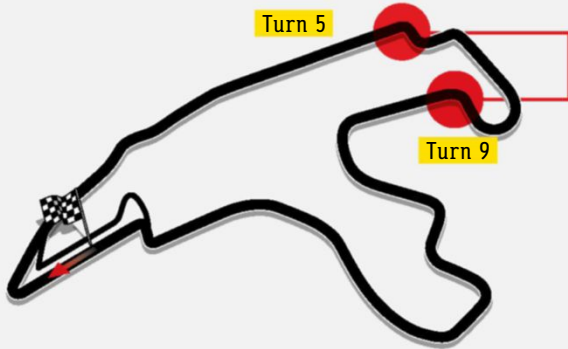
"I ran wide in the first try and that wasn't ideal," said Raikkonen, who went off the road at Stavelot on his first Q3 run. "The second run was pretty good, but comparing to my Q2 lap I lost a couple of tenths at the last chicane. Pole position was there [for the taking], so it was a bit disappointing."

Two tenths would have just squeaked him onto pole, on a rare day of Mercedes vulnerability.

Wolff: "We seem to struggle more than most with blistering"



“RAIKKONEN’S CAR BUCKS AND WEAVES BUT HE KEEPS HIS FOOT IN, MAINTAINING CONTROL”



FORMULA 1 LOVES SPA. IT’S charismatic, picturesque, old-school, *fast*. Spa is also a technical compromise. The middle sector features 10 downforce-demanding turns, but that means a drag penalty for the long, full-throttle parts elsewhere.

Of course, the cars with more power can offset the drag and run more wing, but never as much as you’d like. This means the drivers have to live on their wits from Les Combes to Stavelot.

My journey begins at Les Combes, near the peak of this Ardennes odyssey. The uphill approach encourages

late braking at enormous speed, but it’s easy to get too greedy and run wide, which compromises the following sequence of left and right turns.

The Force India is impressive here in FP1, exhibiting a positive attitude on entry that allows its drivers to pick up the throttle nice and early between turns.

It’s a trait we’ve seen in this car since mid-2015 and makes it a formidable force on street tracks. The trade-off is a lively rear end that can suck life from the tyres if not handled carefully.

There is a predictable distinction between the Mercedes drivers. Nico Rosberg flows through the bend, letting



Looking to Turn 9, part of the twisty middle sector at Spa

the car do most of the work. Lewis Hamilton turns more aggressively, forcing rotation from the rear of his W07.

This is not a circuit that suits his natural gifts. He does what he can, but the fast-and-flowing nature of the track makes it more aero-dependent, affording less room for artistic licence.

Hamilton better expresses himself at Turn 9, a medium-speed corner that’s made more difficult by nasty bumps on the entry and exit, where you need confidence to carry speed and still be precise.

Kimi Raikkonen lacks trust in his Ferrari initially, but come the end of final practice he’s leaning on it regardless of its rear

instability. It bucks and weaves, but he keeps his foot in and somehow maintains control.

Spa rewards such bravery, and bravery at speed is Raikkonen’s forte. The prize for his impressive commitment is the fastest time of the session.

BEN ANDERSON



Rosberg’s sixth win of 2016 moves him to nine points off Hamilton

XPB IMAGES

Winner Rosberg was surprised to see Hamilton on the podium



Mercedes to pit him for another set of mediums and rejoin with his lead intact. He could now also go to the end, while Hamilton would certainly have to make a third stop.

There was a suggestion that Mercedes should perhaps have fitted mediums to Hamilton's car at his second stop, to put him on the same two-stop strategy as the leaders and give him a chance to take Ricciardo on in a straight fight.

Pirelli recommended that the medium tyre should not be run for more than 24 laps so, given that Hamilton's second stop came on lap 21, a 23-lap final stint on that compound was theoretically possible. But Rosberg had only done 17 laps on mediums after the restart, so Mercedes couldn't be sure that Hamilton wouldn't run out of rubber.

Mercedes committed Hamilton to a three-stop strategy, but he could not extract enough from that second set of softs, or his final set of mediums, to overturn the disadvantage of making an extra stop.

Hamilton enjoyed a decent final stint, but ultimately was never going to deny Rosberg victory if his team-mate enjoyed a trouble-free race, and the only way Hamilton could possibly have beaten Ricciardo was in a tyre-management marathon that Mercedes ultimately refused to enter him into.

Given its struggles with high tyre pressures throughout the weekend, and Red Bull's relative strength over longer runs, perhaps that was no surprise. But meeting his team-mate and title rival on the podium after the race was certainly a big surprise for

Rosberg. "After the chequered flag I looked at the results on the big screen," he said. "I knew Daniel was behind me, and then I saw 'HAM' in P3. I was like, 'What, seriously?!'"

Not only has Hamilton seriously limited the damage to his title ambitions with this result, he's also turned his engine situation around. As well as a nine-point championship lead, Hamilton now has a greater number of fresher power units than his rival available to use for the rest of the season.

The only thing that could scupper him is another engine upgrade, which would require Hamilton to take a further grid penalty to take the benefit. Mercedes has six tokens left to spend

on development in 2016, but hasn't yet seen a proven performance gain on the dyno. Hamilton may well be hoping it stays that way.

"The fight's back on as far as I'm concerned," he said. "If someone had said going into the break, 'You're going

to lose 10 points in the next race but take three new engines, are you OK with that?' I'd have said I'd take it, so I'm very happy."

He'll be even happier if he can use this springboard to leap onward to a third consecutive world championship. This could easily have been one of his worst races of 2016, but ultimately it was the sort of salvage job he's made a speciality of in recent times.

It wasn't achieved with the same swashbuckling brilliance we've seen in the past — this was definitely a race of luck as much as judgement for Hamilton. But it's often said that you also need luck to win a world championship, and it increasingly seems as though Hamilton's luck has turned in the right direction. ❁

Rosberg: "I saw 'HAM' in P3 on the screen. I was like, 'What, seriously?!'"

Verstappen's tactics under fire again

MAX VERSTAPPEN HAS EARNED A fearsome reputation as a fine, aggressive overtaker since he came into Formula 1, but the Red Bull driver's defensive tactics are coming under increasing scrutiny after another incident with Ferrari's Kimi Raikkonen in the Belgian Grand Prix.

Both drivers were battling back from a first-corner collision involving the other Ferrari of Sebastian Vettel when Raikkonen tried to overtake Verstappen around the outside at Les Combes for 14th place on lap 12 of 44.

Verstappen fended Raikkonen off by diving back inside on the brakes and edging the Ferrari off the circuit.

Raikkonen got back into Verstappen's slipstream starting the next lap. He was closing fast on the Red Bull exiting Eau Rouge and should have been able to pass easily with the aid of DRS.

Verstappen drifted to the left-hand side of the circuit as the cars exited the right-hand kink after Raidillon and DRS became active, but moved aggressively to the right as Raikkonen tried to pass on the inside.

Raikkonen avoided a collision by backing out, but was furious with Verstappen's defensive tactics, feeling he moved too late to cover the inside.

This incident follows a heated battle in July's Hungarian GP, in which Verstappen twice made late defensive moves that caught Raikkonen out. As at the Hungaroring, officials at Spa did not investigate or penalise his driving.

"If I would not have braked we would have had a massive accident and I'm sure it will happen sooner or later if this

doesn't change," said Raikkonen.

"Maybe it needs an accident before things get more clear to everybody, but hopefully not because nobody wants to see something like that happen.

"Fighting hard is fine, but something like that should not be correct."

Vettel suggested that he and Raikkonen should talk face to face with Verstappen to foster more respect, rather than seek official sanctions to resolve the situation.

When Verstappen was asked if he needed to tone down his driving, he said: "To be honest, it's a big lie. I'm just defending my position and if somebody doesn't like it it's his own problem. I was a victim in the first corner, you could see clearly I was on the inside — almost 90%.

"My start wasn't great but I didn't lock a wheel, so I was easily making the corner, but they just kept squeezing me and then Sebastian just turned in on both of us.

"That took my front wing, and destroyed my floor, so from there the race was gone. When they do something like that, I'm not going to give up my position that easily afterwards."

This suggests he let the perceived injustice of what happened at La Source get the better of him. His positioning on the inside was expert, but sometimes circumstances conspire against you.

Vettel could not have known that Verstappen had dived back inside Raikkonen after making a poor start, or that Raikkonen had nowhere else to go.

That Verstappen reacted the way he did on track suggests either immaturity or incapacity to take setbacks in his stride.



Force India ahead of Williams in battle for fourth

FORCE INDIA OVERTOOK FELLOW Mercedes customer team Williams for fourth place in the constructors' championship after Nico Hulkenberg and Sergio Perez finished fourth and fifth in the Belgian Grand Prix.

Force India stole an edge in qualifying, with Perez and Hulkenberg placing sixth and seventh on the grid, while Williams struggled with engine misfires. Valtteri Bottas could only qualify eighth, while team-mate Felipe Massa was 10th.

Hulkenberg avoided what Force India deputy team principal Bob Fernley called "the first-lap mayhem" created by the collision between the Ferraris and Max Verstappen to rise as high as second.

He eventually slipped back to fourth as the faster cars of Daniel Ricciardo and Lewis Hamilton came through.

Perez lost ground on the first lap, but recovered well to finish less than five seconds behind Hulkenberg and bag Force India a 22-point haul.

Massa ran ahead of Perez at one stage (right), but struggled to keep his tyres in good shape so slipped back to 10th, while Bottas by making a pitstop late in the safety-car period, because Williams had thought the red flag would come sooner than it did after Kevin Magnussen's crash.

Force India has outscored Williams by 53 points since May's Spanish GP, during which time it has introduced two successful aerodynamic upgrades. By contrast Williams has struggled to develop the FW38 and has slipped back after enjoying an early-season performance edge over its main rival. It now has 101 points, with Force India on 103.





MAUGER/LAT

Alonso charge showcases McLaren-Honda progress

LIKE PODIUM FINISHER LEWIS Hamilton, Fernando Alonso exceeded his own expectations in the Belgian Grand Prix, in his case by charging from the last row of the grid to finish seventh.

McLaren-Honda locked out the last row of the grid at last year's Spa race due to a major ERS weakness, and expected to struggle again this season despite a substantial update to the engine ahead of the event.

Alonso started last thanks to a 60-place grid penalty for changing engines twice prior to the race after failures in practice and qualifying.

He benefited from dodging the early chaos and starting on the hardest tyre,

which allowed him to vault to fourth before the stoppage as others pitted.

After the resumption of racing he conceded places to Hamilton, Sergio Perez and Sebastian Vettel, but finished ahead of both Williams drivers and Kimi Raikkonen's Ferrari.

The result moved McLaren ahead of Toro Rosso to sixth in the constructors' championship.

"We were not able to fight with Williams at Spa last year, so we are going in the right direction," said Alonso. "The progress the team has made is just amazing, and if we keep this momentum for next year that will be great news."

OCON 'ONE LAP FROM DISASTER' ON F1 DEBUT

ESTEBAN OCON FELT HE was one lap away from a disastrous end to his Formula 1 debut at the Belgian Grand Prix.

After taking over the vacant Manor seat from Rio Haryanto, Mercedes junior driver Ocon qualified 18th, faster than Daniil Kvyat and Marcus Ericsson.

Ocon finished 16th,

but almost lost out to Sauber's Felipe Nasr at the end as he struggled with tyre degradation.

"We broke a brake duct and it was very tough to finish with the tyres," Ocon said. "I was losing around one second per lap. One more lap and it would have been a disaster. It was really that close."

Q&A

ESTEBAN OCON MANOR DRIVER



How was your first race in Formula 1?

The race was quite good. We put pressure on the guys in front and I made my way through on the first lap, staying out of trouble,

which was important to do. After that we broke a brake duct, which made me lose a lot of time. Without that and losing seven seconds at one pitstop we would maybe have overtaken [Jolyon Palmer's] Renault. But with a lot of 'ifs' you never get anywhere, so we need to learn from that and keep moving forward. I still kept [ahead of] Nasr."

Was the car at the level you were expecting?

Yeah, it handles pretty well. It's just a bit slow in the corners, but the balance is good and it feels nice to drive. There are a lot of good things in this car.

Was this weekend everything you dreamed of?

Yeah, for sure. I still need to arrange the details a bit with the super-soft tyre. Except for that, I'm pretty much on the pace. Let's see in Monza how it's going to be. The car is going to be good there as there are some new bits coming, so we can look forward to that.

What did you take from the experience?

The races are quite similar, but to manage the tyres is worse in F1 than I was expecting compared to GP3 or any other series. So I had to learn everything, but now I'm going to get used to it more and more. I've seen how it works now.

S BLOXHAM/LAT



Magnussen escapes from massive Spa accident with minor injuries

RENAULT'S KEVIN MAGNUSSEN was taken to hospital with a minor cut to his ankle following a huge crash in the early stages of the Belgian Grand Prix.

The Dane lost control after his car ran slightly off line through Eau Rouge and bottomed out over the inside kerb at the top of the hill through the Raidillon left-hander, before spearing into the wall on the right-hand side of the track.

Magnussen's car ended up buried in the tyre barrier and partially lifted off the ground. Although Magnussen was able to walk away from the scene, the ankle injury caused him some discomfort while walking.

The race was red-flagged on the 10th lap – after a safety-car period was initially called – to allow repairs to the barriers damaged in the accident, but then resumed.

Magnussen expects to be fit to race in this weekend's Italian GP, but will first undergo a routine check by the FIA medical delegate at Monza.

Team principal Frederic Vasseur said preparing a car for Magnussen to race at Monza following the damage sustained in the accident would be "tricky", but he is confident Renault can have a replacement chassis built in time.



Toro Rosso puzzled by slump

CARLOS SAINZ JR SAYS there are question marks surrounding Toro Rosso's loss of form in recent grands prix, with the Spaniard suggesting its struggles extend beyond a lack of power.

Toro Rosso has been a regular points finisher and top-10 qualifier this season, but has failed to score in each of the past two races. At the Belgian Grand Prix Sainz qualified down in 14th place,

while team-mate Daniil Kvyat failed to escape Q1.

Sainz retired early from the race after picking up heavy damage from debris, while Kvyat struggled home in 14th, ahead of only Jolyon Palmer's Renault, Esteban Ocon's Manor and Felipe Nasr's Sauber.

The Italian team started the season with ambitions of finishing fifth in the championship, but now finds itself seventh, three

points adrift of the McLaren-Honda team.

An aero-upgrade package introduced two races ago at Hockenheim does not appear to have delivered the anticipated gains.

"We look at the data and see that we are not performing in the corners as we used to perform," explained Sainz. "The team will investigate and hopefully we come up with a solution."



ENGINE PROBLEMS HOLD BACK SAUBER

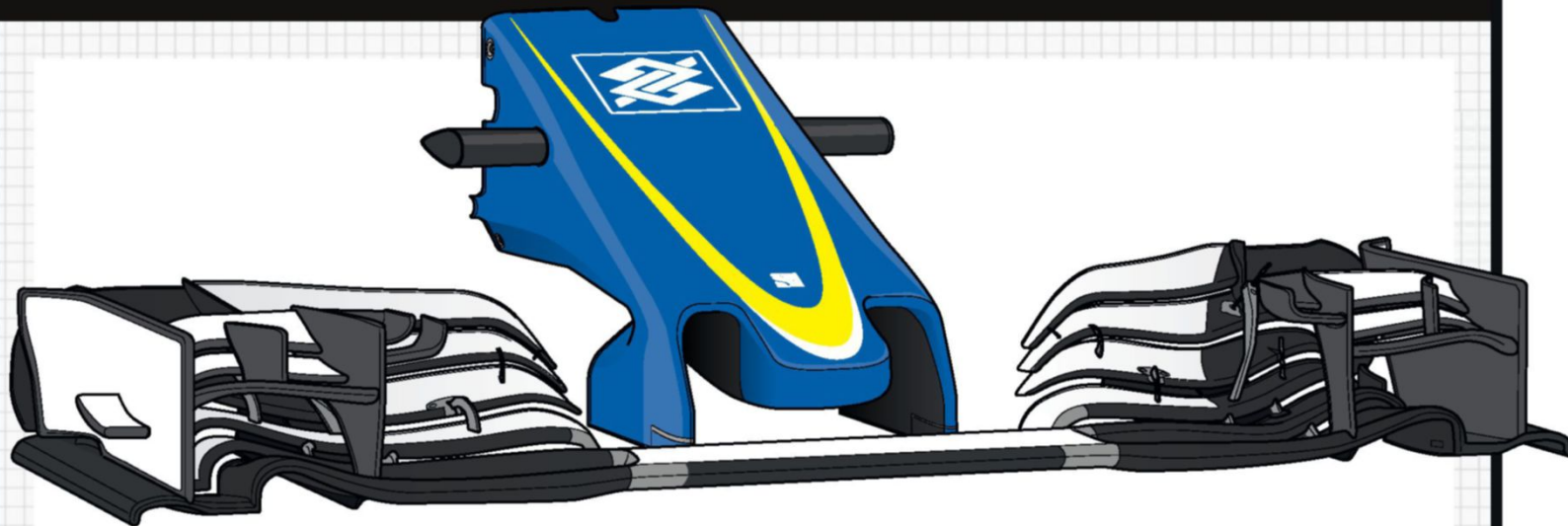
SAUBER WAS COMPROMISED BY A SEQUENCE OF Ferrari engine problems during the Belgian Grand Prix that masked the benefits of the team's new aerodynamic update.

Sauber brought a new front wing, short nose, floor, diffuser and brake ducts to Spa, which the team hoped would bestow enough of a performance boost for it to score its first points of the season and beat Manor to 10th spot in the constructors' table.

But Marcus Ericsson was forced into an engine change in practice, started from the pitlane because of cooling-system issues, and suffered gearbox failure in the race, while both cars suffered from misfires.

"The whole weekend was difficult because we have been compromised by several issues with the power unit," team boss Monisha Kaltenborn told Autosport. "We hope our engine supplier sorts these problems out before Monza."





SAUBER UPGRADE

Thanks to new funding, Sauber has been able to manufacture parts originally intended to be produced earlier in the year. At Spa, this resulted in a major update, with revisions to the

nose, front wing, brake ducts, turning vanes and sidepods.

The wing, following the prevailing design trends, is now more complex. It now has seven elements at the wing

tips, while its leading edge starts narrow and expands to create an outwash around the front tyres. The cascades are revised, with wider triple-element winglets, which are

complemented by two further wing profiles mounted inboard.

This update is likely to form the end-of-season specification, rather than being a Spa specific set-up.



RED BULL ENDPLATE

Red Bull has focused on almost imperceptible geometry changes to the front wing and other aero devices around the front of the car this year. But at Spa there was a more obvious change to the front wing.

The new cascade winglet assembly mounted to the endplate is all new, with a wider triple-element

winglet, joined to two more elements mounted to a large vane.

This follows Toro Rosso's approach, which mates the inner winglet with the curved inner vane to direct airflow more effectively around the front tyre. This is important as it cleans up the airflow to the rear of the car, improving aero efficiency overall.

MERCEDES HEAVE UNIT

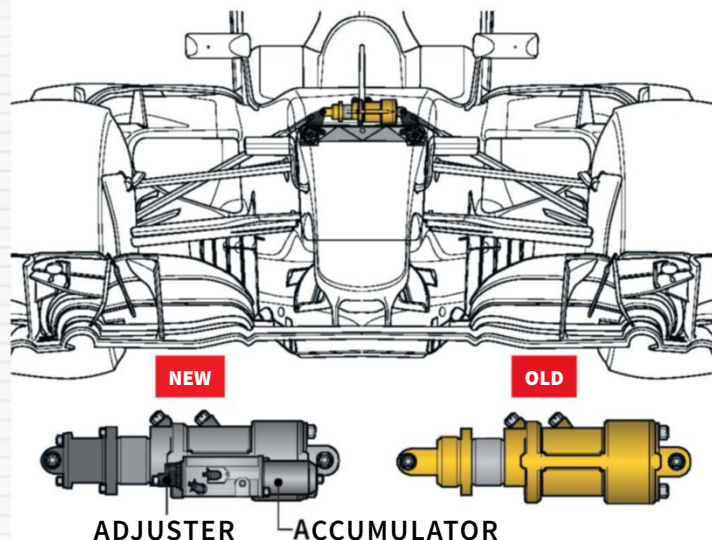
Since July's Hungarian Grand Prix, Mercedes has run a new front heave unit. This is a combined damper and spring used to control the pitch at the front of the car. Having better control of pitch enables the front wing to run lower and at a more consistent height to create more downforce.

After FRIC (front-and-rear interconnected suspension) was banned in 2014, Mercedes initially ran both a coil spring and hydraulic unit linked to another spring remotely

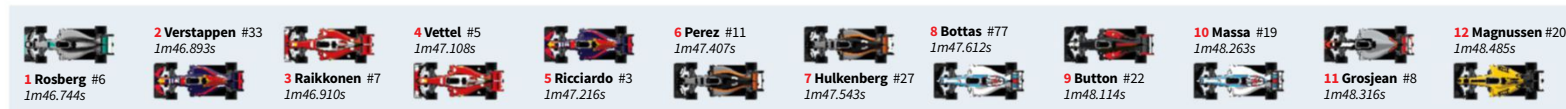
mounted in the sidepod. This year, the coil spring was removed and the car ran a simple single hydraulic unit linked to the remote spring.

The third, newest heave unit is more sophisticated and has more features on the body, with what appears to be an adjuster and a hydraulic accumulator.

The previous-specification heave unit was used at Spa, suggesting it wasn't needed and that it might work better in medium and slow corners.



F1/BELGIAN GRAND PRIX RESULTS



Race results / 44 laps – 191.415 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Nico Rosberg	Mercedes	1h44m51.058s	44	●●●	16m58.746s
2	Daniel Ricciardo	Red Bull-Renault	+14.113s		●●●	17m00.932s
3	Lewis Hamilton	Mercedes	+27.634s		●●●	17m27.253s
4	Nico Hulkenberg	Force India-Mercedes	+35.907s		●●●	17m26.047s
5	Sergio Perez	Force India-Mercedes	+40.660s		●●●	17m26.719s
6	Sebastian Vettel	Ferrari	+45.394s		●●●	17m23.676s
7	Fernando Alonso	McLaren-Honda	+59.445s		●●●	17m00.685s
8	Valtteri Bottas	Williams-Mercedes	+1m00.151s		●●●	17m22.836s
9	Kimi Raikkonen	Ferrari	+1m01.109s		●●●	17m56.359s
10	Felipe Massa	Williams-Mercedes	+1m05.873s		●●●	17m25.663s
11	Max Verstappen	Red Bull-Renault	+1m11.138s		●●●	17m55.739s
12	Esteban Gutierrez	Haas-Ferrari	+1m13.877s		●●●	17m25.669s
13	Romain Grosjean	Haas-Ferrari	+1m16.474s		●●●	17m26.178s
14	Daniil Kvyat	Toro Rosso-Ferrari	+1m27.097s		●●●	17m27.188s
15	Jolyon Palmer	Renault	+1m33.165s		●●●	17m48.843s
16	Esteban Ocon	Manor-Mercedes	-1 lap		●●●	17m33.906s
17	Felipe Nasr	Sauber-Ferrari	-1 lap		●●●	17m37.826s
R	Kevin Magnussen	Renault	5 laps-accident		●	-
R	Marcus Ericsson	Sauber-Ferrari	3 laps-gearbox		●	-
R	Carlos Sainz	Toro Rosso-Ferrari	1 lap-puncture		●	-
R	Jenson Button	McLaren-Honda	1 lap-accident damage		●	-
R	Pascal Wehrlein	Manor-Mercedes	0 laps-accident		●	-

WEATHER Dry, sunny; track 37C, air 26C

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

Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Hamilton	1m51.583s	-	40
2	Rosberg	1m51.746s	+0.163s	11
3	Kvyat	1m52.081s	+0.498s	37
4	Ricciardo	1m52.461s	+0.878s	11
5	Vettel	1m52.728s	+1.145s	35
6	Palmer	1m53.251s	+1.668s	41
7	Verstappen	1m53.281s	+1.698s	32
8	Perez	1m53.414s	+1.831s	34
9	Raikkonen	1m53.498s	+1.915s	27
10	Hulkenberg	1m53.530s	+1.947s	41
11	Grosjean	1m53.803s	+2.220s	25
12	Bottas	1m54.120s	+2.537s	31
13	Gutierrez	1m54.335s	+2.752s	26
14	Massa	1m54.342s	+2.759s	25
15	Alonso	1m54.484s	+2.901s	43
16	Ocon	1m55.734s	+4.151s	26
17	Nasr	1m56.152s	+4.569s	31
18	Magnussen	1m56.588s	+5.005s	4
19	Ericsson	2m15.255s	+23.672s	2
20	Sainz	-	-	-
21	Button	-	-	-
22	Wehrlein	-	-	-

4

Hulkenberg equals his career-best finish with fourth. That's 107 starts without a podium

20

Pseudo-Finn Rosberg joins full-blown Finns Mika Hakkinen and Kimi Raikkonen on 20 wins

21

Hamilton is the worst-placed starter to take a podium finish in a grand prix at Spa

31

Hamilton sets a new British record for F1 fastest laps, one ahead of Nigel Mansell

55

At 18 years and 332 days, Verstappen is now the youngest driver to start on the front row

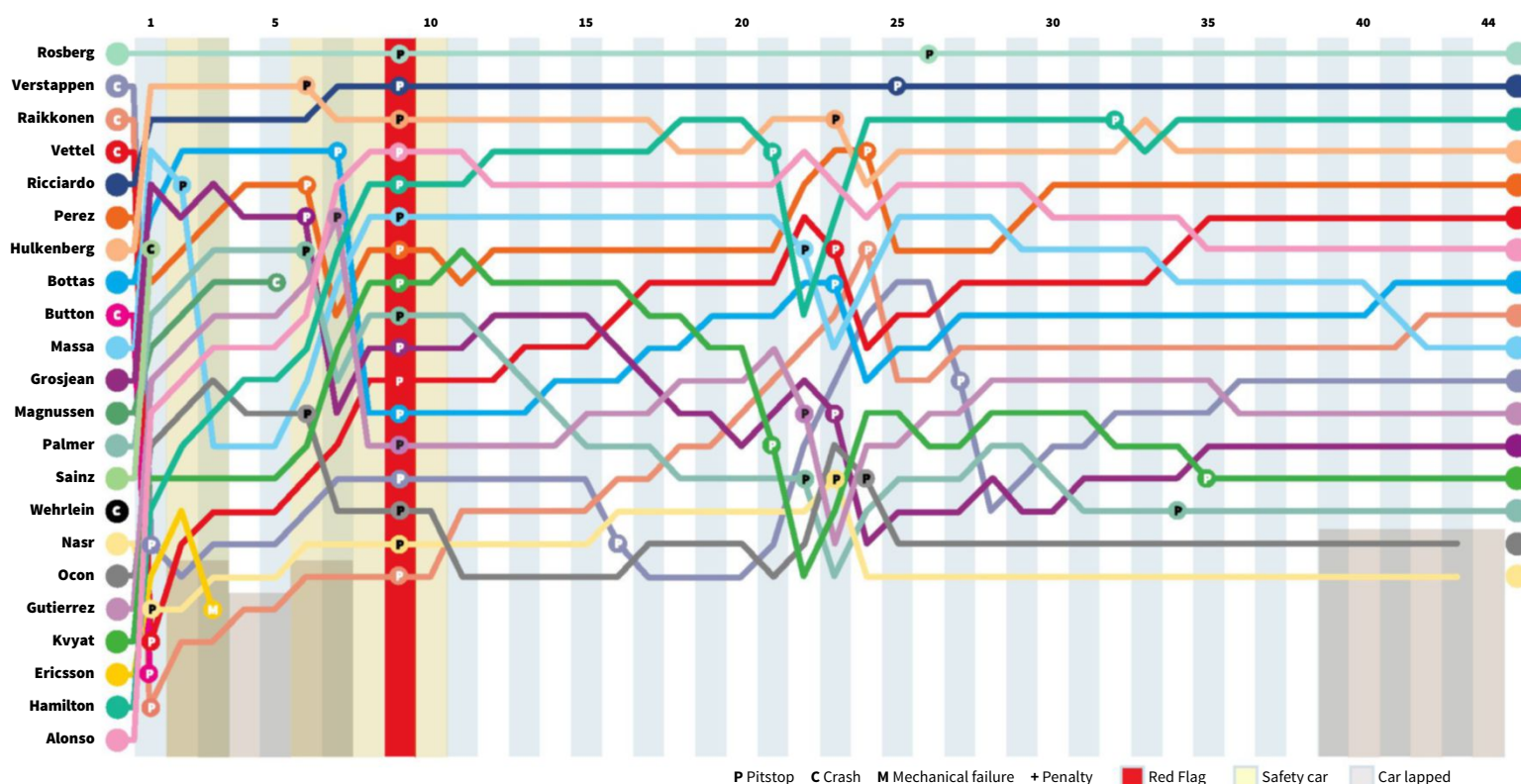
300

This was Button's 300th grand prix entered, but only his 297th start

511

Ricciardo passes the 500 mark for points scored with second place in Belgium

Lap chart / What happened, when





13 Palmer #30
1m48.888s



14 Sainz #55
1m49.038s



15 Wehrlein #94
1m49.320s



16 Nasr #12
1m48.949s



17 Ocon #31
1m49.050s



18 Gutierrez #21
1m48.598s



19 Kvyat #26
1m49.058s



20 Ericsson #9
1m49.071s



21 Hamilton #44
1m50.033s



22 Alonso #14
no time

Qualifying 1

POS	DRIVER	TIME
1	Massa	1m47.738s
2	Vettel	1m47.802s
3	Raikkonen	1m47.912s
4	Rosberg	1m48.019s
5	Hulkenberg	1m48.080s
6	Perez	1m48.106s
7	Verstappen	1m48.407s
8	Ricciardo	1m48.407s
9	Wehrlein	1m48.554s
10	Bottas	1m48.655s
11	Button	1m48.700s
12	Gutierrez	1m48.748s
13	Grosjean	1m48.751s
14	Magnussen	1m48.800s
15	Sainz	1m48.876s
16	Palmer	1m48.901s
17	Nasr	1m48.949s
18	Ocon	1m49.050s
19	Kvyat	1m49.058s
20	Ericsson	1m49.071s
21	Hamilton	1m50.033s
22	Alonso	no time

WEATHER Dry, sunny; track 41C, air 31C

Race briefing

GRID PENALTIES

ALONSO 60-place grid penalty for using additional power unit elements

HAMILTON 55-place grid penalty for using additional power unit elements

ERICSSON 10-place grid penalty for using additional power unit element

GUTIERREZ 5-place grid penalty for impeding Wehrlein in FP3

RACE PENALTIES

NASR 5-second penalty for leaving the track and gaining an advantage

Qualifying 2

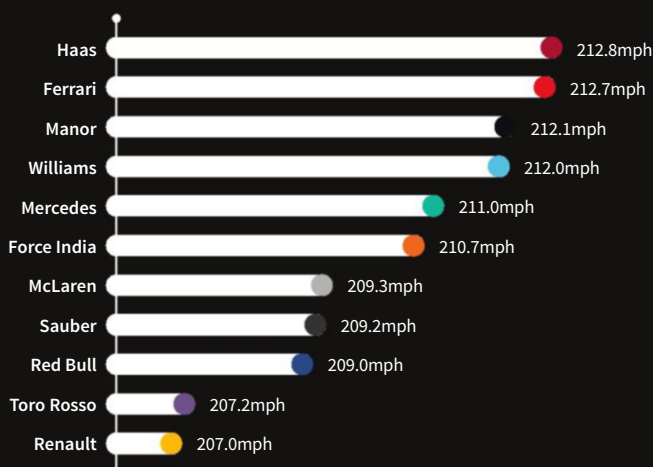
POS	DRIVER	TIME
1	Rosberg	1m46.999s
2	Verstappen	1m47.163s
3	Hulkenberg	1m47.317s
4	Perez	1m47.485s
5	Raikkonen	1m47.664s
6	Massa	1m47.667s
7	Bottas	1m47.918s
8	Vettel	1m47.944s
9	Ricciardo	1m48.027s
10	Button	1m48.051s
11	Grosjean	1m48.316s
12	Magnussen	1m48.485s
13	Gutierrez	1m48.598s
14	Palmer	1m48.888s
15	Sainz	1m49.038s
16	Wehrlein	1m49.320s

Qualifying 3

POS	DRIVER	TIME
1	Rosberg	1m46.744s
2	Verstappen	1m46.893s
3	Raikkonen	1m46.910s
4	Vettel	1m47.108s
5	Ricciardo	1m47.216s
6	Perez	1m47.407s
7	Hulkenberg	1m47.543s
8	Bottas	1m47.612s
9	Button	1m48.114s
10	Massa	1m48.263s

Speed trap

Fastest for each constructor in qualifying



Free practice 1

POS	DRIVER	TIME
1	Rosberg	1m48.348s
2	Hamilton	1m49.078s
3	Raikkonen	1m49.147s
4	Perez	1m49.274s
5	Vettel	1m49.768s
6	Ricciardo	1m49.782s
7	Verstappen	1m49.865s
8	Hulkenberg	1m50.088s
9	Bottas	1m50.394s
10	Gutierrez	1m50.583s
11	Grosjean	1m50.899s
12	Massa	1m51.122s
13	Ericsson	1m51.125s
14	Sainz	1m51.424s
15	Nasr	1m51.768s
16	Ocon	1m51.787s
17	Kvyat	1m52.308s
18	Button	1m52.407s
19	Wehrlein	1m52.837s
20	Magnussen	1m53.053s
21	Palmer	1m53.089s
22	Alonso	no time

WEATHER Dry, sunny; track 25C, air 24C

Free practice 2

POS	DRIVER	TIME
1	Verstappen	1m48.085s
2	Ricciardo	1m48.341s
3	Hulkenberg	1m48.657s
4	Vettel	1m49.023s
5	Perez	1m49.100s
6	Rosberg	1m49.161s
7	Raikkonen	1m49.244s
8	Grosjean	1m49.419s
9	Button	1m49.419s
10	Gutierrez	1m49.648s
11	Wehrlein	1m49.716s
12	Alonso	1m49.772s
13	Hamilton	1m49.782s
14	Kvyat	1m49.916s
15	Ericsson	1m50.083s
16	Bottas	1m50.151s
17	Massa	1m50.157s
18	Sainz	1m50.194s
19	Magnussen	1m50.375s
20	Palmer	1m50.562s
21	Ocon	1m50.659s
22	Nasr	1m50.719s

WEATHER Dry, sunny; track 39C, air 31C

Free practice 3

POS	DRIVER	TIME
1	Raikkonen	1m47.974s
2	Ricciardo	1m48.189s
3	Vettel	1m48.297s
4	Bottas	1m48.504s
5	Hamilton	1m48.635s
6	Hulkenberg	1m48.739s
7	Rosberg	1m48.742s
8	Massa	1m48.783s
9	Perez	1m48.915s
10	Grosjean	1m49.272s
11	Alonso	1m49.453s
12	Gutierrez	1m49.631s
13	Button	1m49.665s
14	Magnussen	1m49.716s
15	Wehrlein	1m49.761s
16	Kvyat	1m50.023s
17	Sainz	1m50.078s
18	Palmer	1m50.241s
19	Nasr	1m50.420s
20	Ocon	1m50.693s
21	Ericsson	1m51.319s
22	Verstappen	no time

WEATHER Dry, sunny; track 30C, air 28C

SEASON STATS

Drivers' championship

1	Hamilton	232
2	Rosberg	223
3	Ricciardo	151
4	Vettel	128
5	Raikkonen	124
6	Verstappen	115
7	Bottas	62
8	Perez	58
9	Hulkenberg	45
10	Massa	39
11	Alonso	30
12	Sainz	30
13	Grosjean	28
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
24	Ocon	0

Constructors' championship

1	Mercedes	455
2	Red Bull	274
3	Ferrari	252
4	Force India	103
5	Williams	101
6	McLaren	48
7	Toro Rosso	45
8	Haas	28
9	Renault	6
10	Manor	1
11	Sauber	0

Wins

Hamilton	6
Rosberg	6
Verstappen	1

Fastest laps

Rosberg	5
Hamilton	3
Ricciardo	2
Hulkenberg	1
Kvyat	1
Raikkonen	1

Pole positions

Hamilton	6
Rosberg	6
Ricciardo	1

Qualifying head-to-head

ROS	7	6	HAM
VET	8	5	RAI
MAS	2	11	BOT
RIC	7	2	VES
RIC	4	0	KVY
PER	6	7	HUL
MAG	9	4	PAL
KVY	2	7	SAI
VES	3	1	SAI
ERI	7	6	NAS
ALO	8	4	BUT
BUT	0	1	VAN
OCO	0	1	WEH
HAR	5	7	WEH
GRO	9	4	GUT

“A virtuoso performance”

Fernando Alonso earns full marks, scoring points after starting last on the grid

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



8 LEWIS HAMILTON

A strange weekend for Hamilton, who didn't really bother to take part in qualifying knowing he was starting at the back of the grid regardless of what he did. Completed a clean salvage job in the race, but unexpectedly good result was owed as much to others' misfortune as anything he did behind the wheel.



9 NICO ROSBERG

Rosberg did everything he needed to at Spa, delivering his end of the bargain on a theoretically difficult weekend for his main rival. Was made to sweat for pole by Mercedes' super-soft tyre struggles, but got the job done. His race was flawless. The only downside is that he didn't really have to work for it.

FERRARI



7 SEBASTIAN VETTEL

Was the slower Ferrari driver in qualifying even without the wild oversteer that cost him at the Bus Stop. Unfortunate to get turned around in three-way collision with Raikkonen and Verstappen, although made a decent recovery. Efforts to pass Massa and Verstappen were a bit ham-fisted, but otherwise Vettel drove well.



7 KIMI RAIKKONEN

Usually goes well at Spa and was on good form, beating Vettel in qualifying and coming close to snatching pole. But he was really in the wars in the race: collision at the first corner, fire in the pits, a puncture, and another racing-etiquette barney with Verstappen. Also got stuck behind slower cars at the end where Vettel did not.

WILLIAMS



7 VALTTERI BOTTAS

A race of 'what ifs' for Bottas, who might have battled the Force Indias had he enjoyed a clean weekend. Was rapid in final practice, but like Massa suffered from a misfire in Q3. Race was undone by pitting too late under the safety car. Enjoyed better tyre life than Massa, but didn't quite have enough to beat Alonso's McLaren.



6 FELIPE MASSA

Another frustrating weekend for Massa, who lost an extra place on the grid by locking up at La Source, regardless of the engine misfires that hampered him through the session. Started the race in fine fashion, and was ahead of Perez at one point, but couldn't make his final set of tyres last as he got shuffled back through the top 10.

RED BULL



8 DANIEL RICCIARDO

Underwhelmed in qualifying, making a hash of his first Q3 run and feeling that changing wind direction cost him on his second, as he trailed Verstappen by three tenths. Pulled off using the soft tyre in Q2, making his race. Lacked winning pace, but tracked Rosberg's every move and managed his rubber to keep Hamilton at bay.



7 MAX VERSTAPPEN

We saw the best and worst of Verstappen at Spa. To qualify second after missing FP3 was superb, but was overly aggressive recovering from a poor start and the first-corner collision. Jinking defence against Raikkonen was out of order. He's a real fighter, but his ruthless streak will undo him if he's not careful.

FORCE INDIA



8 SERGIO PEREZ

Trailed his team-mate in Q1 and Q2, and ended up ahead when it counted only because of an engine-sensor problem for Hulkenberg. Perez drove a solid race after falling back to eighth early on while his team-mate ran at the front. Was second best on a strong Force India weekend, but not by much.



9 NICO HULKENBERG

For a while it looked as though Hulkenberg might finally break his podium duck, but fourth was realistically the best he could do amid Hamilton's charge. Pitted at the perfect time to ditch super-softs before the red flag, and fended off Alonso at his second stop. Would have beaten Perez in qualifying too but for Q3 engine glitch.

RENAULT



7 KEVIN MAGNUSSEN

Did an excellent job to split the Haas drivers in qualifying, achieving Renault's best Saturday result of the year. Didn't make a great start to the race, but was motoring along fine when he got slightly offline through Eau Rouge and lost control over the inside kerb at Raidillon. Thankfully limped away from an enormous shunt.



6 JOLYON PALMER

Trailed Magnussen by four tenths in qualifying, but would have been much closer without a moment at the final corner. Ran in the top seven and was ahead of both Haas drivers, the Ferraris, Verstappen and Bottas after the red flag, but struggled with tyre management and fell into a fruitless super-soft sprint race with Kvyat.



Alonso starred on his way to seventh for McLaren-Honda

TORO ROSSO

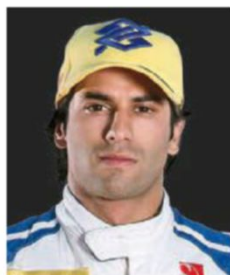


7 DANIIL KVIAT
Wasn't quite at Sainz's level, but this was a more complete performance from the Russian. Failed to escape Q1, but was closer (0.182s) to Sainz than has been usual on conventional tracks, suggesting things are starting to click. Did what he could against much quicker cars in the race, and at least beat Palmer's Renault.



8 CARLOS SAINZ JR
A tough weekend for Sainz, who drove well but only just squeaked into Q2 amid Toro Rosso's struggles. Was depressed by the gap to the top 10 and surprised by Renault's turn of speed. Stormed up to seventh on the opening lap, but ran over debris, picked up a puncture and retired with the rear wing hanging off.

SAUBER



6 FELIPE NASR
Enjoyed a brilliant start, rising to 11th until he punctured a rear tyre on lap one. An unscheduled pitstop dropped him to the back and residual damage to the car cost "20 points of downforce". Struggled to keep his tyres alive as a result, but would still have beaten Ocon without a penalty for leaving the track.



6 MARCUS ERICSSON
A frustrating weekend for Ericsson, who was buoyed by aero updates to the C35 that put it back in the mix for Q2. Did well to qualify within 0.122s of Nasr after missing FP3 with engine problems and suffering misfires in qualifying too. Started from pitlane thanks to cooling-system issues, and then lost sixth gear.

McLAREN



7 JENSON BUTTON
Despite a substantial engine update the MP4-31 was not a top-10 car at Spa, but Button put his ninth on the grid with a lap he described as one of the best of his career. Lost ground at La Source after a strong start, and a punt from Wehrlein while he dived with Magnussen at Les Combes ended his race.



10 FERNANDO ALONSO
A brilliant virtuoso performance. Starting last on the grid, his chances of points seemed non-existent, but he dodged the early chaos and rode his strategic luck to climb to fourth. Then he hung on against faster opposition. Hamilton, Vettel and Perez got past, but Alonso still beat a Ferrari and both Williamses.

MANOR



7 PASCAL WEHRLEIN
Wehrlein's lap to go ninth fastest in Q1 was stunning, showing again how quick he can be when he gets everything right. Unfortunately had no more super-softs, so couldn't repeat the feat in Q2 and was slowest. Dodged race's first-corner mayhem, but it looked as though he should have been more circumspect to avoid crash with Button.



6 ESTEBAN OCON
Was half a second off Wehrlein in qualifying, which he put down to lack of knowledge of the vagaries of the super-softs. Damaged a brake duct in the race so struggled to keep his tyres alive. Still beat Nasr's hobbled Sauber, but felt Palmer's Renault was there for the taking with no damage. A decent F1 debut.

HAAS

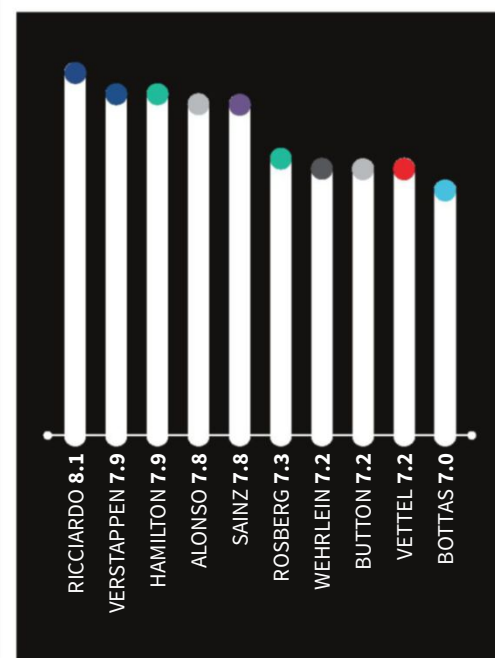


7 ROMAIN GROSJEAN
Was happier with his car here, having escaped the set-up blind alley he'd wandered down before the summer break, and was faster than Gutierrez in qualifying. Enjoyed a brilliant opening to the race, but lost ground at his first stop and also suffered a temporary ERS problem. That dropped him behind Gutierrez, where he stayed.



6 ESTEBAN GUTIERREZ
Struggled to achieve feeling with his car on such high tyre pressures and in blistering heat. Made a decent fist of Q1, but ended up behind Grosjean in Q2. Probably ended up with the race result the car merited, but wasn't quite on Grosjean's level and would have finished behind him without Grosjean's ERS problem.

TOP 10 AVERAGE RATING





FORMULAE

What we learned from

WHAT'S GOING ON WITH JAGUAR? THAT question was never far from the lips of those at Donington Park last week for Formula E's first official 2016/17 pre-season test. While other teams can judge their new powertrains against last year's, for Jaguar this process is all-new; there's no point of comparison.

We don't know how fast the Jaguar is. But there are some clues from the first public running of the new powertrains.

Mitch Evans' best lap was 1.6s off Jean-Eric Vergne's record-setting pace in the Renault-powered Techeetah entry. That made Jaguar the slowest of the 10 teams in qualifying trim. But when everyone was going out chasing purple sectors on Wednesday morning, Jaguar didn't complete a lap on new tyres with the full 200kW permitted in qualifying.

On the second day, Jaguar was the slowest at 'race pace' (170kW). Adam Carroll's 1m33.196s was just over a second shy of Sebastien Buemi's 1m32.048s. But it's starting from a considerably lower base, which means it has been careful not to pursue the wrong things.

One reason Carroll was driving on all three days (with Evans, Alex Lynn and Harry Tincknell

getting a day apiece in the second car) is that, having conducted most of the private testing for the Williams Advanced Engineering-run team, he offers a common factor. Jaguar was therefore doing a lot of data collection with Carroll's car.

There are different maps to run, brake balances to fine-tune, regeneration settings to play with – and more. Its focus was on logging laps, and Jaguar's reliability was impressive, apart from an electrical glitch that stopped Evans at the end of Wednesday's session.

Over the first test Jaguar racked up 500 miles of running – right in the ballpark against second-year powertrain manufacturers. This is good going considering there were some negative stories from private testing, and even better going when you consider it has been working on this since the end of 2015, and the big guns in the series have the better part of 18 months' head start.

Tech-wise, we know Jaguar's inverter is mounted atop the battery – not optimal, since that gives it a higher centre of gravity – while it appears to have one motor and, as is becoming the norm, a two-speed gearbox. Specific details of its powertrain are expected before the Hong

Tincknell was one of four drivers to try out the new Jaguar



WARNER/LAT

FORMULAE

COCKPIT SAFETY PLAN FOR NEW CAR

FORMULA E IS SET TO introduce a cockpit protection device with its next-generation car, which Spark Racing Technologies will supply.

Autosport understands Spark and long-time single-seater constructor Dallara, a partnership that has supplied the FE chassis since the series' first season, have won the tender to produce the new car for 2018/19.

The new chassis will be introduced as part of the championship's move to single-car races, and the Spark supply will run until at least 2020/21.

One of the briefs for applicants was to submit a "futuristic" design, but Autosport has learned it also included a concept for greater driver safety.

The FIA has been evaluating cockpit protection devices such as the halo and aeroscreen to be introduced in Formula 1, and one of them will be chosen for 2018.

That would allow the next FE car to be designed around the device.

Spark has defeated the likes of Japanese manufacturer Dome and French consortium TEOS Powertrain Engineering, which included engine company Mecachrome and LMP3 constructor ADESS, to win the tender.

Confirmation of the chassis supply is likely to come at the next meeting of the World Motor Sport Council in September, when the result of the battery tender is expected to be revealed.

SCOTT MITCHELL

Jaguar's Formula E bow

Kong opener in October, by which point a clearer picture of how it is stacking up compared to the competition will hopefully have emerged.

TECHEETAH'S PROMISING START

The new Techeetah squad is not named after the fastest land animal on the planet. Maybe its bosses missed a trick, given it turned plenty of heads with its pace as it ran its Renault Z.E.16 powertrain for the first time at Donington.

Having not been eligible for any private testing means it has had fewer opportunities to iron out any issues, in both the car and what was Team Aguri.

Vergne's pace on the second day proved that, when running well, Techeetah can be a contender.

Last year's champion Buemi topped the opening day for the factory Renault team and, apart from a day-three off into the gravel for Nico Prost, e.dams looked as well sorted as you'd expect for a team whose powertrain supplier has been able to focus on refinements rather than reinventing the electric wheel.

NEW TECH, BUT MORE CONVERGENCE

There are differences in the way the powertrains — motor, gearbox and inverter — are packaged in each car, but the single-motor solution remains the norm and it appears as though most, if not all, have gone for a two-speed gearbox.

NextEV president Martin Leach insists his team has retained two motors, but with an entirely different layout.

Like Jaguar, Faraday Future Dragon Racing is going through the process of developing its own technology for the first time — though its kit bares a lot of resemblance to Mahindra's, which has lent a hand to the architecture of the Penske 701-EV.

Nobody had major problems at Donington. The rapid Mahindras stopped on track several times and Venturi caused more than one red flag, but both racked up the laps. Inaugural champion Nelson Piquet Jr's team NextEV propped up the 'mileage completed' table, but is in comfortably better shape than it was a year ago.

SCOTT MITCHELL

“Over the first test Jaguar hit 500 miles of running”



ROBORACE 'DEVBOT' BREAKS COVER Roborace's development vehicle for its autonomous race car ran in public for the first time at Donington Park as part of last week's Formula E test. The machine uses Roborace's driverless-car technology and an electric powertrain fitted to a Ginetta LMP3 chassis. 'DevBot' first appeared on day two of the test (Wednesday), and completed a series of stop-start laps with an engineer driving before the car ran autonomously for almost a full lap. It stopped at the final corner, reportedly to follow a safety procedure. DevBot, which reappeared on Thursday, has previously run only in private. The plan is for Roborace to support Formula E races, though it is unknown when a prototype of the final design – which will have no cockpit for a driver to use – will run on track or appear at an FE event. **Photograph by Adam Warner/LAT**

WORLD ENDURANCE CHAMPIONSHIP

Tyre debris slowed Audi at Nurburgring

TYRE DEBRIS BLOCKING THE aerodynamic channels under the car has been implicated in the drop in performance of the Audi R18 e-tron quattros during the Nurburgring round of the World Endurance Championship in July. Audi believes it now has a handle on the issue and that it will not cause problems over the remainder of the season, starting this weekend in Mexico.

The two Audis lost downforce over the course of the six hours at the 'Ring. A clogging effect of rubber pick-up in the complex underfloor aerodynamics of the latest R18 e-tron quattro played a significant role, the German manufacturer believes, although the issue was complicated by the third-placed #7 car losing a diveplane on the nose and the #8 entry that finished second sustaining damage to the underside of the splitter.

Audi head of sport Wolfgang Ullrich insisted that the problem was not of any concern going into the final five flyaway races of the 2016 WEC.

"When we changed the damaged nose of the #7 car, it was immediately back to the performance of before," he said. "We found another reason we were losing downforce, and this was the case on the other car."

"It was mainly caused by pick-up. If you know where to look at a pitstop, you can clear it only losing a few seconds and then it is done. We think we know how to handle it and have a good feeling for the rest of the season."

Audi Sport Team Joest boss Ralf Juttner elaborated on the problem.

"If gaps are blocked by rubber, the air has to find another way," he explained. "It's a difficult issue to avoid. We have to make sure that it [the rubber] doesn't go where it shouldn't go and, if it does, we can remove it quickly."

"With the R8, the R10 and some of the R18s we always had a car that was as good at the end of the race as at the beginning; we need to get back to that."

GARY WATKINS



Audi took pole at the Nurburgring, but was behind in the race

EBREY/LAT

IN THE HEADLINES



ROSBERG SETS THE PACE WITH HALO

Nico Rosberg became the first driver to top a Formula 1 session in a car fitted with a halo after going fastest in Friday morning practice at Spa last weekend. It was also the first time a Mercedes has run equipped with the device.

INDYCAR RETURNS TO GATEWAY

Illinois' Gateway oval is back on the IndyCar calendar next year for the first time since 2003. Watkins Glen also has a new deal to stay on the schedule, which runs as follows: March 12, St Petersburg; April 9, Long Beach; April 23, Barber Motorsports Park; April 29, Phoenix; May 13, Indianapolis road course; May 28, Indy 500; June 3-4, Detroit; June 10, Texas; June 25, Road America; July 9, Iowa; July 16, Toronto; July 30, Mid-Ohio; August 20, Pocono; August 26, Gateway; September 3, Watkins Glen; September 17, Sonoma.

ROSENQVIST DROPS OUT OF INDY LIGHTS

Felix Rosenqvist called off the remainder of his 2016 Indy Lights campaign, with two rounds to go. This follows him replacing Esteban Ocon in the Mercedes DTM line-up and landing a Formula E drive with Mahindra. Rosenqvist had already missed five Indy Lights races this season.

RACE OF CHAMPIONS HEADS TO MIAMI

The Race of Champions will be held in the United States for the first time next year. The Miami Marlins Park baseball stadium will host the January event, with Sebastian Vettel, Ryan Hunter-Reay and Kurt Busch among the drivers.

ROVANPERA JR TESTS TOYOTA YARIS

Rally Sweden 2001 winner Harri Rovanpera's 15-year-old son Kalle has tested Toyota's new Yaris WRC. The Finn took the wheel of the car during endurance running in eastern Finland, completing around 25 miles. Rovanpera Jr, who is driving a Skoda Fabia R5 in the Latvian Rally Championship, visited Rally Germany last month, where he met team principals, including M-Sport's Malcolm Wilson.

PIQUET AND TURVEY STAY AT NEXTEV...

Nelson Piquet Jr and Oliver Turvey have been retained by the NextEV Formula E team for the 2016/17 season.

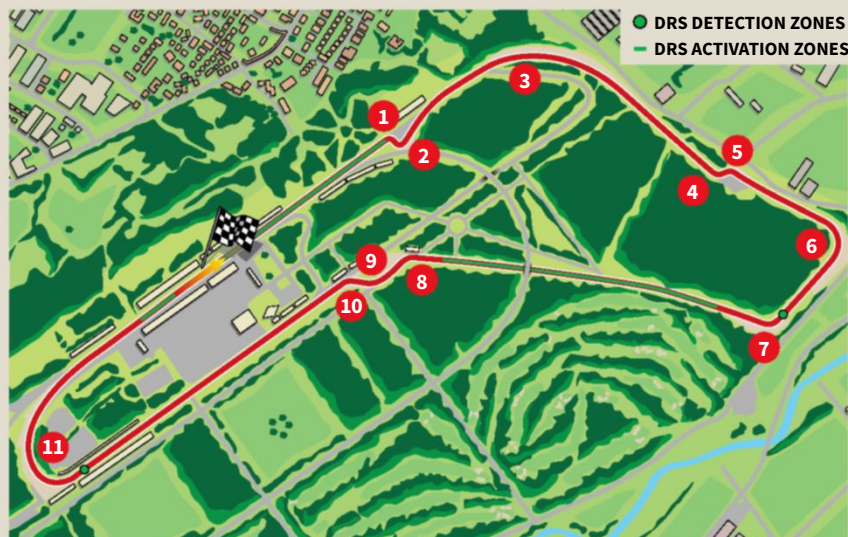
...AS STONEMAN MAKES TESTING BOW

Indy Lights race winner Dean Stoneman drove a Formula E car for the first time last week at Donington Park. He was 16th fastest, having not completed a 200kW run in the dry, and hopes to land a reserve-driver role in the series.



F1 PREVIEW

Italian Grand Prix September 02-04



AUTODROMO NAZIONALE MONZA

LENGTH 3.599 miles **NUMBER OF LAPS** 53

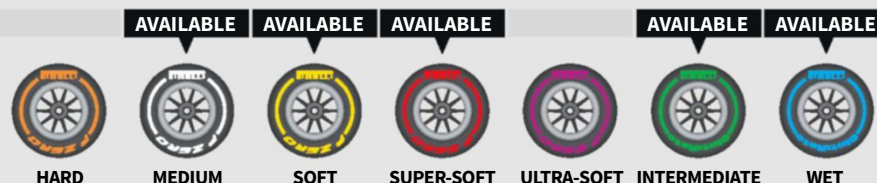
2015 POLE POSITION Lewis Hamilton 1m23.397s

POLE LAP RECORD Rubens Barrichello 1m20.089 (2004)

RACE LAP RECORD Rubens Barrichello 1m21.046s (2004)



Tyre allocation



UK start times

LIVE ON CHANNEL 4 & SKY SPORTS F1

FRIDAY

FP1 1000 **FP2** 1400

SATURDAY

FP3 1100 **QUALIFYING** 1400

SUNDAY

RACE 1400

RADIO COVERAGE

BBC RADIO 5 LIVE

Previous winners

2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Lewis Hamilton	McLaren
2011	Sebastian Vettel	Red Bull
2010	Fernando Alonso	Ferrari
2009	Rubens Barrichello	Brawn
2008	Sebastian Vettel	Toro Rosso
2007	Fernando Alonso	McLaren
2006	Michael Schumacher	Ferrari

Themes to watch

FERRARI'S FORM

Traditionally, Ferrari will pull something out of the bag at Monza. But with Red Bull now clearly ahead, it could be a tough weekend for the tifosi.

FORCE INDIA RISING

Force India passed Williams for fourth in the constructors' championship at Spa. If it pulls away at Monza, the battle for that place could be over.

HAMILTON'S LANDMARK

Grid penalties meant Lewis Hamilton was never able to go for win number 50 at Spa last weekend. But at Monza he has every chance of the half-century.

FEEDBACK

Great driver, but not one of the F1 greats

Is Jenson one of F1's greats (Autosport, August 25)? No, he is a great racing driver but his smooth style is not exciting like a Senna, Villeneuve or Hamilton – no regular last-gasp poles or winning the race in an inferior car; he does not make things happen around him in a race.

Winning multiple world championships is a sign of a true great. Jenson has won only one when Brawn had a clear advantage at the start of the season and only his racecraft carried him through when other teams caught up.

Ben Anderson uses terms like 'Button's qualifying record is a little underwhelming', 'Button has not been able to dominate', 'Could have done better' and finally 'Would you put him in the same bracket as Schumacher or Alonso? Probably not'. Such words do not describe a true F1 great.

Graeme Lovell
Snitterfield, Warks

Button deserves recognition

Ben Anderson's very timely article about Jenson Button illustrated clearly Jenson's talent and depth of knowledge about F1. He has been in my top six for a number of years and I have never seen a reason

to change my judgement.

Yes, we know of his perceived 'weaknesses', but he can still perform better than many other drivers in superior cars. This article was a long overdue assessment of Jenson's place in the F1 pantheon. We can only hope he remains in F1 for at least one more year but this time in a competitive car.

Neil Davey
Ivybridge, Devon

Is F1 going to the dogs?

For all the years I have been involved in motorsport I was always led to believe that dogs, or any other animals, were strictly prohibited from being allowed into a race circuit, let alone the pits.

I was therefore somewhat surprised to see Lewis Hamilton walking down the pitlane on TV at Spa with his two large dogs – a trend that should not be encouraged for many sensible reasons. Goodness, whatever next?

Adrian Hamilton (no relation)
Odiham, Hampshire

Track limits? Keep it simple

Common sense changed the qualifying and team-radio fiascos. Now all that's left is track limits. Monte Carlo has an



Readers assess Jenson Button's place in the pantheon of top F1 drivers

answer that's fair to everyone: Armco.

As always the answer is simple. Outside the white line have a one-metre-wide strip of low-grip surface, so any car will immediately lose time. No fancy electronics, judges, timed penalties, etc, just an instant time loss. Simple.

Neville Booth
Brighton

Wot no green masthead?

Given your long tradition of honouring significant British achievements in motorsport, together with this year's inclusion of MotoGP in the magazine, I felt sure that your masthead for last week's edition would be green!

After all, is the first British winner for 35 years in top-class motorbike racing not a suitably special occasion? It's just a pity Crutchlow's win didn't get the recognition it deserved in the mainstream media.

James Singleton
Byemail

CORRECTIONS

We erroneously stated that Mat Jackson's Motorbase Ford Focus had a "more powerful engine" at the British Touring Car meeting at Knockhill (p10, Autosport Performance, August 25). We retract this and apologise.

Our report for the CSCC Swinging Sixties race at Thruxton in the August 18 issue (p66) mistakenly implied that the accident involving Mike McBride's MGC GT and Jim Gathercole's Lotus Elan +2 was caused by Ben Gough's spinning Marcos. We would like to point out that Gough did not spin and was nowhere near the accident, and apologise for the error.

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Teenage kicking

There's a growing swell of disapproval over F1 wunderkind Max Verstappen's no-quarter-given driving style. But is he listening?

By Ian Parkes, Chief F1 Correspondent

[@ianparkesf1](#)

“REFRESHING, BUT DANGEROUS” WAS HOW Mercedes motorsport boss Toto Wolff described Max Verstappen after the Belgian Grand Prix. It's one of the kinder remarks aired of late, given the anger felt by some of Verstappen's on-track rivals over the teenager's driving standards.

For now such criticisms appear to be water off a duck's back, although given the growing chorus of disapproval you would expect some of the barbs from his peers to be stinging a little by now. Certainly Verstappen is ready, willing and able to defend himself, both on and off the track, but he's rubbing people up the wrong way — Kimi Raikkonen most of all.

Raikkonen's ire was first raised in Hungary. On that occasion the Ferrari driver's attempts to pass Verstappen were met with an elbows-out resistance that belied his tender years.

Raikkonen bemoaned Verstappen's tactics after the Red Bull appeared to move in the braking zone, and the 2007 champion derided them post-race as “not correct”.

After the drivers' briefing the following weekend in Germany, Jenson Button suggested that Verstappen had been spoken to, coming to the conclusion that “he understands a bit better now than he did before”.

If that was the case, then Verstappen clearly forgot all about the Hockenheim meeting come race day at Spa.

For the first time there was a degree of pressure on his young shoulders that he would arguably not have experienced before, given that the grandstands were packed to the rafters with Dutch fans cheering him on.

Verstappen did not disappoint in qualifying, claiming his first front-row start, alongside polesitter Nico Rosberg, and from there the expectations would have soared. Come the race, though, things unravelled as he bogged down off the line and on the short run to the La Source hairpin found himself trailing not only Rosberg, but also Raikkonen and Sebastian Vettel.

There would likely have been a mix of frustration and disappointment boiling inside Verstappen in the moments it took for him to make the decision to cut inside Raikkonen at the apex of such a sharp corner.

Perhaps an older, wiser, calmer head would have bided their time, recognising that the run through Eau Rouge and the Kemmel Straight would have afforded an opportunity to reclaim lost places. Instead, a racer's instinct combined with the impetuosity of youth merged, and Verstappen can count

himself as equally to blame for sandwiching Raikkonen as Vettel on the outside for turning in.

It was the incidents that followed involving Raikkonen, though, that drew greater scorn and scrutiny, both relating to Verstappen flexing his defensive muscles.

Raikkonen was enraged at being forced off the track at Les Combes as Verstappen took the inside line, hit the brakes late and, with the Finn alongside, gave his rival no option but to cut the chicane as the Red Bull ran wide.

It was ruthless, hard, on-the-limit racing, but nothing we haven't seen before in the occasional close-quarters battles between Mercedes team-mates Rosberg and Lewis Hamilton. It can end in tears, though. It's something Verstappen must be mindful of, because not everyone will yield as the experienced Raikkonen has done so far.

And so to arguably the most controversial of Verstappen's moves. With Raikkonen in his tow along the Kemmel Straight, Verstappen made a shimmy of a move that fortunately Raikkonen was quick enough to react to, resulting in an

expletive-laden outburst. One false move, and a shiver runs down the spine at the thought of where Raikkonen could have ended up given the forestation that lines the straight.

There's a common thread that unites all these incidents.

Not once has FIA race director Charlie Whiting, or the stewards, launched an investigation, never mind penalised Verstappen. To be fair, so far he's not crossed any regulatory line — but he is sailing perilously close to it. Even Red Bull team principal Christian Horner suggested as such when he said that Verstappen “was on the edge”.

You could argue that the regulations are not tight enough, but that's not Verstappen's fault. He is simply driving to the letter of the law, even if there are some who consider he is breaching an unwritten drivers' code regarding on-track behaviour.

Ruthlessness and a confidence bordering on arrogance separate champions from the nearly-men in F1. You can only hope that, in possessing such characteristics, there's also not a reluctance to heed advice, as can often be the way with teenagers who believe they know best.

Verstappen has been warned by Raikkonen that he will “have a massive accident sooner or later”, while Wolff also suggested he would “end up in the wall heavily one day”.

Such remarks should alert Verstappen to the path he is heading down. It is most certainly a dangerous one. ❄

“Even Christian Horner said that Verstappen ‘was on the edge’”



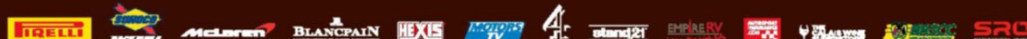
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Age before booty

There's a lot of young talent in the BTCC, but there are good reasons why the grizzled old tin-top veterans still retain the upper hand

By Matt James, BTCC Correspondent

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

IF YOU WANT TO WIN THE BRITISH TOURING CAR Championship, you should be precisely 34 years and 146 days old. That is the average vintage of the men who have lifted the coveted tin-top crown over the past 25 seasons.

That's an interesting point when you look at the battle for glory in this year's showdown. Old hands Matt Neal, 49, and Rob Collard, 47, have made the most of a topsy-turvy season to haul in the points when others around them have been in chaos, and they are both in with a healthy chance of claiming the title. But the man heading the standings is a driver just over half their age: 27-year-old Sam Tordoff.

Tordoff himself is not inexperienced in tin-top terms. This is his fourth full season in the BTCC and he has driven cars with a roof on since he started circuit racing in 2009. But when you compare that to Neal, who has been racing saloons since 1988, and Collard, who has been in the BTCC since 2000, then he is a mere pup.

Since 1991, only three drivers below the age of 30 have claimed the BTCC. James Thompson collected the silverware when he was 28 in 2002, while Colin Turkington was a year younger when he claimed victory in '09. Andrew Jordan became the second-youngest winner of the title when he took top spot in '13 aged 24.

There are generally three divisions of driver in the BTCC: the youngsters (anyone under age 30), the in-betweeners (30-40) and the experienced hands (anyone in their 40s).

Those labels fit quite nicely onto the men we have at the head of the charge this season. Tordoff leads in his WSR BMW 125i M Sport, and then beyond the old hands – Honda man Neal (second) and BMW ace Collard (fifth) – there is a trio of thirtysomethings also in the mix: Honda's Gordon Shedden, Ford's Mat Jackson and Subaru's Turkington.

According to the 1992 champion Tim Harvey, who was 30 when he took the title in a BMW, it's knowledge that counts when pushing for success.

"I have always said that old age will beat youth and impetuosity," says the ITV touring car commentator. "In the BTCC, there are so many cards that can be played, so many tricks that will unfurl across the course of 30 races.

You need to know how to deal with that."

A prime example of the youth-versus-experience argument this season has been Tom Ingram, 23. He undoubtedly has speed, as he has proved with victory in the opening round at Brands Hatch and two pole positions. But when it comes to stringing together a full weekend, it's been a struggle. After

taking his breakthrough win in the first race of the year, he crashed his Speedworks Toyota out of the second while fighting for the lead.

Next time out at Donington he banked a podium in the opener before getting caught up in the midfield clashes. It wasn't until the fourth meeting at Oulton that he was able to land three decent results. He is learning, and that was part of the process.

Harvey says that there are a number of up-and-coming drivers in the contest who are slowly changing the face of the grid. While the average age of this year's full-time line up is 39.76 years, seven of them are 25 or younger, with the youngest being 19-year-old Mercedes driver Aiden Moffat.

"I remember being on the grid for a BTCC race in 1987 and I was the youngest driver at 26," adds Harvey. "It was always thought of as an old man's game, but there is a raft of fresh talent coming through British touring cars at the moment, and they are becoming more savvy.

"The reason for that is they are getting good advice – more so than we used to get. For example, you have Jack Goff, 25, who is at WSR, and even Tordoff himself, and they get advice from [team boss] Dick Bennetts. You have Josh Cook, 25, and Ashley Sutton, 22, who are at MG and are learning from team boss Ian Harrison.

"Ingram is a young driver with a relatively new team, Speedworks. There is a determination to be fastest every time they are on track, but there are so many more elements to winning a championship than that alone."


Putting those elements together is something a team and a driver can strive for over seasons to get right. While other areas of motorsport are looking for younger and younger talents to propel them to success, there are no shortcuts in the BTCC. To reap the biggest rewards, there has to be the groundwork. 🏁

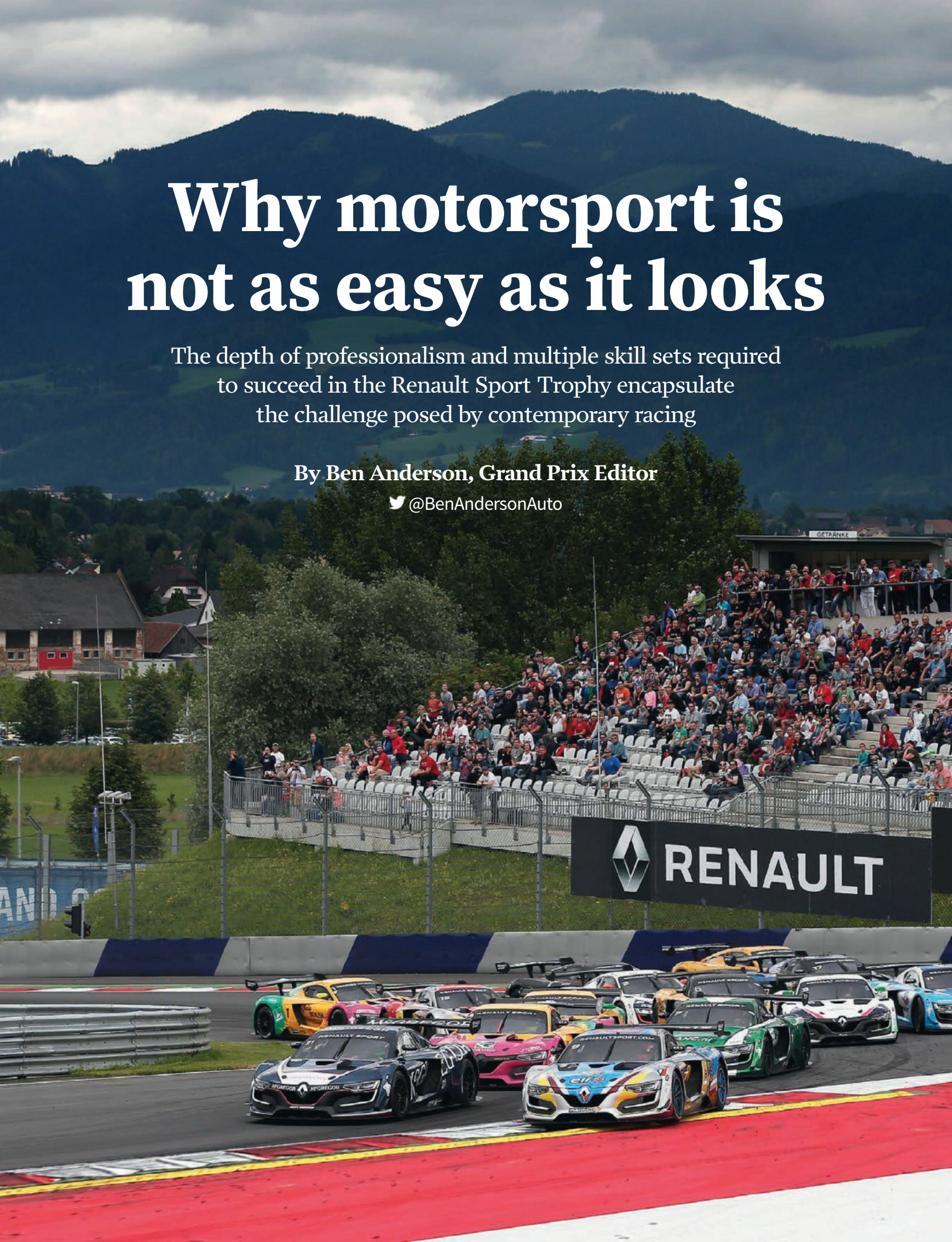
BTCC CHAMPIONS		
YEAR	DRIVER	AGE
1991	Will Hoy	39
1992	Tim Harvey	30
1993	Joachim Winkelhock	32
1994	Gabriele Tarquini	32
1995	John Cleland	43
1996	Frank Biela	32
1997	Alain Menu	34
1998	Rickard Rydell	30
1999	Laurent Aiello	30
2000	Alain Menu	37
2001	Jason Plato	33
2002	James Thompson	28
2003	Yvan Muller	34
2004	James Thompson	30
2005	Matt Neal	38
2006	Matt Neal	39
2007	Fabrizio Giovanardi	40
2008	Fabrizio Giovanardi	41
2009	Colin Turkington	27
2010	Jason Plato	42
2011	Matt Neal	44
2012	Gordon Shedden	33
2013	Andrew Jordan	24
2014	Colin Turkington	32
2015	Gordon Shedden	36

Why motorsport is not as easy as it looks

The depth of professionalism and multiple skill sets required to succeed in the Renault Sport Trophy encapsulate the challenge posed by contemporary racing

By Ben Anderson, Grand Prix Editor

 @BenAndersonAuto





Long evenings spent at motorsport events offer ample chance for hypothetical chat. One of my favourite examples concerns a former Autosport journalist and a British motor racing commentator of fine repute. They argue over the outcome of building a time machine and transporting Jim Clark – in his pomp – forward to the modern era of Formula 1, while sending an average grand prix driver of the current day back to Clark’s time.

The commentator argues that Clark would be every bit as good in the modern era as he was in his day, and that the average modern driver would struggle to muster the requisite courage to compete successfully during motor racing’s most dangerous period.

The journalist argues that constant development and evolution in motorsport at all levels means motor racing is more difficult now than ever before, and therefore a Clark of the ’60s would struggle to compete on today’s grid without being born in this time, while the average modern driver would possess knowledge and skills that would elevate his performances above those of the stars of yesteryear.

As much as I genuinely feel that Clark was one of the greatest, if not *the* greatest, F1 drivers of all time, I have to say I agree with the argument of my former colleague.

Unfortunately we do not have the benefit of time travel to test the theory. The best we can do is point to inverse examples of modern pros driving old cars in historic racing. Those ‘brave’ enough to bother tend to be very fast indeed. If you don’t believe me, just ask historic ace Simon Hadfield how good BMW factory racer Alexander Sims was when he tested a Formula 5000 car at Silverstone.

That’s not to say I feel Clark couldn’t still be one of the greatest drivers ever had he been born in the modern era, with the benefits of advanced knowledge, science and technology. The point is that he might have found it tougher to stand out from the crowd. The sport is constantly evolving, and a greater number of its participants are becoming better than ever at what they do.

“Professionalisation means drivers of Jim Clark’s era would be left standing”

This professionalisation of the sport means drivers of Clark’s era would be left standing by many of today’s pilots – at many levels, not just in F1. Whenever I am lucky enough to compete in semi-professional championships, I’m reminded just how tough it is to succeed in modern motorsport. Even in a little-known category on the support bill to the European Le Mans Series, never mind the sport’s pinnacle.

But don’t take my word for it. Dutch driver Nicky Pastorelli is a successful GT racer, who tested for Minardi and Jordan in F1 and won the 2004 European F3000 championship, a series that propelled Felipe Massa to F1 after he won it in 2001.

Pastorelli raced successfully at a level just below F1, against drivers including BMW DTM ace Augusto Farfus and factory Ferrari GT racer Gianmaria Bruni. Pastorelli says the standard of car, drivers and teams in the Renault Sport Trophy – the French manufacturer’s single-make replacement for the defunct Megane Trophy – represents a much deeper level of competition than he recalls from those earlier single-seater days.

“The [sensation of] speed is definitely on the same level,” he says. “From the feeling it’s maybe even faster in fast corners than an F3000 used to be. You would obviously have the »

difference that it was a 500-600kg single-seater and this is a 1200kg car, so it's rolling more.

"The level of drivers is good, but also the level of the teams – because the car is very high-tech, so it's not easy to run. From a set-up point of view it's a difficult car, because you need a good engineer to be able get the maximum out of it, and if you look at the whole field and how close it is in qualifying [0.885 seconds across the top 12 pro drivers in a 15-car field at the Red Bull Ring], every team is getting a lot out of the car.

"It feels more developed, more modern. Physically it's nothing compared to the old Formula 3000 car: there's traction control, you have paddleshift, you have ABS, power-steering. With the Formula 3000 car you came out with bleeding hands from the shifting, and even feet from the pedals!

"It was very tough at the time. You had German and British Formula 3, you had F3000, and there were one or two categories in GT racing that were really tough. But now nearly everywhere you go it is really tough! The level of professionalism is way higher now. There are many more teams and many more drivers [operating] at a high level compared to 10 or 15 years ago."

It seems there is greater depth across an increasingly broad range of championships in motorsport, as the whole enterprise marches relentlessly onward. If you drop out for some reason or stand still for a time as a competitor, the sport can leave you behind very quickly.

Even drivers who have raced at the top level, and continuously since, can't just fall back on their hard-earned reputations. You have to keep learning, adapting and improving to remain relevant.

Cars have improved and continue to do so, but that doesn't necessarily mean they are 'easier' to drive. As cars become more capable they get faster, which demands greater precision and technical aptitude from their pilots.

It's easy to look at a series based around a car with so many driver aids and think, "That just means anyone could do it; how could a truly capable driver possibly emerge from such a set-up?" Well, look at 2015 champion Andrea Pizzitola. The Frenchman is now a Nissan/Alpine factory racer in LMP2 thanks to his achievements in the RST, and an impressive subsequent prize Super GT test with Nissan. He can testify to the extremely high level of competition found in relatively unknown parts of the motorsport ladder such as this.

"You have guys that come from Formula Renault 2.0 and GP3 – [David] Fumanelli from GP3, [Luciano] Bacheta was Renault Eurocup runner-up," he says. "The level is high – like every championship.

"As the sport gets tougher to succeed in, ever-improving cars make it look easier"



"And the performance of the car makes the championship really tough. The car has a lot of power and you can brake so late with the carbon brakes and ABS. You can ask a lot of the car, but to do that every lap without making a mistake is really difficult. You have to be on it every lap.

"Last year [ex-F1 driver] Christian Klien came to the last race and he was P5/P6. And we had Nelson Piquet – an Alpine driver in LMP2 – and he was P4 in qualifying. So that shows you how tough the championship is. It's not easy."

This is something Kevin Korjus has found out since joining the series this season. He's a Formula Renault Eurocup champion, a multiple race winner in Formula Renault 3.5 and a podium finisher in GP3, but has not been able to waltz into this category and dominate.

The Estonian sat out most of 2015 after a drive in GT racing fell through. He's returned to full-time action in the RST and led the Pro championship at its midway point, but only has one victory to his name and at the Red Bull Ring in July failed to qualify inside the top six.

"You have to have everything set up and balanced to get a good lap time," he says. "It's really tough to make the difference. We have a lot of drivers who are within two or three tenths in driving, and if something is a bit off – a bit of tyre pressure or tow – you can make it up with driving but it has to be the best day of your life!"

Korjus's R-ace team-mate Raoul Owens, another FR2.0 graduate to the Renault Sport Trophy, agrees that the general competitiveness across all levels of motorsport now means you have to take a more professional approach at an earlier stage of your career.

"Because the level is quite high you can't afford to slack off and give any margin," he says. "It's very close between the top drivers. With anything at this level in Europe now, there's no championship where you can coast – unless you're in a Mercedes in F1, ironically! I would say they have it the easiest. Because the cars are all the same [in the Renault Sport Trophy] it makes it so much more difficult. You have to give good feedback and make it very specific, because changes to the car are very limited. A lot of championships are so close because the performance of cars is so similar, and that's what makes them so good.

"The whole motorsport world in general has just become more professional. From that side of things it's made it more difficult to come through, but it's good because it separates those who really are committed from those who aren't. It means you need that extra edge to get that extra position."

The sport is arguably deeper now than ever, and just because technology has made cars better it doesn't necessarily follow that it has become easier to extract the most from them.

This is still true in F1, where cars are quicker in qualifying than ever before at some tracks. The problem there is a severe tyre and weight limitation in the races, which makes them relatively much slower and thus 'easier' to drive than they were 10 to 15 years ago.

But that should change next year, and beyond F1 the physical argument is still interesting. Higher cornering speeds and better stopping power means greater g-force exerted on the body, and less margin for error when tyres give up grip. Older cars are easier to control in a slide; modern ones give you very little warning.

You may no longer cream yourself against a lamppost if you get it wrong – except maybe in rallying – but the stopwatch makes you pay dearly for your mistakes, and the bitter taste of defeat is arguably much quicker to trap you if you underperform.

Motorsport suffers from a chastening paradox in its modern guise. The sport gets deeper, faster and tougher to succeed in, yet ever-improving cars and mastery of them make it look easy to outsiders. This is where modern racing simply cannot compete with its past.

"People don't really appreciate [what it takes]," says Owens. "You can say a footballer has the easiest job in the world, >>



2015 champion Andrea Pizzitola: RS01 is "mega"

EBREY/LAT



Downforce is similar to Formula V8 3.5 car

DPPI



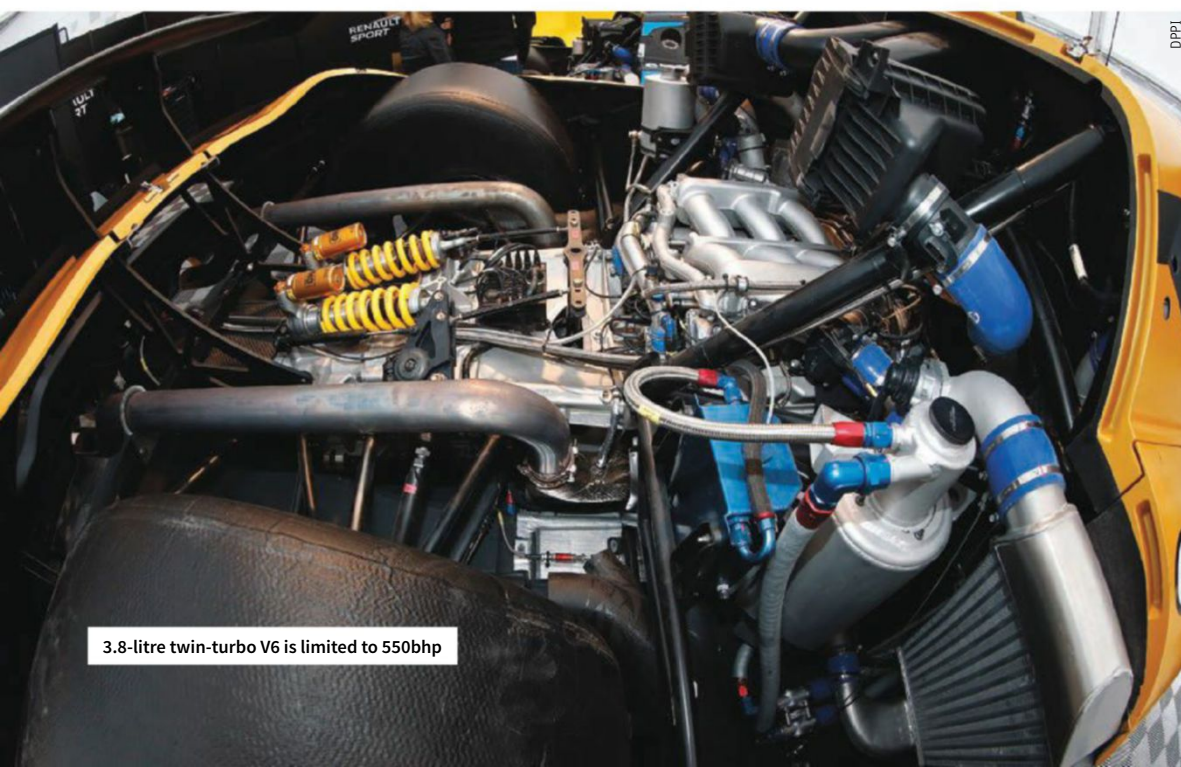
Driver aids aplenty, but RS01 needs full commitment

DPPI



Anderson got full-on, first-hand experience of RST...

DPPI



3.8-litre twin-turbo V6 is limited to 550bhp

IdD



...during guest-driver stint at series' round in Austria

DPPI

Aero makes
RS01 feel like
an LMP2 car



DPPI



Anderson
debriefs in
the pitlane

DPPI

because he gets paid so much money to kick a ball for 90 minutes on a field, but if you were to play against the people you watch on TV you'd be like, 'This is unbelievable'.

"Because the level of professionalism is so high, the people who do it make it look easy. Driving this car, trying to find the limit of the car, is a very tough thing to do, even at this level. But for people to understand it is very difficult, and I think until you've experienced it for yourself it's difficult for people to appreciate.

"There are a lot of things you have to consider. In F1, when you look at the whole grid you could say Rio Haryanto, for example, is a shit driver. If you were to watch a race and look at his results on paper you'd say, 'That guy is awful'. But there is a huge difference in performance between a Manor and a Mercedes. People don't realise how high the level is even at the back of the grid."

The gap between perception and reality is perhaps one of modern motorsport's biggest problems, something it has struggled to overcome as grip has gone up and cockpit sides have risen.

"If somebody without racing experience was to jump into an old Formula Renault they'd be scared shitless!" continues



“People think it looks easy, but it’s one of the toughest sports in the world”

Owens. “They don’t understand the way aerodynamics work, how the tyres work. People think it’s easy, because it looks easy. People make it look easy on TV, but TV doesn’t give you a true visual appreciation for speed, for anything.

“That’s one of the biggest frustrations for drivers when they talk about what they do. A lot of people get confused between racing and driving on the road. ‘I can drive my Clio through Tunbridge Wells in 10 minutes’ – well, that’s fine, but come to the Red Bull Ring and try to do a 1m25s lap in an RS01, and you’d probably go round in 10 minutes because you don’t appreciate what’s required.

“I could list 100 people I would want to get in an RS01, try to do a half-an-hour stint and do any kind of lap time, and I guarantee none of them would be able to. A lot of people don’t get it.

“People think it’s cool and I get a lot of good feedback, but it’s that real appreciation for the speed and everything – a lot of people don’t understand the finer details. I don’t think they will unless they do it. They don’t realise it’s one of the toughest sports in the world.”

And it only gets tougher, despite how it may look when viewed through rose-tinted spectacles. ❁



Carbonfibre monocoque is built by Dallara

Renault’s prototype racer in a GT body

ONE GLANCE AT THE Renault RS01 and the immediate reaction is, ‘Well, it just looks like another GT3 car’. When you learn that it operates using driver aids such as traction control, ABS, power-steering and a paddleshift gearbox, this feeling only grows.

But when you drive it that impression changes completely. It feels more like a prototype or a single-seater, principally because the carbon brakes afford the car immense stopping power, while the downforce the aero produces (similar to a Formula Renault 3.5 car – now Formula V8 3.5 – at top speed) gives it formidable cornering power.

“You have the feeling that you have in an LMP2 car,” says 2015 champion Andrea Pizzitola.

“Compared to a GT car, it’s mega. You have more downforce than the FR3.5 at the end [of a straight]. I saw a graph with points on it and the highest were DTM, LMP1, F1, RS01, FR3.5 and GP2.

“With this car if you race here [at Red Bull Ring] you will feel it, but at Spa it’s just crazy. At Eau Rouge it’s flat on new tyres!”

The RS01, which mates a 3.8-litre Nissan V6 twin-turbo engine

(boost-limited to 550bhp) to a Dallara carbonfibre monocoque, was nearly a second faster than the best LMP3 prototype managed in qualifying for this year’s ELMS round at the Red Bull Ring.

At Spa the pole time for last year’s RST round was only just over five seconds slower than the LMP2 pole mark for May’s World Endurance Championship Spa Six Hours – and five

“At Spa it’s just crazy. At Eau Rouge it’s flat on new tyres”

seconds clear of the fastest GTE car.

Last season’s Spa 24 Hours winner Markus Palmtala has extensive experience in modern GT racing, and has also tested in the DTM for BMW. He confirms the performance of the RS01 is much closer to DTM than a GT car.

“It’s a challenging car and a very fast car,” says the Finn, who races for the crack Marc VDS squad in the Renault Sport Trophy. “If you master this car, definitely you are going to do well in GTs or LMP2.

“I’ve tested in DTM and it’s a lot closer to that

than GT, both pace-wise and feeling-wise. When I first tested it I wanted to drive it like a GT, but I couldn’t find one tenth!”

The RS01 is a prototype in a GT body. It’s a proper racing car, rather than a production supercar that’s been modified for competition.

Consequently you have to drive it hard to get it to work and go quickly.

“It’s a bit between GT3 and single-seaters,” reckons ex-GP3 and Formula Renault 3.5 frontrunner Kevin Korjus. “I have quite an aggressive driving style. With GT3 with new tyres I go flat-out, and even if I make small mistakes I get a quicker lap time if I go max attack than if I just hold a bit back.

“If I do that with this car then for sure I lose the rear somewhere and my lap time is slower. You get punished more. You have to hold a bit back, be smooth, and be clever.”

The grid (15 cars took part at the Red Bull Ring) is modest, but this is only season two for a new concept for Renault. The performance and relevance of the car, coupled with a prize structure that helps drivers towards competing in Super GT and at Le Mans, should help it grow quickly.

Tordoff's rescue job keeps him ahead

A disastrous qualifying session meant points leader Sam Tordoff had it all to do at Rockingham – but he fought back magnificently

By Matt James, BTCC Correspondent

🐦 @MattJMNews





Every title charge has a speed bump, and the one suffered by Sam Tordoff during the British Touring Car Championship meeting at Rockingham last weekend looked

like it would significantly alter the destiny of this year's crown.

A race-two win, following on from Gordon Shedden's opening gambit, was the kind of fightback that titles are made of. The event was signed off with a maiden victory for the popular Team BKR squad when Aron Smith kept everyone at bay, but the big impression had been made by Tordoff.

The WSR BMW 125i M Sport driver came to the Northamptonshire 'roval' with a nine-point advantage in the standings. But when the storm-affected qualifying session finished on Saturday afternoon, Tordoff had completed only eight timed laps. Water had got into the car's electrics and crippled it with a misfire, as had happened to his two stablemates Rob Collard and Jack Goff.

To compound Tordoff's misery, all of his title-chasing rivals were at the sharp end of the timesheets. "I said to the team after qualifying that we could turn this around," said the 27-year-old. "That's something I have learned this season: to become mentally stronger. You are always going to have things like that happen in motorsport, and the key thing I have added to my armoury this year is mental strength. I take the low points, bank them and move on. There's no point wallowing in it: what does that achieve?"

He didn't wallow — he rolled up his sleeves. If there was a title lead to preserve, then he was going to have to do it the hard way with 75kg of success ballast on. He clawed his way gradually through the pack in race one so that he was in the points-paying positions by lap 10 of the 18 (extended due to an early safety car) and clambered into the top 10 by the time the chequered flag fell.

That was only the first part of the rescue mission, and he saved the best for race two, when he was only carrying 9kg of ballast. He was aided by a second-corner skirmish that washed a number of cars out of his path to run fifth after the first 1.94-mile lap, but there was still overtaking to be done.

He despatched them all with minimal fuss. First Ashley Sutton's MG fell prey to the BMW on lap two, then Shedden's Honda a lap later. Third place. At this point, he was two seconds behind the formation Motorbase Fords of Mat Jackson and Andrew Jordan, but Tordoff was flying.

"I have to give credit to the team and my engineer John Waterman," said Tordoff. "After qualifying and running with weight in race one, we were >>



forced to take a bit of a punt in terms of set-up in race two. We got it spot-on.”

So spot-on was it that Tordoff passed Jordan on lap six and then lunged Jackson for the lead at the Brook chicane on lap nine. His resurrection was complete.

Even a bad time in race three – when the rear-wheel-drive car was fitted with 75kg of ballast and the less-favourable harder Dunlop tyres, resulting in a 16th place – couldn’t dent what had been an excellent rescue job.

His team-mate Collard had come to Rockingham third in the standings, but fared less well in his bid to realign his campaign after the qualifying debacle. He had opted for the harder tyres in the opening race, because he was also carrying ballast. “I wanted to get the weight and the tyres out of the way as quickly as possible, but I hadn’t banked on qualifying so far down,” he rued.

The hard tyres were a bugbear for all, and they restricted him to 14th in race one. It was still 12 places better than his starting slot, but he had only just crept into the points.

Collard mirrored Tordoff’s climb in race two. He started four places behind the sister BMW, but overtook two more cars to make it to third at the flag. Given that he had the tyre pain out of the way

and most around him had saved the hard tyres until the finale, it looked like his shot for glory would come in race three. But a mysterious misfire on the opening lap as he grabbed fifth and sixth gears stymied his strong getaway and he lost places.

“I tried all sorts during the opening safety-car period to clear it, and it did,” he said. Nevertheless, that lost momentum cost him and sixth was the best he could muster. He fell to fifth in the standings as the weekend’s other two heavy hitters in terms of points capitalised in the extremely tight title battle.

The main man on the move was Shedden in the Honda. He has always

Jackson (left) and Shedden scored big points at Rockingham

been able to excel in the wet and mastered the stormy qualifying session – which had even been interrupted for 15 minutes when the conditions got too bad – to be top dog. From pole and with 48kg of ballast he fended off a strong early challenge from Jackson into Turn 1 and simply scampered clear.

“Those are the kinds of races you dream of,” said Shedden. “The car was fantastic. I could even afford to back it off a bit at the end. I know that Rockingham is tough on tyres and so I was keeping it off the kerbs in the last few laps just to make sure.”

He was still more than 2.6s to the good at the end. But after the good came the ugly. With 75kg on and the dreaded harder tyres, he was a sitting duck in race two and plummeted through the order to an eventual 10th place.

“You can see the difference,” Shedden said afterwards. “I had 75kg on, sure, but I wasn’t within two seconds of my laptime in race one. That wasn’t all in the weight. It was an ugly race, but I have got rid of ballast and I have got them [the hard tyres] out of the way.”

That was the new lease of life, and Shedden converted 10th on the grid to fourth in a mere five laps. With the help of pliable team-mate Matt Neal,





HARDER RUBBER IS TOUGH GOING

ROCKINGHAM WAS THE SECOND ROUND IN this year's British Touring Car Championship season where the harder Dunlop specification rubber was mandated as the option tyre.

At all rounds except Thruxton, where harder tyres are used in all three races, the drivers are asked to select one race over the weekend where they use the option covers. Usually these are a softer compound, which has a greater peak in grip but then tends to fall away over the latter part of the races.

New for 2016 was the introduction of the harder-spec Dunlops for Croft and Rockingham.

Dunlop sales manager Mickey Butler explained the reason for the alteration: "If you take Thruxton out of the equation, which places the highest demands on the tyres of all of the circuits, Rockingham and Croft are the next two venues where the demands on the tyres are at their highest. They are the most aggressive.

"That means that the harder tyre is preferable. It will provide more consistent grip over the course of the race, whereas the mediums, the standard tyres, will fall away more."

There were some concerns from those driving rear-wheel-drive machines (the WSR BMWs and the Team BMR Subarus) that this had negated some of the format's inherent advantages. Rear-driven cars are generally gentler on their tyres because they split the workload of the Dunlops with steering at the front and power at the back, rather than expecting the fronts to do everything. That means the RWD

cars come on strong in races where the track surface is aggressive.

But at the fifth meeting of the year at Croft, when the hard tyres were the options for the first time, the longevity of the harder tyres on the rear-wheel-drive machines was one of the talking points of the meeting.

The third race was wet, and most of the leading runners had chosen that as the race for their option tyres. That meant the effect of the harder tyres were mostly unknown.

Rob Collard had fitted them to his BMW for race one at Croft and charged from 13th to seventh, while team-mate Sam Tordoff also used them but slipped off the track at the start. Nevertheless, these drives had shown their potential despite the RWD brigade's fears.

Rockingham would provide more significant answers and it certainly did. The harder tyres proved to be the bugbear of all, be they front-wheel drive or rear.

The best result achieved by the white-walled covers was fourth in the third race of the day on Matt Neal's Honda. It was a real thorn in the side for all, as shown by Gordon Shedden in race two – he went from a winner to an also-ran, sliding gradually to the fringes of the top 10.

Next season the championship will move on to wider tyres, which are designed to increase the grip levels for all cars. Butler says that no decision has yet been made on how the option-rubber situation will work, and talks are ongoing with series director Alan Gow.

struggling on the harder covers, he was into second at the end of lap eight.

Shedden now came up against the determined Smith, sniffing his first win of the year, and that was all the progress he could make. He was nevertheless delighted to have claimed his second podium of the weekend and pushed himself up to third in the title race, just 20 points from the summit. "We really didn't think this would be a track that played to our strengths," he said. "In fact, we really didn't know what to expect."

Between the Scot and the points leader is his Honda team-mate Neal. The canny three-time title winner kept the tally ticking over without ever really shining. He was loaded with 66kg in race one and dragged that to eighth, then escaped a tatty scrap in race two to improve to sixth.

That should have been the impetus to launch from the reversed-grid front row to win the finale. But it wasn't to be because those hard tyres, which had caused trouble for so many, were fitted to the Civic for race three. He played the team game and let Shedden through for second, and only ceded one further position to limit the damage with a fourth. It was a typical under-the-radar performance and he'd taken four points out of Tordoff in the standings. »

Neal did a good job on the harder Dunlop rubber





HILL CONTINUES TO CLIMB HIGH

THE MAIN FOCUS MIGHT HAVE BEEN ON THE championship players at Rockingham, but a little further back there was yet another strong cameo from Team Hard's Jake Hill, who rounded off the weekend with his second top-eight finish of the season in his Toyota.

He followed up his sixth at Croft in June with an eighth in race three last Sunday, and he really made people sit up and take notice when he passed three-time champion Matt Neal (albeit while the Honda had 66kg of ballast) in race one. It was for 11th, and Hill ultimately failed to finish with an overheating engine, but it was another marker of the progress he has made.

After the struggles on the hard tyre in race two, in which he was 16th, race three put a spring back in his step. There was a mid-race clash with Tom Ingram's Toyota Avensis along the way (these pair seem to have a magnetic attraction this year) but eighth was the least Hill deserved for the pace he had shown.

"We've walked away with a great result from race three and another good high from the weekend. Race three was a tough battle but I kept plugging away and the car came back to me in the latter stages," said the 22-year-old. "We've had strong speed across all three races and the signs are just becoming more and more positive."

It's his first full-time ride in the category and it's being done on a budget – indeed, it nearly all fell apart after he was the innocent victim of a clash at Thruxton. But Hill (and his supporters) dug deep to keep the campaign going.

Flashes of form like he showed at Rockingham, where he was again able to embarrass opponents who have vastly deeper pockets than him, prove that it's worthwhile.



Jordan also recovered well after a troubled qualifying

"I could see Colin coming. That was the break I needed, but I still had to be careful"

Aron Smith

The second-highest points scorer over the three races (behind Shedden) was Jackson. He came into the meeting with 39kg on the Focus and his tail up. A front-row qualifying slot set him up for second place in race one, but it was another example of great driving as he had his mirrors full of Jason Plato's Subaru throughout. "I had just enough," he said. "The Subarus have great traction, and I had to be careful."

Jackson led the second race as Shedden faded on his harder tyres, but wisely let Tordoff by, and then allowed team-mate Jordan through too since both were coming under attack from Collard over the closing stages. Race three was tough on the hard tyres, but he banked a fifth place to keep up his title hopes.

Jordan's second place in race two and a feisty run from 14th to seventh in race one show some of the old spark is back. He was hampered by rubber (and 66kg ballast) to finish 12th in race three.

Smith's breakthrough win for Team BKR had been assisted by the reversed grid and it was a real fillip. The team has run the older-spec GPRM-derived parts on the VW all season, and other teams have taken huge steps understanding the newer RML-built kit. Shedden pushed him hard in a race that was interrupted three times by the safety car, but Subaru came to Smith's rescue over the latter stages as Colin Turkington, quick in the Levorg on medium tyres, zoomed up to the rear of the Civic. "I could see Colin

coming," said Smith, who had earlier taken a 15th and a seventh. "That was the break I needed, but I still had to be careful. It was a crazy race."

Plato's hounding of Jackson in race one looked like it might land a second place, but the Ford held firm. Plato was then the centre of the drama at the start of race two, in which he retired, but he was pragmatic about it. "I was defending the inside line and, because you are on a tighter line, you have to brake early," he explained. "People who are on the outside are going faster and they came across for the apex, and I was still there. I can't change my trajectory at that point. It's the nature of the beast when you come to a circuit like this."

His hard-tyre run to 10th in race three was a respectable way to sign off.

Team-mate Turkington was on the cusp of a podium in race one, following Plato over the line, until he picked up a six-second penalty for gaining an unfair advantage in an incident with Josh Cook. Turkington was one of those delayed by the early trouble in the second encounter. He returned to action and then spun at 130mph in Turn 1.

Race three was his strongest, with a podium from 15th on the grid, but there was a sting in the tail: he was adjudged to have passed under yellows. That was his third strike of the season and means he will have to start the first race at Silverstone from the back of the grid, and could mean the end of his title hopes. 🌟



Smith became
12th winner of
the season

RESULTS ROUND 8/10, ROCKINGHAM, AUGUST 28 RACE 1 (18 LAPS – 34.920 MILES)

POS	DRIVER	TEAM	CAR	TIME
1	Gordon Shedden (GB)	Team Dynamics	Honda Civic Type R	26m36.324s
2	Mat Jackson (GB)	Motorbase Performance	Ford Focus	+2.561s
3	Jason Plato (GB)	Team BMR	Subaru Levorg	+2.869s
4	Josh Cook (GB)	Triple Eight Racing	MG6	+8.741s
5	Colin Turkington (GB)	Team BMR	Subaru Levorg	+9.165s
6	Ash Sutton (GB)	Triple Eight Racing	MG6	+12.144s
7	Andrew Jordan (GB)	Motorbase Performance	Ford Focus	+14.072s
8	Matt Neal (GB)	Team Dynamics	Honda Civic Type R	+18.244s
9	Dave Newsham (GB)	Power Maxed Racing	Chevrolet Cruze	+23.899s
10	Sam Tordoff (GB)	WSR	BMW 125i M Sport	+24.168s
11	Aiden Moffat (GB)	Ciceley Racing	Mercedes-Benz A-Class	+25.086s
12	Jack Goff (GB)	WSR	BMW 125i M Sport	+26.423s
13	Adam Morgan (GB)	Ciceley Racing	Mercedes-Benz A-Class	+28.526s
14	Rob Collard (GB)	WSR	BMW 125i M Sport	+28.994s
15	Aron Smith (IRL)	Team BKR	Volkswagen CC	+29.625s
16	Tom Ingram (GB)	Speedworks Motorsport	Toyota Avensis	+31.391s
17	Ollie Jackson (GB)	AmD Tuning	Audi S3 Saloon	+33.533s
18	Michael Epps (GB)	Team Hard	Toyota Avensis	+39.864s
19	Warren Scott (GB)	Team BMR	Subaru Levorg	+40.123s
20	Rob Austin (GB)	Handy Motorsport	Toyota Avensis	+42.436s
21	Stewart Lines (GB)	Maximum Motorsport	Ford Focus	+43.295s
22	James Cole (GB)	Team BMR	Subaru Levorg	+43.626s
23	Alex Martin (GB)	Team Parker Racing	Ford Focus	+46.925s
24	Tony Gilham (GB)	Team Hard	Toyota Avensis	+50.092s
25	Jeff Smith (GB)	Eurotech Racing	Honda Civic Type R	-2laps
26	Hunter Abbott (GB)	Power Maxed Racing	Chevrolet Cruze	-2laps
R	Daniel Welch (GB)	Welch Motorsport	Proton Persona	16laps-damage
R	Matt Simpson (GB)	Speedworks Motorsport	Honda Civic Type R	16laps-damage
R	Jake Hill (GB)	Team Hard	Toyota Avensis	11laps-engine
R	Martin Depper (GB)	Eurotech Racing	Honda Civic Type R	0laps-damage
R	Mark Howard (GB)	Team BKR	Volkswagen CC	0laps-damage

Winner's average speed 78.75mph. Fastest lap Shedden 1m23.375s, 83.76mph.

QUALIFYING

1 Shedden 1m36.338s; 2 M Jackson 1m36.626s; 3 Cook 1m36.976s; 4 Plato 1m37.043s; 5 Turkington 1m37.091s; 6 Sutton 1m37.220s; 7 Ingram 1m37.575s; 8 Neal 1m37.580s; 9 Morgan 1m37.640s; 10 Abbott 1m37.734s; 11 Depper 1m38.297s; 12 Moffat 1m38.307s; 13 Newsham 1m38.369s; 14 Jordan 1m38.400s; 15 J Smith 1m38.707s; 16 Simpson 1m38.713s; 17 Cole 1m38.846s; 18 Scott 1m38.854s; 19 Hill 1m38.877s; 20 O Jackson 1m39.023s; 21 A Smith 1m39.317s; 22 Martin 1m39.429s; 23 Austin 1m39.558s; 24 Welch 1m39.848s; 25 Lines 1m39.988s; 26 Goff 1m40.613s; 27 Collard 1m41.033s; 28 Tordoff 1m41.560s; 29 Gilham 1m41.715s; 30 Howard 1m41.810s.

GRID RACE 2 Decided by result of Race 1.

RACE 2 (16 LAPS – 31.040 MILES)

1 Tordoff 22m44.838s; 2 Jordan +2.886s; 3 Collard +3.085s; 4 M Jackson +6.863s; 5 Sutton +15.027s; 6 Neal +18.661s; 7 A Smith +21.341s; 8 Morgan +22.624s; 9 Moffat +25.489s; 10 Shedden +28.536s; 11 Newsham +29.025s; 12 Cole +29.937s; 13 O Jackson +30.221s; 14 Austin +30.742s; 15 Turkington +37.517s; 16 Hill +45.687s; 17 J Smith +46.268s; 18 Lines +46.474s; 19 Martin +46.775s; 20 Howard +1m11.838s; R Epps 15 laps-spin; NC Abbott 11 laps; NC Scott 10 laps; R Goff 4 laps-damage; R Cook 4 laps-damage; R Gilham 2 laps-diff; R Depper 1 lap-damage; R Plato 1 lap-damage; R Ingram 0 laps-turbo R Welch 0 laps-steering; NS Simpson electrics.

Winner's average speed 81.87mph.

Fastest lap Collard 1m24.042s, 83.10mph.

GRID RACE 3 Decided by result of Race 2, with top seven reversed.

RACE 3 (19 LAPS – 36.860 MILES)

1 A Smith 29m49.905s; 2 Shedden +0.400s; 3 Turkington +0.572s; 4 Neal +3.491s; 5 M Jackson +4.519s; 6 Collard +4.936s; 7 Morgan +5.686s; 8 Hill +6.227s; 9 Moffat +10.578s; 10 Plato +10.899s; 11 O Jackson +11.358s; 12 Jordan +11.690s; 13 J Smith +12.611s; 14 Abbott +12.913s; 15 Cook +13.478s; 16 Tordoff +14.466s; 17 Martin +14.924s; 18 Cole +18.088s; 19 Sutton +18.805s; 20 Simpson +19.035s; 21 Depper +19.879s; 22 Lines +20.159s; 23 Epps +21.202s; R Ingram 15 laps-suspension; R Scott 13 laps-electrics; R Austin 12 laps-suspension; R Howard 11 laps-accident; R Newsham 7 laps-accident; R Gilham 4 laps-diff; R Welch 1 lap-damage; R Goff 0 laps-damage.

Winner's average speed 74.13mph.

Fastest lap A Smith 1m23.729s, 83.41mph.

CHAMPIONSHIP

1 Tordoff 258; 2 Neal 253; 3 Shedden 238; 4 M Jackson 230; 5 Collard 227; 6 Turkington 210; 7 Jordan 201; 8 Plato 199; 9 Morgan 178; 10 Goff 174.

XPB IMAGES



Now Gasly's winning,

GP2 SERIES
SPA (B)
AUGUST 27-28
ROUND 8/11

REMEMBER THE PIERRE GASLY OF TWO months ago? The man whose anxiety to avoid losing was preventing him from nailing a win?

That man is history. He's been erased by the beaming figure who's now won three of the past four GP2 feature races, established the biggest championship lead anyone has managed in a year when making a break seemed impossible, and who can blithely overtake two title rivals in the space of 10 seconds — one of them around the outside of Eau Rouge — while running with a broken front wing.

Where the question had once been 'how long until Red Bull loses patience with this bloke?'; now it's 'how long 'til this bloke replaces Daniil Kvyat at Toro Rosso?'

The biggest contrast between winless Gasly and winning machine Gasly is in his racecraft, which has become simultaneously calm and swashbuckling — a world away from the days (not so long ago) of being reversed down the field by rivals or triggering the first-corner shunt that meant last year's final race never even happened.

Gasly was pipped to Spa pole by team-mate Antonio Giovinazzi in Prema's first GP2 front-row sweep, though a wheel-spinning getaway that left Giovinazzi keen for the

clutch to be investigated meant the Italian's advantage was shortlived.

The weekend's breakthrough star Gustav Malja — who had put his Rapax car a best-yet third on the grid with a well-timed run in the qualifying lull — burst through to lead, but Gasly stayed cool and smoothly moved past on the Kemmel Straight after four laps of shadowing the Swede.

An earlier pitstop and undercut then allowed Jordan King to pounce on Gasly on the Frenchman's out-lap. Once more there was no panic, just a brief period on the Racing Engineering's car tail, then a neat pass to reclaim an effective race lead.

A substantial portion of the field chose to start on hard tyres and run long, so Gasly had plenty of traffic to deal with before he actually did get back to first. But he made such incisive progress that those on the alternative strategy — led by Monaco victor and old-tyre-pace-king Artem Markelov and title contenders Sergey Sirotkin and Oliver Rowland — never looked like winning. Gasly's lap times always comfortably strong enough to ensure they would fall well behind when they pitted.

Saturday's win meant eighth on the grid for Sunday. And for a moment it looked like things were set to unravel. A wheelbanging dice with Rowland through Les Combes on lap one left Gasly with a mangled front wing and dropping behind pre-weekend series leader Sirotkin, who had been in damage-limitation mode in race one



Gasly leads as King and Nato try to clear late-stopper de Jong



Corvette keeps winning in US

LePAGE/LAT

Magnussen top of pile

IMSA SPORTSCAR
VIRGINIA INT'L RACEWAY (USA)
AUGUST 28
ROUND 10/12

CORVETTE RACING KEPT UP its run of success when Jan Magnussen and Antonio Garcia scored an emphatic victory. But it was a day of mixed emotions as series-leading team-mates Oliver Gavin and Tommy Milner lost a top-five finish in the waning minutes.

After edging Milner in qualifying, Magnussen remained under pressure from the Ford GT of Joey Hand throughout the opening stint, and the status quo remained after their steeds had been taken over by co-drivers Garcia and Dirk Muller.

Garcia finally eked out a slender advantage as the race drew towards its conclusion, then held off the German's challenge during a one-lap dash to the flag after the day's only full-course caution, caused when Gavin crashed with less than 10 minutes left.

Giancarlo Fisichella/Toni Vilander seemed set for a strong third in the Risi Ferrari 488 GTE until 'Fisi' was punted into a spin by Porsche's Earl Bamber on the final lap.

Madison Snow and Bryan Sellers claimed Lamborghini's first GTD triumph.

JEREMY SHAW

RESULTS

1 Antonio Garcia/Jan Magnussen (Chevrolet Corvette C7.R) 90 laps in 2h40m13.166s; 2 Joey Hand/Dirk Muller (Ford GT) +0.802s; 3 Earl Bamber/Frederic Makowiecki (Porsche 911 RSR); 4 Ryan Briscoe/Richard Westbrook (Ford); 5 Bill Auberlen/Dirk Werner (BMW M6 GTLM); 6 Patrick Pilet/Nick Tandy (Porsche).

GTD 1 Bryan Sellers/Madison Snow (Lamborghini Huracan GT3) 88 laps in 2h40m17.076s; 2 Lawson Aschenbach/Matt Bell (Audi R8 LMS) +1.471s; 3 John Potter/Andy Lally (Audi). **Points 1 Gavin/Milner 287**; 2 Westbrook/Briscoe 280; 3 Garcia/Magnussen 259. **GTD 1 Balzan/Nielsen 267**; 2 Potter/Lally 259; 3 Keating/Bleekemolen 247.

you can't stop him

after an understeer-blighted qualifying session left him 13th on the grid.

But rather than pitting for the wing to be replaced, Gasly decided it was in good enough shape to press on. And as Sirotkin attacked Rowland into La Source next time around, he capitalised by outaccelerating the Russian on the exit before drawing alongside Rowland on the outside into Eau Rouge and sweeping around him — with a kick of oversteer on the crest as an extra flourish.

Alex Lynn, King, Markelov and Raffaele Marciello were later picked off too, allowing Gasly to finish the race on the tail of Luca Ghiotto for third.

On another weekend when Kvyat didn't exactly star in the grand prix, Gasly's momentum meant he had to answer plenty of Formula 1-future questions.

Yes, he acknowledged, winning a lot wasn't hurting on that front. But it was the way this form had revitalised his morale and self-belief that was counting for most. If things stayed that way, 2017 and beyond would take care of itself.

"It has definitely been good for my future but also for myself," he said of his summer surge. "When you are putting in so much effort every day to become the best driver and there is always something stopping you from getting

the win for such a long time, of course it's frustrating. But you need to keep working and try to put everything together. I have good people around me and I managed to make it back."

Added to that self-belief is a Prema machine that is making Gasly feel he can do pretty much anything on track: "We've found a set-up which really suits my driving and gives me more confidence to manage the race the way I want. I can control the race more compared to before."

Giovinazzi is now his closest title rival again, thanks to overcoming Malja to win on Sunday. Two more top-fives moved Marciello past Sirotkin, whose weekend ended with a double penalty for apologetically clattering into Markelov while trying to pass Rowland and then for illegal first-lap DRS use (due to a system glitch). Saturday podium finishers King and Lynn were among the other drivers hit by that punishment late on Sunday night, costing them points.

And as Gasly looks ever more commanding, spare a thought for the man who dramatically denied him in the Barcelona opener. The increasingly luckless Norman Nato's weekend was wrecked by debris puncturing his radiator on Saturday when in the podium hunt.

MATT BEER

AT A GLANCE

RACE 1

- 1 Gasly Prema
- 2 King Racing Engineering
- 3 Lynn DAMS

RACE 2

- 1 Giovinazzi Prema
- 2 Malja Rapax
- 3 Ghiotto Trident

P48 FULL RESULTS



Aitken broke his GP3 duck in the sprint race

S. BLOKHAN/LAT

Leclerc fights Arden in the Ardennes

GP3 SERIES

SPA (B)

AUGUST 27-28

ROUND 6/9

SOME THINK TYRE DEGRADATION should never be a race-defining factor in a junior single-seater series even if Formula 1 is now built that way. Arden team-mates Jack Aitken and Jake Dennis wouldn't agree after a Spa weekend in which Aitken notched his first GP3 win and Arden's first of the year, and Dennis surged from 14th to a very close second to Saturday winner Charles Leclerc.

Pirelli adjusted its initial plan of giving GP3 the medium compound for Spa in discussion with the series and provided softs instead to give the drivers a bit more to think about. The arrival of crazily hot temperatures – nudging 30C even in GP3's graveyard and early-bird timeslots – made the task more complicated still.

Anyone who didn't nail their qualifying time before the tyre's peak was lost on Saturday morning suffered – and Dennis and Aitken were in that position. A minor error for Dennis and a track-limits deletion for Aitken left them sharing row seven.

Not that qualifying had much relevance for the 87% of the field either in or on the wrong side of the La Source first-lap clash that reset the order.

Front-row qualifier Jake Hughes was sufficiently slow away that sixth and seventh starters Matt Parry and Arjun Maini were going around his outside at the hairpin. Contact between them on the exit took out all three, a semi-related shunt involving Kevin Jorg and Nirei Fukuzumi kicked off just behind and everyone else was left trying to guess if taking to the right or left was the best route around the mess.

Dennis picked correctly and carried enough momentum through Eau Rouge to have gained nine places by Les Combes, putting him behind Leclerc, Nyck de Vries and Antonio Fuoco.

The Arden drivers were full of praise for the work on tyre management the team had done in Friday practice – and all season – and Dennis saved fresh rubber to take into the race too, while ART was concerned about how long its Pirellis might last.

De Vries admitted he tried too hard to pressure Leclerc and “hit the cliff a little bit too early”. That left him 4s slower than

Dennis in the closing stages as the Arden man quickly jumped from fourth to second, then started taking 2s per lap out of a stunned Leclerc's lead. But the Ferrari protege felt he'd made a driving-style breakthrough after practice and got a better grasp on how to preserve the tyres, and had enough in hand to stay in front.

Aitken zipped through to fifth with a similar late surge to Dennis after coming off badly from the first corner, and then made clinical progress to the lead from fourth on the grid in a Sunday race interrupted by three safety cars for collisions – including another Parry/Hughes tangle that earned the latter a grid penalty for Monza.

Those cautions gave the tyres a bit of a rest, though Arden's race-pace advantage was still clear as Aitken inched away from Fuoco and podium debutant Santino Ferrucci to win, and Dennis battled through the pack from an early 10th place to fifth ahead of Leclerc.

While Dennis feels he's still “P-nowhere” (or, as it's also known, seventh) in the championship, it's now a ‘Ferrari one-two’ in the standings with Leclerc 22 points ahead of Fuoco and feeling he might now have a sufficient margin to “maybe do some more-crazy things” in the title run-in.

That's largely because ART team-mate and erstwhile main rival Alexander Albon had such a painful weekend. Understeering off the road at Stavelot on the lap that should have counted with his qualifying set of tyres left him 17th on the grid and he struggled to get his car off the line. Ninth was a great result in the circumstances but only worth two points, and there would be zero for a Sunday 10th place achieved despite being punted into the sky by Maini at the Bus Stop.

MATT BEER

AT A GLANCE

RACE 1

- 1 Leclerc ART
- 2 Dennis Arden
- 3 de Vries ART

RACE 2

- 1 Aitken Arden
- 2 Fuoco Trident
- 3 Ferrucci DAMS

➔ P49 FULL RESULTS



Leclerc shook off challenge of de Vries in Saturday race

MAUGER/LAT



Hinchcliffe (5) led for two and a half months, but Rahal pipped him to the line

ABBOTT/LAT

Rahal denies Hinchcliffe

INDYCAR SERIES
TEXAS MOTOR SPEEDWAY
AUGUST 27
ROUND 8/15 (CONTINUATION)

A RACE THAT HAD BEEN STUCK IN a timewarp became a timeless classic as Graham Rahal won Saturday night's IndyCar round at Texas Motor Speedway 76 days after it began. Rahal won the closest race in Texas Motor Speedway history – and IndyCar's fifth closest – by just 0.0080 seconds over heartbroken long-time leader James Hinchcliffe.

Hinchcliffe, who was the leader of the race on lap 71 when it was stopped for rain on June 12, had his Schmidt Peterson Motorsports Dallara-Honda out front for 188 laps. Rahal's Honda-powered Rahal Letterman Lanigan Racing car was in the lead for less than 100 yards on the final lap heading to the chequered flag... "That's all I needed," Rahal said. "James deserved to win this thing – he led it from start to finish but you have to lead that last lap."

There were two 10-minute practice sessions earlier in the day to give teams a final chance to make changes to their cars for the different weather conditions from June, during which Takuma Sato experienced a rocker failure and crashed on his first flying lap.

After practice Rahal bragged that his car was a 'rocketship' and was quite happy with his prospects. Ryan Hunter-Reay passed Hinchcliffe for the lead before the Canadian moved back to the front. As Hunter-Reay slid back and made an early first stop complaining that his Andretti Autosport car felt loose, the field spread out with Hinchcliffe leading Team Penske star Helio Castroneves.

As the race wore on Ed Carpenter moved into the picture, and by lap 200 the owner/driver had closed up to the rear of Hinchcliffe. Shortly after, Carpenter and Scott Dixon (who was a lap down) touched entering Turn 1, sending Dixon into the wall as Gabby Chaves also clipped the front of his car. As the first caution of the night was called, an enraged Dixon gave Carpenter a double-finger salute.

On the restart, Carpenter went to the low side and tried to inch his way in front of Hinchcliffe for the lead, but crashed in Turn 4 with what looked like a tyre failure, possibly as a result of the contact with Dixon. After the next restart, Mikhail Aleshin, Jack Hawksworth and Max Chilton crashed in Turn 4, Hawksworth having to be helped from his car by the safety crew.

With nine laps remaining the race went green, with Hinchcliffe leading Rahal, Castroneves, Tony Kanaan (the only driver on the lead lap with four new tyres) and Simon Pagenaud, with the rest lapped. Rahal, Kanaan and Castroneves bounced off each other but maintained control, while with six to go Kanaan, Hinchcliffe, Rahal and Pagenaud went four wide before Pagenaud backed out of it. On the last lap Rahal cleared Kanaan's Chip Ganassi Racing Dallara-Chevy and went after Hinchcliffe, and executed the perfect over-under move.

"My God, what a machine tonight," Rahal said. "It was a lot of fun. If people don't love that type of racing, they don't love racing. That was as good as it gets."

Kanaan took third from the Team Penske duo of Pagenaud and Castroneves in a race that allowed Pagenaud to re-extend his series lead over teammate Will Power, who finished eighth.

BRUCE MARTIN



ISHIHARA/LAT

Cerumo Lexus hangs on to flag

SUPER GT
SUZUKA (J)
AUGUST 28
ROUND 5/7

CERUMO LEXUS PAIR YUJI Tachikawa and Hiroaki Ishiura took their first win of the season in the Super GT calendar's blue-riband race, the historic Suzuka 1000Km.

The race started in tricky wet conditions, but with all the GT500 cars on slick tyres, and it was veteran Tachikawa who stormed the Bridgestone-shod Lexus from eighth on the grid into the lead.

It appeared that the closest rival was the Impul Nissan of Joao Paulo de Oliveira and Hironobu Yasuda, but an oil leak caused a fire during a pitstop and, although the car returned to the track, it retired.

As the race moved into the closing stages it was the TOM'S Lexus of Daisuke Ito and Nick Cassidy that moved up to challenge the leading car. Rain started again towards the end of the race and, even though Ishiura went off-track at the chicane on the final lap, he was able to beat the charging Ito to the line by just over a second.

JIRO TAKAHASHI

RESULTS

1 Yuji Tachikawa/Hiroaki Ishiura (Lexus RC F) 173 laps in 5h45m34.230s; 2 Daisuke Ito/Nick Cassidy (Lexus) +1.242s; 3 Satoshi Motoyama/Mitsunori Takaboshi (Nissan GT-R); 4 Kazuya Oshima/Andrea Caldarelli (Lexus); 5 Yuhi Sekiguchi/Yuji Kunimoto (Lexus); 6 Tsugio Matsuda/Ronnie Quintarelli (Nissan); 7 Naoki Yamamoto/Takuya Izawa (Honda NSX Concept-GT); 8 Heikki Kovalainen/Kohei Hirate (Lexus); 9 Kosuke Matsuura/Tomoki Nojiri (Honda); 10 Koudai Tsukakoshi/Takashi Kogure (Honda). **Points 1 Matsuda/Quintarelli 56;** 2 Tachikawa/Ishiura 45; 3 Hirate/Kovalainen 41; 4 Cassidy/Ito 35; 5 Caldarelli/Oshima 35; 6 Ryo Hiramawa/James Rossiter 30.

AT A GLANCE

- 1 Rahal** Rahal Letterman Lanigan
- 2 Hinchcliffe** Schmidt Peterson
- 3 Kanaan** Ganassi

➔ P48 FULL RESULTS

Buhk stops Rosenqvist new edition

**BLANCPAIN SPRINT CUP
HUNGARORING (H)
AUGUST 27-28
ROUND 4/5**

FELIX ROSENQVIST HAD ENJOYED THE kind of week that most racing drivers only dream of. With points on his DTM debut at Moscow Raceway and a freshly inked Mahindra Formula E deal in his back pocket, the Swede arrived at the Hungaroring riding the crest of a wave and was unstoppable in qualifying, taking his first Blancpain GT Series pole position.

But motorsport is nothing if not fickle and, when the dust settled on Sunday afternoon, it was HTP Mercedes duo Maximilian Buhk and Dominik Baumann spraying the victory champagne, while a deflated Rosenqvist and AKKA ASP team-mate Tristan Vautier consoled themselves with fourth in their Merc.

As ever at the Hungaroring, the first lap proved decisive. Vautier went deep on the brakes into Turn 1, seeking the inside line for Turn 2. But polesitting WRT Audi driver Enzo Ide was having none of it and attempted, too late, to close the door, causing both cars to understeer wide into the path of Ide's team-mate Frederic Vervisch. Watching on from fourth position, Buhk gratefully stepped through



Buhk leads WRT duo and Vautier

BEROU/VISION SPORT AGENCY

the open door and into the lead, forcing Vautier onto the grass as he did so. By the time the Frenchman had scrambled back on, Buhk was away and gone, Ide second and Vervisch third.

After a full-course yellow to retrieve a few early casualties from the midpack, WRT swapped its cars around, releasing Vervisch in a forlorn pursuit of Buhk while Ide carried on where he left off in the qualifying race by keeping Vautier in check.

In search of clear air, ASP pitted Vautier at the first opportunity, but once again the car emerged behind a WRT Audi — this time Will Stevens, who had taken over the car he had qualified 23rd from Rene Rast. Try as he might, Rosenqvist could no more pass the Englishman than Vautier could pass Ide 24 hours earlier, and watched helplessly as Ide's co-driver Christopher Mies disappeared up the road.

AT A GLANCE

- 1 Buhk/Baumann**
Mercedes
- 2 Ide/Mies** Audi
- 3 Rast/Stevens** Audi

QUAL RACE

- 1 Mies/Ide** Audi
- 2 Rosenqvist/Vautier**
Mercedes
- 3 L Vanthoor/Vervisch**
Audi

P49 FULL RESULTS

Up at the front, Baumann never looked likely to relinquish his lead and collected a first Sprint Cup win of the year, while a 30-second penalty for an unsafe release dropped Vervisch and Laurens Vanthoor to eighth in the final reckoning. New Sprint Cup leaders Mies and Ide collected second, with Stevens and Rast an unlikely third.

But if Rosenqvist and Vautier were disappointed to miss out, it was nothing next to that felt by erstwhile series leaders Rob Bell and Alvaro Parente. The Garage 59 McLaren was not among the four non-Mercedes and Audis to reach Q3, but had made it up to ninth in the main race when a delay attaching the air lance dropped them out of the points to 17th.

Bell and Parente must overturn a 23-point deficit at the Barcelona finale, while Bell's lead in the overall classification is seven points over Buhk and Baumann.

Larson beats Chase in chase for the Chase

**NASCAR SPRINT CUP
MICHIGAN (USA)
AUGUST 28
ROUND 24/36**

KYLE LARSON WAS JUST OUTSIDE the Chase cutoff prior to Michigan and reiterated his need to win.

The Chip Ganassi Racing Chevrolet youngster looked solid all weekend and

was leading by the midway stage, but a slow pitstop by his crew threatened his run as rookie Chase Elliott took the lead.

But with nine to go — at the final restart courtesy of a blown tyre for Michael Annett — Larson took his opportunity well and snatched the lead from Elliott. He never looked back and secured his maiden win and the coveted place in the Chase to boot.

For Elliott, who like his rival was

Larson (42) overhauled Elliott for maiden Sprint Cup victory

impressive throughout, it was a case of hard luck. But the second place does his points standing and Chase hopes no harm.

Brad Keselowski placed his strategy well to claim third after taking two tyres at the final green stops, with rookie Ryan Blaney and early race leader Kevin Harvick next.

Pocono winner Chris Buescher is under threat for the Chase, just clinging onto his top-30 points spot, as he finished 35th after engine issues blighted his running.



THACKER/LAT

RESULTS

- 1 Kyle Larson (Chevrolet SS)** 200 laps in 2h27m29s;
2 Chase Elliott (Chevy) +1.478s; 3 Brad Keselowski (Ford Fusion); 4 Ryan Blaney (Ford); 5 Kevin Harvick (Chevy); 6 Jimmie Johnson (Chevy); 7 Carl Edwards (Toyota Camry); 8 Jamie McMurray (Chevy); 9 Denny Hamlin (Toyota); 10 Joey Logano (Ford). **Chase grid 1 Keselowski 4 wins/774 points;** 2 Kyle Busch 4/696; 3 Harvick 2/799; 4 Edwards 2/724; 5 Hamlin 2/691; 6 Johnson 2/648; 7 Matt Kenseth 2/633; 8 Kurt Busch 1/721; 9 Logano 1/716; 10 Martin Truex Jr 1/652; 11 Larson 1/582; 12 Tony Stewart 1/420; 13 Chris Buescher 1/334; 14 Elliott 0/628; 15 Austin Dillon 0/622; 16 McMurray 0/616.



Whincup becomes centurion

AUSTRALIAN SUPERCARS
SYDNEY MOTORSPORT PARK (AUS)
AUGUST 27-28
ROUND 9/14

THE TRIPLE EIGHT-RUN Red Bull Racing Australia team dominated at Sydney Motorsport Park (formerly Eastern Creek), with Jamie Whincup notching his 100th career win last Sunday.

After Shane van Gisbergen held Whincup out in Saturday's race, the six-time champion fought back on Sunday, getting the lead from the third Triple Eight Holden of Craig Lowndes at the pitstops and taking his third win of the season. In

doing so Whincup joined Lowndes as the only drivers to score a 'century' in the series.

James Courtney scored third on Saturday, his first podium result at the circuit close to where the HRT star grew up, while Chaz Mostert was third on Sunday. He was the best of the Ford drivers, taking pole position for both races, but he is still to register his first win of the season.

Scott McLaughlin had a strong weekend with fourth in the opening race but Volvo team-mate James Moffat bested him on Sunday, until he clashed with van Gisbergen and had to serve a drivethrough penalty. Fabian Coulthard had a fourth place,

while reigning Supercars title holder Mark Winterbottom struggled on what is becoming his 'bogey' track.

PHIL BRANAGAN

RESULTS

Race 1 1 Shane van Gisbergen (Holden Commodore) 31 laps in 48m51.0408s; 2 Jamie Whincup (Holden) +0.2460s; 3 James Courtney (Holden); 4 Chaz Mostert (Ford Falcon); 5 Scott McLaughlin (Volvo S60); 6 Craig Lowndes (Holden). **Race 2 1 Whincup** 51 laps in 1h20m45.1664s; 2 Lowndes +2.6586s; 3 Mostert; 4 Fabian Coulthard (Ford); 5 van Gisbergen; 6 McLaughlin. **Points 1 Whincup 2109;** 2 van Gisbergen 1972; 3 Lowndes 1911; 4 Mark Winterbottom 1836; 5 McLaughlin 1749; 6 Will Davison 1554.

Conway aids TDS to win and lead

EUROPEAN LEMANS SERIES
PAUL RICARD (F)
AUGUST 28
ROUND 4/6

JOINED BY MIKE CONWAY, the TDS by Thiriet team was the dominant winner in France, allowing Mathias Beche and Pierre Thiriet to snatch the series lead from G-Drive/Jota trio Harry Tincknell, Giedo van der Garde and Simon Dolan.

Beche lapped the ORECA almost half a second clear in qualifying, before Conway – subbing for Ryo Hirakawa – resisted the attentions of Dragonspeed's Nicolas Lapierre to lead the opening stint.

Thiriet took over and capitalised on a perfectly timed full-course

yellow to extend his margin. That left Beche over a minute clear of the SMP Racing BR01 of Stefano Coletti, Julian Leal and Andreas Wirth.

Van der Garde sat third in the Jota Gibson with 10 minutes to go, but was overhauled first by Eurasia Motorsport's Tristan Gommendy and then by Lapierre, who cleverly used traffic to outfox his compatriot and steal the final podium position.

Alex Brundle, Christian England and Mike Guasch lost their 100% record in LMP3, but the United Autosports trio maintained their series lead with third after promising debutant Tockwith Motorsport lost time with a spin. Paul Petit, Enzo Guibbert and Eric Trouillet took the class spoils for Graff Racing.

In GTE, JMW Motorsport's Ferrari took a second win in succession despite a late splash and dash. Rory Butcher, Rob Smith and Andrea Bertolini led home Formula Racing and the Beechdean Aston Martin.

RESULTS

1 Pierre Thiriet/Mathias Beche/Mike Conway (ORECA-Nissan 05) 124 laps in 4h00m58.207s; 2 Stefano Coletti/Julian Leal/Andreas Wirth (BRE-N BR01) -1 lap; 3 Nicolas Lapierre/Ben Hanley/Henrik Hedman (O-N 05); 4 Tristan Gommendy/Nick de Bruijn (O-N 05); 5 Giedo van der Garde/Harry Tincknell/Simon Dolan (Gibson-N 015S); 6 Nathanael Berthon/Memo Rojas/Julien Canal (Ligier-N JSP2). **LMP3 1 Eric Trouillet/Paul Petit/Enzo Guibbert (Ligier JSP3);** 2 David Droux/David Hallyday/Dino Lunardi (Ligier); 3 Alex Brundle/Christian England/Mike Guasch (Ligier). **GTE 1 Andrea Bertolini/Rory Butcher/Rob Smith (Ferrari 458 Italia);** 2 Mikkel Mac/Mikkel Jensen/Johnny Laursen (Ferrari); 3 Darren Turner/Alex MacDowall/Andrew Howard (Aston Martin Vantage V8). **Points 1 Beche/Thiriet 76;** 2 van der Garde/Tincknell/Dolan 68; 3 Wirth/Leal/Coletti 61; 4 Ryo Hirakawa 50; 5 de Bruijn/Gommendy 40; 6 Hanley/Lapierre/Hedman 31. **LMP3 1 Brundle/England/Guasch 90;** 2 Hallyday/Lunardi 60; 3 Trouillet/Petit 52. **GTE 1 Bertolini/Butcher/Smith 68;** 2 MacDowall/Howard/Turner 63; 3 Alexander Talkanitsa/Alexander Talkanitsa Jr 60.



IN BRIEF

FRENAULT EUROCUP

Lando Norris stretched his series lead with another win at Paul Ricard. Josef Kaufmann Racing driver Norris couldn't quite prise the lead away from AVF's Harrison Scott in a gripping finish to race one, with Will Palmer right behind in a British 1-2-3. Norris won the second race – and with it the rookie title – after a close fight with Max Defourny. Dorian Boccolacci completed the podium.

RENAULT SPORT TROPHY

Pieter Schothorst got the jump on David Fumanelli at the start to win at Paul Ricard and take the Pro series lead from Kevin Korjus, who suffered gearbox problems. Schothorst had already taken second with dad Jeroen in the Endurance race, which was won by Tanart Sathienthirakul and Fran Rueda. Fredrik Blomstedt took the Am race from Rueda.

TCR INTERNATIONAL

A win and a second at Buriram have propelled James Nash to the top of the standings. The Brit bounced back from a Friday shunt to chase the sister Craft Bamboo SEAT of Pepe Oriola home in race one, after passing the West Coast Racing Honda of Gianni Morbidelli for second. Nash passed Mikhail Grachev (WCR Honda) at midway to win the reversed-grid race, as Morbidelli crashed and Oriola suffered a tyre blowout. Third was the B3 SEAT of Dusan Borkovic.

PORSCHE SUPERCUP

Mathieu Jaminet claimed his first Supercup victory by passing series leader and pole-position starter Sven Muller early on to win at Spa. Matteo Cairoli took third place ahead of Christian Engelhart, but now lags 20 points behind Muller.

ERC

Local hero Jan Kopecky took victory on the Czech round of the European Rally Championship – Rally Zlin – but only after a fierce battle with Alexey Lukyanuk. Ford driver Lukyanuk was 4.6s adrift of Kopecky's Skoda when he hit a water barrel on the final stage, breaking a steering arm. Tomas Kostka took second from Jan Cerny, both in Skodas.

RESULTS ROUND-UP

INDYCAR

ROUND 8/15, TEXAS MOTOR SPEEDWAY (USA), JUNE 12-AUGUST 27

(248 LAPS – 360.840 MILES (CONTINUATION FROM LAP 72))

1	Graham Rahal (USA) <i>Rahal Letterman Lanigan Racing</i> • Dallara-Honda	2h29m24.8886s
2	James Hinchcliffe (CDN) <i>Schmidt Peterson Motorsports</i> • Dallara-Honda	+0.0080s
3	Tony Kanaan (BR) <i>Chip Ganassi Racing</i> • Dallara-Chevrolet	+0.0903s
4	Simon Pagenaud (F) <i>Team Penske</i> • Dallara-Chevrolet	+0.4773s
5	Helio Castroneves (BR) <i>Team Penske</i> • Dallara-Chevrolet	+9.3424s
6	Charlie Kimball (USA) <i>Chip Ganassi Racing</i> • Dallara-Chevrolet	-1 lap
7	Carlos Munoz (CO) <i>Andretti Autosport</i> • Dallara-Honda	-1 lap
8	Will Power (AUS) <i>Team Penske</i> • Dallara-Chevrolet	-1 lap
9	Juan Pablo Montoya (CO) <i>Team Penske</i> • Dallara-Chevrolet	-2 laps
10	Sebastien Bourdais (F) <i>KVSH Racing</i> • Dallara-Chevrolet	-2 laps
11	Alexander Rossi (USA) <i>Andretti Herta Autosport</i> • Dallara-Honda	-2 laps
12	Marco Andretti (USA) <i>Andretti Autosport</i> • Dallara-Honda	-3 laps
13	Ryan Hunter-Reay (USA) <i>Andretti Autosport</i> • Dallara-Honda	-3 laps
14	Gabby Chaves (CO) <i>Dale Coyne Racing</i> • Dallara-Honda	-3 laps
15	Max Chilton (GB) <i>Chip Ganassi Racing</i> • Dallara-Chevrolet	-5 laps
16	Mikhail Aleshin (RUS) <i>Schmidt Peterson Motorsports</i> • Dallara-Honda	231 laps-accident
17	Jack Hawksworth (GB) <i>AJ Foyt Enterprises</i> • Dallara-Honda	227 laps-accident
18	Ed Carpenter (USA) <i>Ed Carpenter Racing</i> • Dallara-Chevrolet	223 laps-accident
19	Scott Dixon (NZ) <i>Chip Ganassi Racing</i> • Dallara-Chevrolet	211 laps-accident
20	Takuma Sato (J) <i>AJ Foyt Enterprises</i> • Dallara-Honda	160 laps-handling
21	Conor Daly (USA) <i>Dale Coyne Racing</i> • Dallara-Honda	42 laps-accident
22	Josef Newgarden (USA) <i>Ed Carpenter Racing</i> • Dallara-Chevrolet	41 laps-accident

Winner's average speed 144.901mph. **Fastest lap** Dixon 24.3797s, 214.851mph.

QUALIFYING

1 Munoz 217.137mph; 2 Dixon 216.901mph; 3 Castroneves 216.740mph; 4 Sato 216.740mph; 5 Newgarden 216.684mph; 6 Pagenaud 216.663mph; 7 Power 216.647mph; 8 Kanaan 216.295mph; 9 Rossi 216.262mph; 10 Hinchcliffe 216.262mph; 11 Hunter-Reay 216.260mph; 12 Andretti 216.162mph; 13 Rahal 215.927mph; 14 Carpenter 215.751mph; 15 Kimball 215.533mph; 16 Aleshin 215.299mph; 17 Montoya 215.279mph; 18 Bourdais 215.030mph; 19 Chilton 214.864mph; 20 Hawksworth 214.568mph; 21 Daly 213.826mph; 22 Chaves no speed.

CHAMPIONSHIP

1 Pagenaud 529; 2 Power 501; 3 Kanaan 416; 4 Castroneves 415; 5 Newgarden 406; 6 Dixon 397; 7 Rahal 394; 8 Hinchcliffe 392; 9 Munoz 382; 10 Kimball 361.



Hawksworth and Aleshin hit the wall; track worker gets excited

GP2 SERIES

ROUND 8/11, SPA (B), AUGUST 27-28

RACE 1 (25 LAPS – 108.725 MILES)

1	Pierre Gasly (F) <i>Prema Racing</i>	53m00.853s
2	Jordan King (GB) <i>Racing Engineering</i>	+11.262s
3	Alex Lynn (GB) <i>DAMS</i>	+15.519s
4	Raffaele Marciello (I) <i>Russian Time</i>	+19.163s
5	Artem Markelov (RUS) <i>Russian Time</i>	+20.723s
6	Antonio Giovinazzi (I) <i>Prema Racing</i>	+24.616s
7	Luca Ghiotto (I) <i>Trident</i>	+28.703s
8	Gustav Malja (S) <i>Rapax</i>	+32.404s
9	Sergey Sirotkin (RUS) <i>ART Grand Prix</i>	+35.778s
10	Oliver Rowland (GB) <i>MP Motorsport</i>	+36.489s
11	Nobuharu Matsushita (J) <i>ART Grand Prix</i>	+36.620s
12	Sergio Canamasas (E) <i>Carlin</i>	+36.819s
13	Nicholas Latifi (CDN) <i>DAMS</i>	+41.909s
14	Arthur Pic (F) <i>Rapax</i>	+46.297s
15	Jimmy Eriksson (S) <i>Arden International</i>	+47.842s
16	Mitch Evans (NZ) <i>Campos Racing</i>	+51.263s
17	Daniel de Jong (NL) <i>MP Motorsport</i>	+59.821s
18	Sean Gelael (RI) <i>Campos Racing</i>	+1m10.120s
19	Nabil Jeffri (MAL) <i>Arden International</i>	+1m11.915s
20	Philo Paz Armand (RI) <i>Trident</i>	+1m35.380s
R	Norman Nato (F) <i>Racing Engineering</i>	18 laps-radiator
R	Marvin Kirchhofer (D) <i>Carlin</i>	1 lap-accident damage

Winner's average speed 123.051mph.

Fastest lap Matsushita 2m00.976s, 129.509mph.

QUALIFYING

1 Giovinazzi 1m56.607s; 2 Gasly 1m56.768s; 3 Malja 1m57.124s; 4 Nato 1m57.211s; 5 King 1m57.411s; 6 Pic 1m57.462s; 7 Marciello 1m57.512s; 8 Lynn 1m57.658s; 9 Matsushita 1m57.665s; 10 Kirchhofer 1m57.750s; 11 Latifi 1m57.768s; 12 Markelov 1m57.906s; 13 Sirotkin 1m57.927s; 14 Ghiotto 1m57.964s; 15 Rowland 1m57.987s; 16 Canamasas 1m58.165s; 17 Gelael 1m58.252s; 18 de Jong 1m58.342s; 19 Evans 1m58.386s; 20 Eriksson 1m58.674s; 21 Armand 1m59.577s; 22 Jeffri 1m59.292s*.
* Made to start from pits.

RACE 2 (18 LAPS – 78.260 MILES)

1 Giovinazzi 36m48.422s; 2 Malja +2.359s; 3 Ghiotto +3.921s; 4 Gasly +4.479s; 5 Marciello +6.634s; 6 Rowland +13.133s; 7 Canamasas +16.274s; 8 Nato +17.011s; 9 Latifi +18.821s; 10 Lynn +19.045s; 11 Matsushita +20.170s; 12 King +20.458s; 13 Evans +20.713s; 14 Kirchhofer +24.657s; 15 Gelael +34.203s; 16 Sirotkin +35.557s; 17 de Jong +35.989s; 18 Jeffri +41.645s; 19 Armand +43.500s; 20 Eriksson +1m36.962s; 21 Markelov 17 laps-accident; 22 Pic -1 lap.

Winner's average speed 127.574mph.

Fastest lap Giovinazzi 2m01.329s, 129.132mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Gasly 146; 2 Giovinazzi 129; 3 Marciello 120; 4 Sirotkin 115; 5 Rowland 104; 6 King 98; 7 Lynn 87; 8 Nato 82; 9 Ghiotto 80; 10 Markelov 77.



Giovinazzi took victory in the sprint race

GP3 SERIES

ROUND 6/9, SPA (B), AUGUST 27-28

RACE 1 (17 LAPS – 73.908 MILES)

1	Charles Leclerc	(MC) ART Grand Prix	40m06.695s
2	Jake Dennis	(GB) Arden International	+2.305s
3	Nyck de Vries	(NL) ART Grand Prix	+15.402s
4	Antonio Fuoco	(I) Trident	+19.427s
5	Jack Aitken	(GB) Arden International	+19.837s
6	Steijn Schothorst	(NL) Campos Racing	+21.419s
7	Santino Ferrucci	(USA) DAMS	+24.337s
8	Matevos Isaakyan	(RUS) Koiranen GP	+28.856s
9	Alexander Albon	(T) ART Grand Prix	+30.076s
10	Giuliano Alesi	(F) Trident	+31.045s
11	Kevin Jorg	(CH) DAMS	+39.185s
12	Artur Janosz	(PL) Trident	+42.364s
13	Alex Palou	(E) Campos Racing	+48.122s
14	Tatiana Calderon	(CO) Arden International	+51.121s
15	Oscar Tunjo	(CO) Jenzer Motorsport	+1m09.185s
16	Akash Nandy	(MAL) Jenzer Motorsport	+1m15.690s
17	Konstantin Tereschenko	(RUS) Campos Racing	+1m22.750s
R	Sandy Stuvik	(T) Trident	13 laps-accident damage
R	Niko Kari	(FIN) Koiranen GP	4 laps-accident damage
R	Nirei Fukuzumi	(J) ART Grand Prix	1 lap-accident damage
R	Jake Hughes	(GB) DAMS	0 laps-accident
R	Matt Parry	(GB) Koiranen GP	0 laps-accident
R	Arjun Maini	(IND) Jenzer Motorsport	0 laps-accident

Winner's average speed 110.554mph.

Fastest lap Leclerc 2m09.918s, 120.595mph.

QUALIFYING

1 Leclerc 2m04.896s; 2 Hughes 2m05.259s; 3 de Vries 2m05.393s; 4 Fuoco 2m05.448s; 5 Jorg 2m05.612s; 6 Parry 2m05.653s; 7 Maini 2m05.661s; 8 Stuvik 2m05.758s; 9 Ferrucci 2m05.852s; 10 Palou 2m05.880s; 11 Fukuzumi 2m06.012s; 12 Isaakyan 2m06.145s; 13 Dennis 2m06.179s; 14 Aitken 2m06.185s; 15 Schothorst 2m06.201s; 16 Tunjo 2m06.282s; 17 Albon 2m06.421s; 18 Janosz 2m06.531s; 19 Alesi 2m06.740s; 20 Tereschenko 2m06.769s; 21 Kari 2m06.772s; 22 Calderon 2m06.900s; 23 Nandy 2m07.086s.

RACE 2 (13 LAPS – 56.500 MILES)

1 Aitken 31m56.599s; 2 Fuoco +1.769s; 3 Ferrucci +5.820s; 4 Isaakyan +7.207s; 5 Dennis +7.708s; 6 Leclerc +8.436s; 7 Schothorst +9.345s; 8 de Vries +9.851s; 9 Janosz +11.614s; 10 Albon +12.363s; 11 Palou +14.531s; 12 Alesi +15.919s; 13 Nandy +16.579s; 14 Kari +17.591s; 15 Fukuzumi +23.275s; 16 Maini +25.372s; 17 Stuvik 12 laps-accident damage; R Jorg 8 laps-accident; R Parry 5 laps-accident; R Hughes 5 laps-accident; R Tereschenko 2 laps-puncture; R Calderon 1 lap-accident; NS Tunjo accident damage.

Winner's average speed 106.125mph.

Fastest lap Aitken 2m09.435s, 121.045mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Leclerc 161; 2 Fuoco 139; 3 Albon 125; 4 de Vries 81; 5 Parry 70; 6 Aitken 65; 7 Dennis 63; 8 Hughes 52; 9 Ralph Boschung 48; 10 Fukuzumi 43.



BLANCPAIN GT SPRINT CUP

ROUND 4/5, HUNGARORING (H), AUGUST 27-28

MAIN RACE (32 LAPS – 87.111 MILES)

1	Maximilian Buhk	(D) Dominik Baumann	(A) HTP Motorsport	Mercedes-AMG GT3	1h00m48.211s
2	Enzo Ide	(B) Christopher Mies	(D) WRT	Audi R8 LMS	+5.991s
3	Rene Rast	(D) Will Stevens	(GB) WRT	Audi R8 LMS	+16.520s
4	Tristan Vautier	(F) Felix Rosenqvist	(S) ASP	Mercedes-AMG GT3	+16.881s
5	Bernd Schneider	(D) Jules Szymkowiak	(NL) HTP Motorsport	Mercedes-AMG GT3	+23.341s
6	Mike Parisy	(F) Christopher Haase	(D) Sainteloc Racing	Audi R8 LMS	+28.326s
7	Dries Vanthoor	(B) Robin Frijns	(NL) WRT	Audi R8 LMS	+32.619s
8	Frederic Vervisch	(B) Laurens Vanthoor	(B) WRT	Audi R8 LMS	+35.440s
9	Maxime Soulet	(B) Andy Soucek	(E) Bentley Team M-Sport	Bentley Continental GT3	+36.581s
10	Steven Kane	(GB) Vincent Abril	(F) Bentley Team M-Sport	Bentley Continental GT3	+38.669s
11	Stuart Leonard	(GB) Michael Meadows	(GB) WRT	Audi R8 LMS	+40.481s
12	Clemens Schmid	(A) Jazeman Jaafar	(MAL) HTP Motorsport	Mercedes-AMG GT3	+42.242s
13	Alexander Sims	(GB) Philipp Eng	(A) Rowe Racing	BMW M6 GT3	+47.290s
14	Nicolas Pohler	(D) Mirko Bortolotti	(I) GRT Grasser Racing Team	Lamborghini Huracan GT3	+53.254s
15	Stef Dusseldorp	(NL) Nicky Catsburg	(NL) Rowe Racing	BMW M6 GT3	+54.177s
16	Romain Monti	(F) Edward Sandstrom	(S) Sainteloc Racing	Audi R8 LMS	+56.499s
17	Rob Bell	(GB) Alvaro Parente	(P) Garage 59	McLaren 650S GT3	+57.708s
18	Lucas Ordonez	(E) Alex Buncombe	(GB) Team RJN	Nissan GT-R Nismo GT3	+1m04.282s
19	Ricardo Sanchez	(MEX) Sean Walkinshaw	(GB) Team RJN	Nissan GT-R Nismo GT3	+1m07.212s
20	Luca Stolz	(D) Michele Beretta	(I) GRT Grasser Racing Team	Lamborghini Huracan GT3	+1m10.421s
21	Frank Stippler	(D) Filip Salaquarda	(CZ) ISR	Audi R8 LMS	+1m13.951s
22	Christophe Bourret	(F) Jean-Philippe Belloc	(F) ASP	Mercedes-AMG GT3	+1m19.903s
23	Jean-Luc Beaubelique	(F) Morgan Moullin Traffort	(F) ASP	Mercedes-AMG GT3	+1m22.534s
24	Franck Perera	(F) Marlon Stockinger	(RP) ISR	Audi R8 LMS	+1m45.116s
25	Stephen Earle	(USA) David Perel	(ZA) Kessel Racing	Ferrari 488 GT3	+2m12.138s
26	Claudio Sdanewitsch	(D) Rino Mastronardi	(I) AF Corse	Ferrari 458 Italia GT3	-1 lap
27	Steve Parrow	(D) Christian Hook	(D) Rinaldi Racing	Ferrari 458 Italia GT3	-1 lap
28	Rodrigo Baptista	(BR) Sergio Jimenez	(BR) WRT	Audi R8 LMS	29 laps-puncture/damage
29	Michal Broniszewski	(PL) Giacomo Piccini	(I) Kessel Racing	Ferrari 488 GT3	-4 laps
R	Stefan Rosina	(SK) Marco Mapelli	(I) GRT Grasser Racing Team	Lamborghini Huracan GT3	21 laps-puncture/damage
R	Jeroen Mul	(NL) Max van Splunteren	(NL) Attempto Racing	Lamborghini Huracan GT3	10 laps-engine
R	Nicolaj Moller Madsen	(DK) Alessio Picariello	(B) Phoenix Racing	Audi R8 LMS	0 laps-accident
R	Martin Plowman	(GB) Come Ledogar	(F) Garage 59	McLaren 650S GT3	0 laps-accident
NS	Patric Niederhauser	(CH) Daniel Zampieri	(I) Attempto Racing	Lamborghini Huracan GT3	
NS	Niki Mayr-Melnhof	(A) Markus Winkelhock	(D) Phoenix Racing	Audi R8 LMS	accident in practice

Winners' average speed 85.960mph. Fastest lap Mies 1m42.887s, 95.250mph.

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

QUALIFYING RACE (33 LAPS – 89.833 MILES)

1 Mies/Ide 1h01m08.078s; 2 Rosenqvist/Vautier +0.603s; 3 L Vanthoor/Vervisch +2.935s; 4 Baumann/Buhk +3.299s; 5 Szymkowiak/Schneider +6.575s; 6 Haase/Parisy +22.476s; 7 Salaquarda/Stippler +22.625s; 8 Bortolotti/Pohler +31.483s; 9 Picariello/Moller Madsen +32.077s; 10 Stevens/Rast +34.513s; 11 Frijns/D Vanthoor +35.081s; 12 Meadows/Leonard +43.145s; 13 Mapelli/Rosina +50.485s; 14 Abril/Kane +51.311s; 15 Jimenez/Baptista +51.842s; 16 Soucek/Soulet +54.326s; 17 Parente/Bell +55.332s; 18 Catsburg/Dusseldorp +55.902s; 19 Buncombe/Ordonez +1m03.524s; 20 Eng/Sims +1m04.050s; 21 van Splunteren/Mul +1m23.119s; 22 Jaafar/Schmid +1m26.202s; 23 Walkinshaw/Sanchez +1m26.211s; 24 Piccini/Broniszewski +1m26.502s; 25 Stockinger/Perera +1m26.685s; 26 Beretta/Stolz +1m38.068s; 27 Ledogar/Plowman +1m38.730s; 28 Belloc/Bourret -1 lap; 29 Mastronardi/Sdanewitsch -1 lap; 30 Hook/Parrow -1 lap; 31 Perel/Earle -1 lap; 32 Moullin Traffort/Beaubelique -8 laps; R Zampieri/Niederhauser 0 laps-accident; R Sandstrom/Monti 0 laps-accident.

Winners' average speed 88.166mph. Fastest lap Vervisch 1m42.940s, 95.201mph.

QUALIFYING

Q3 1 Rosenqvist 1m42.433s; 2 Mies 1m42.503s; 3 Baumann 1m42.644s; 4 L Vanthoor 1m42.772s; 5 Haase 1m42.981s; 6 Szymkowiak 1m42.996s; 7 Salaquarda 1m43.002s; 8 Frijns 1m43.106s; 9 Bortolotti 1m43.126s; 10 Moullin Traffort 1m43.164s; 11 Stockinger 1m43.203s; 12 Picariello 1m43.217s; 13 Abril 1m43.252s; 14 Catsburg 1m43.274s; 15 Belloc 1m43.520s; 16 Meadows 1m43.630s; 17 Mapelli 1m43.701s; 18 Jimenez 1m43.830s.

Q1/2 19 Buncombe 1m43.694s; 20 Soucek 1m43.708s; 21 Parente 1m43.769s; 22 Eng 1m43.799s; 23 Stevens 1m43.863s; 24 Zampieri 1m44.015s; 25 Jaafar 1m44.031s; 26 Sandstrom 1m44.151s; 27 Ledogar 1m44.195s; 28 Piccini 1m44.228s; 29 Beretta 1m44.324s; 30 Mastronardi 1m44.348s; 31 Mul 1m44.483s; 32 Perel 1m44.545s; 33 Walkinshaw 1m45.147s; 34 Hook 1m47.409s.

CHAMPIONSHIP

1 Ide/Mies 79; 2 Baumann/Buhk 62; 3 Szymkowiak/Schneider 59; 4 Bell/Parente 56; 5 L Vanthoor/Vervisch 46; 6 Stevens/Rast 37; 7 Soucek/Soulet 26; 8 Eng/Sims 23; 9 Rosenqvist/Vautier 22; 10 Perera/Stockinger 20. Overall Blancpain GT 1 Bell 124; 2 Baumann/Buhk 117; 3 Mies 97; 4 Soulet/Soucek 85; 5 L Vanthoor 82; 6 Ide 79.

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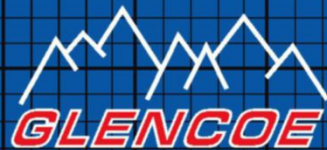
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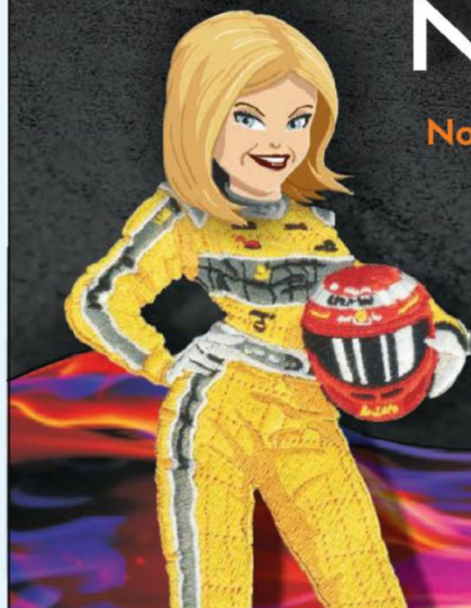
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The Clio Cup is a fixture on the TOCA package

Renault to launch junior Clio Cup series

RENAULT WILL LAUNCH A NEW junior Clio Cup championship next year for 14 to 17-year olds.

The manufacturer will fully support the series, which will feature 12 races across six events that will form part of British Automobile Racing Club events.

Championship manager Will Fewkes said the planned running costs for the series would be £30,000-£45,000.

“Renault Sport is renowned for producing a massive amount of talent, single-seater and tin-top wise,” he said. “For me it’s the ideal opportunity for a mass car manufacturer to get into the junior market. What gives me my buzz is developing talent, so if we can add another rung on the ladder it’s going to be a front-wheel-drive option to the British Touring Car Championship.

“The MSA is allowed to sanction four junior championships and at the moment there is only one manufacturer-backed championship in junior car racing, so they obviously understand that there is a market.

“I think it adds further kudos to British motorsport to have Renault

involved in that, it’s a very good thing for the industry as a whole.”

The same car that is used in the main UK Clio Cup will be raced on Michelin road tyres, with modifications to the ECU to restrict it to 100mph and five gears (instead of six). The car has been tested by former Clio Cup champion Phil Glew to find the right configuration, and the idea is that teams would be able to use the same car in both series.

“In the current climate as well it does make things a lot more appealing,” added Fewkes. “It’s a great car, it’s a very safe car and it’s proven on track in this [UK Clio Cup] championship.”

The new series has had a mixed reaction from existing Clio Cup teams. WDE Motorsport, which runs Paul Rivett in the main series, plans to enter drivers in the junior variant.

“I think it’s a really good thing,” said team boss Wayne Eason. “There’s a market for it as it’s a current product that’s new and there’s longevity there. We are definitely looking to get involved. With Renault behind it, it will be good.”

But Eason added that the cost of the



Pyro's Mark Hunt is among those who have expressed concern

cars, particularly in light of instability surrounding the euro exchange rate, could prove problematic.

Team Pyro boss Mark Hunt is unsure where the category will sit in a congested junior racing scene that already features Ginetta Junior, Junior Saloon Cars and Fiesta Juniors.

“I’m not interested in doing it at the present moment,” he said. “I think the market is saturated.”

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MINI CHALLENGE

Mini Challenge joins SRO support bill

THE MINI CHALLENGE WILL BENEFIT FROM increased manufacturer support next season, with its top JCW category moving onto the British GT support package.

Mini UK has agreed to increase its support of the single-make series to provide factory technical assistance and parts supply, as well as financial and promotional backing.

As part of the deal, Mini UK will help the JCW grid, which runs for the latest generation of 255bhp two-litre turbocharged John Cooper Works model, move onto the SRO race package full time, alongside the headline British GT Championship and BRDC British Formula 3.

The JCW championship will expand to run

over eight rounds as opposed to seven this year, but will continue to form part of MotorSport Vision Racing's Mini Festival events. As a result, it will skip SRO's annual European British GT fixture. MSVR will continue to administer the Mini Challenge.

Mini UK and series organisers are also investigating live TV deals, while Mini UK will also fund a guest car.

Mini Challenge promoter Antony Williams said: "We've built a relationship with Mini UK over the last few years and the Challenge suits the brand's marketing platform. Mini wants to affirm its sporting credentials and sees motorsport as the way to do that."

Mini UK's head of product Nicolas Griebner added: "Motorsport is Mini's heritage, and it started out in circuit racing in the British Saloon Car Championship even before the famous Monte Carlo rally successes. It's important for the Mini brand to be seen on circuits for this reason."

"We've done WRC, Dakar and rallycross, but there are no plans to go back to rallying. I see our immediate future in circuit racing, and for now the plan is purely one-make series."

The deal has implications for the lower-tier Cooper Championship, which will continue to run on MSVR meetings for seven rounds next season, meaning the Mini Challenge will expand to run over 13 weekends in total.

RADICAL CHALLENGE

Kenny completes Radical comeback



OLYMPIC GOLD MEDAL hero Jason Kenny returned to the cockpit of a Radical SR3 at the Brands Hatch Lotus Festival last weekend.

It was Kenny's first appearance since he finished on the podium at the Nurburgring in the Radical European Masters in 2014 and served as a warm-up to the Masters season finale at Jerez in October, where Kenny is due to partner fellow six-time Olympic gold medallist Chris Hoy.

Kenny finished 11th and sixth in the first two Radical Challenge races, but collided with Brian Caudwell in the finale when fighting for a podium place.

Kenny's motorsport future beyond Jerez is still undecided. "We're taking a couple of months off and I'll decide if the desire is still there to get back into cycling training," he said. "You can't just drift into it – there has to be a full commitment."

BRITISH GT

Lanan re-signs Reed and Foster

BRITISH GT4 SQUAD LANAN RACING has re-signed rising star Alex Reed and Joey Foster for a second shot at the championship crown next season.

Reed and former single-seater ace Foster sit third in the standings after taking a first win at Spa and a podium at Snetterton.

Lanan will again run a Ginetta G55 after its deal to buy a Porsche Cayman Clubsport GT4 fell through earlier in the year and plans to field a second car.

Team head Graham Johnson said: "With Alex and Joey we know we've got a mega driver pairing and we'll be going for the GT4 championship next season, no doubt."

"It's been a learning year for both drivers, but they complement each other and they're right at the sharp end now."



SUPERTOURING CARTROPHY

Tarquini to David Leslie Festival

1994 BRITISH TOURING CAR CHAMPION Gabriele Tarquini will be the guest of honour and compete at Knockhill's David Leslie Super Touring Car Festival next month.

The 54-year-old Italian, a regular in World Touring Cars with Lada, will race the Honda Accord that Leslie used to take Honda's first BTCC victory at Silverstone in 1996.

Tarquini will contest the two David Leslie

Trophy races for Super Tourers on the weekend of September 10-11.

Knockhill director of events Stuart Gray said: "I'm absolutely delighted that Gabriele will be joining us for the event, and not only that, to have him in a race car is just incredible."

1996 champion Frank Biela is also due to attend, completing demonstration laps in an Audi A4 Quattro.

IN BRIEF



FF1600 PROPOSES TRIPLE-HEADERS

Proposals to change the format of the National FF1600 Championship received support at Donington Park last weekend. For the past two seasons, each race weekend has comprised of one 20-minute qualifying session and two 20-minute races, but drivers have been polled about spreading the same hour of track time evenly across one practice session and three races. Swift Cooper team boss Alan Cooper said: "Most races are over after 15 minutes anyway so it makes sense."

YOUNGEST BRSCC ALFA CHAMP CROWNED

Tom Hill, 20, became the youngest ever champion in the British Racing and Sports Car Club Alfa Romeo championship at Donington Park by virtue of eight Twin Spark Cup class wins from 14 starts in his Bianco Auto Developments-prepared 156.

ALLCOMERS GUEST AT DONINGTON GT

The BRSCC is organising two 20-minute Saloon and Sportscar Trophy allcomers races for the final British GT meeting of the year at Donington Park this month. Both races will take place on Sunday September 11, and entries have already been made from a number of the club's championships, including the TVR Challenge and MX-5 SuperCup.

NO CHANGES TO CLIO CALENDAR

The Renault UK Clio Cup calendar will remain unchanged for 2017 as the series will again appear alongside the British Touring Car Championship at nine of its 10 rounds. Knockhill will again be the event that the Clios will skip and the season will start at Brands Hatch on April 1-2.

STAFFORD IN HISTORIC SWITCH

Multiple Mini racing champion Elliot Stafford will move into historic racing next season after completing the build of a 1963 Cooper S. The former Mighty and Super Mighty champion is planning a dual assault on both Masters and Historic Sports Car Club events next year in the 1293cc-engined 130bhp machine (below).



TOCA

Douglas sustains damage in tornado

TORRENTIAL RAIN AND GALE force winds at Rockingham last Saturday took their toll on Douglas Motorsport, causing thousands of pounds worth of damage.

The mini-tornado damaged the Douglas team awnings beyond repair, forcing them to prepare their Ginetta Junior and Ginetta GT4 Supercup

cars in the open on Sunday.

"I reckon this will have cost £40,000, and the rest, to us," said team boss Wayne Douglas. "We weren't here to see it happen, but it must have been blown around against the fence behind us and they're ruined."

Douglas' Ginetta Junior title challenger Stuart

Middleton added: "One of the Supercup cars had its windscreen cracked too so that adds more cost. I've never seen anything like it."

Poor visibility resulting from the darkening skies caused the final Ginetta Junior race on Saturday to be postponed until Sunday, due to their lack of headlights.



GINETTA JUNIOR

Fittipaldi ceases Junior campaign

ENZO FITTIPALDI HAS BROUGHT HIS Ginetta Junior campaign with Douglas Motorsport to a close, ahead of an anticipated switch to British F4 next year.

The grandson of two-time Formula 1 world champion Emerson recorded a best result of eighth at Croft in his first season of car racing, but was absent from Rockingham last weekend and has since returned to the USA.

The 15-year-old Brazilian is expected to

race for Fortec Motorsport or Arden and is planning a lengthy testing campaign for the rest of the year.

"Enzo has finished racing with us because of his F4 plans," confirmed Douglas Motorsport boss Wayne Douglas. "He wants to do a lot of testing and now that he's finished school he's back in the United States, so that makes his Ginetta Junior commitments difficult."



OULTON PARK GOLD CUP George Douglas and Anthony Taylor were fortunate to emerge unscathed from this horrific crash on the first lap of the Guards Trophy contest for Sports Racing Cars at the Oulton Park Gold Cup last weekend. The pair went off at Dentons, with Douglas's Ginetta G16 rolling over the top of Taylor's Willment BRM.

Photographs by Mick Walker

SUPERKARTS

COMBE KARTER IN HOSPITAL AIRLIFT

A KARTER WAS AIRLIFTED to hospital last Monday after a crash during an MSA British Superkart Championship race at Castle Combe.

Roy Bennett crashed at Quarry Corner during Monday's second race, which was part of the circuit's August Bank Holiday raceday.

Bennett, who was racing an F250 superkart, was removed from the kart at the scene before being taken to the circuit's medical centre.

The nature of his injuries led the medical team to call for an air ambulance, which transported him to an undisclosed hospital in Bristol. Racing was suspended while the helicopter landed and took off.

Bennett's condition was unknown as Autosport closed for press.

Castle Combe has passed a comprehensive report of the accident on to the MSA.

MSA

MSA issues competitors warning after rise in social media abuse

THE MOTOR SPORTS ASSOCIATION has responded to an increase in social-media abuse cases by warning that repeat offenders may face disciplinary action, and could even be banned from the sport.

The UK motorsport governing body issued social-media usage guidelines for clubs, officials and representatives in 2012, and may now consider introducing a new code of conduct to address the rising number of cases reported across all age groups.

While there are currently no regulations specifically governing social media, instances of harassment, bullying or threatening

behaviour are covered by Section C of the MSA's Blue Book, which outlines its judicial powers.

MSA general secretary Simon Blunt said: "The rise in social media, and the darker side of it, is the way of the world. It's not just happening in motorsport, but we have seen an increase in incidents. It is particularly disturbing when it involves minors [in karting classes], but we have also seen a rise in adult v adult cases. Often, it's simply people who post in the heat of the moment and don't consider their words or the impact of them, but sometimes it goes deeper.

"If we have active licence

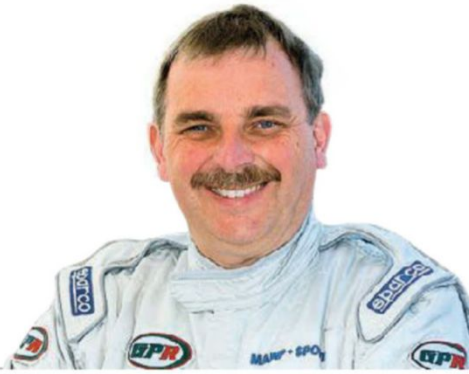
holders posting inappropriately it becomes a case of improper conduct and there are various tools at the MSA's disposal to deal with them.

"In the judicial section, it lists out the principal offences and one of them is abusive language or behaviour, or threats of physical assault or violence – all of those count for social media too.

"The power is there for us to take action if needed, and more severe cases can be referred to the National Court, which could result in a fine, a reprimand, a sanction or the suspension of a licence for a set time period, or, for the most severe, exclusion from the sport."



Blunt says he'll purge internet offenders from motorsport



Mike White: one of South Africa's finest

By Marcus Pye, the voice of club racing

[@Autosport](#)

I WAS SHOCKED AND SADDENED TO HEAR, AS Autosport closed for press last week, of the untimely passing of South African ace Mike White, who I got to know in 1978 – my first full year on the magazine – when he won the British Automobile Racing Club's BAF Formula Ford 2000 Championship in one of Nick Crossley's works Deltas.

Details were sketchy, but I learned from mutual friends that he had been battling cancer. White was 62.

From Boksburg, near Johannesburg, White won the South African Driver to Europe FF1600 crown in 1977, driving a self-prepared Merlyn Mk25.

Like many similar schemes run around the world since the '50s, the grandiose title conferred kudos but no patriotic funding to keep its impecunious winner afloat 6000 miles from home, let alone underpin the next stage of his career.

Fortunately, White was a brilliant mechanic, which appealed to double 750 Motor Club F4 champion Crossley, who had been involved with P&M Racing Preparations, raced low-budget F3 in the mid-'70s and taken over Patrick Head's Starfire/Sark FF2000 design, which the future Williams F1 lynchpin reworked into the Delta. Mike thus built customer cars at Crossley's Horseless Carriage Company in Wilbury Grove, Hove, and one for himself.

Learning the UK circuits was the initial challenge, but it was abundantly clear from the outset that White was blindingly quick. Nonetheless, with nothing like half the £20,000 budget that FF2000 teams sought from drivers aiming to contest both British championships, they focused their efforts on the BARC series.

Helped by Crossley and engine builder Sam Nelson, with compatriot Gavin Henderson on spanners, the

programme gathered momentum. Six wins and three lap records fulfilled their aspirations.

Progressing to the next level (F3) was not the quantum leap in cost it is today, but despite the prospects, nobody stepped up to back a winner. It didn't help that White was intensely shy, just a great bloke most comfortable in his chosen environment – the cockpit of a racing car. A potential superstar who let his driving do the talking.

Predictably, scratching around in an old Ralt RT1 with a tired engine and no money didn't work, thus White went back to testing FF2000 Deltas and running its team cars in 1979. After drivers had jumped ship, gone home or just quit he leapt into Autowindscreens boss Brian Holmes' show car, won four BARC rounds in a row and finished fifth in the '79 table on those alone!

Regular F3 programmes did materialise, but after two seasons in less-than-brilliant Marches, totally outmoded by Ron Tauranac's by then almost invincible Ralt RT3 'wing cars', White was disillusioned.

He returned to South Africa to carve a niche racing Toyota saloons and establishing his preparation/tuning shop, Whitespeed – ironically the headline over the first mugshot published in Autosport when he arrived in England in early 1978 – from which he retired to the East Cape.

Was White the best South African driver to emerge since Jody Scheckter, who won the 1979 F1 World Championship, as he was struggling in F3? I'd say so. Prodigiously talented, White was born a generation too late to be picked up by a wealthy mentor and race his way to the top. While this was not to be, it was a privilege to have enjoyed White's company and reported his successes here. My thoughts are with his wife Shiela, daughters Alex and Kirsty and son James. ❧

MAMF+SPORT



BRIGHTON SPEED TRIALS AHEAD

First staged in 1905, this year's Frosts Brighton Speed Trials takes place on Madeira Drive on Saturday. Run by Brighton & Hove MC, the seafront sprint is over a standing-start quarter mile. The entry is eclectic, ranging from a Fiat 500 special saloon to event legend Jim Tiller's incredible 7.3-litre Allard J2 (above), last year's car winner.



HOYT TO LEAVE F5000 LOLA IN UK

American Brad Hoyt is to leave his Formula 5000 Lola T330 in the UK for 2017, having enjoyed an all-too-brief UK debut at Oulton Park. Diff failure in Sunday's HSCC Derek Bell Trophy race sidelined Hoyt, who was to have shared Greg Thornton's Chevron B8 in the Guards Trophy, but its clutch blew during the owner's stint.



COFFEY TAKES TITLE ONCE MORE

Dick Coffey clinched his third HSCC Historic Road Sports crown at Oulton Park last Sunday in the Turner Mk1 supplied to Alexander Engineering in 1960. Raced with the club for 30 years, it first carried Chris Horner to the '96 title. Coffey previously landed it in 2003 and – jointly with Colin Sharp (Triumph TR5) – in '09.

BRITISH F4 AUGUST 27-28

Fewtrell aided by Monger's misfortune

ONE LAP. IT'S INCREDIBLE HOW quickly delight can turn to despair during a British F4 race. Billy Monger was one tour of the Rockingham circuit away from claiming his maiden single-seater win, but mechanical troubles prevented him from joining James Pull as a first-time winner in Northamptonshire.

JHR's Monger led from pole in the final race of the weekend, fending off Petru Florescu at the start. He then began to pull away and didn't put a wheel out of line until he suddenly slowed on the last lap coming out of Deene. Points leader Max Fewtrell and Monger's team-mate Sennan Fielding pounced, while Monger was able to salvage third.

"An oil pressure light came on with three laps to go and I knew I would struggle out of the hairpins," he explained. "There was nothing I could do."

But he did still take some positives out of the race. "We proved to a lot of people that we have the pace to win races," he added.

Earlier Pull did achieve that first win — and it had been a long time coming. The Carlin driver has contested every race since the series became an FIA F4 category last year and finally broke his duck in a wet opener.

He kept Alex Quinn at bay off the line and then pulled away in a dominant performance — his first win coming at



just the right time as the title race enters its closing stages.

"I was quite enjoying that!" beamed Pull. "I've always loved racing in the wet and Rockingham is really slippery, so that helped me even more. At the start I had to make sure Alex didn't get past and then I got into a rhythm. It felt amazing — I really got into the zone and can't thank the team enough."

Quinn held onto second while Fewtrell was third. Jamie Caroline put in a typically impressive wet-weather drive to storm from 18th on the grid to fourth.

Meanwhile, Carlin racers Devlin DeFrancesco and Florescu both failed to finish — but didn't come to blows this time. In a tough weekend for the pair, which has made title bids increasingly unlikely, DeFrancesco collided with Zane Goddard and Florescu was caught up in an incident at Deene on the opening tour.

The big winner from the weekend was

Pull took an overdue first victory with dominant lights-to-flag R1 win

Fielding — who has now jumped up to second in the standings. He was fifth in the opener and then won race two despite having to deal with two safety car periods. Luis Leeds was second but that proved to be his only top-six finish of the meeting, while the consistent Fewtrell was third after passing Caroline at Deene.

STEPHEN LICKORISH

RESULTS

RACE 1 (13 LAPS) 1 James Pull; 2 Alex Quinn +5.072s; 3 Max Fewtrell; 4 Jamie Caroline; 5 Sennan Fielding; 6 Rafael Martins. **Fastest lap** Pull 1m33.026s (75.07mph).

RACE 2 1 Fielding; 2 Luis Leeds +0.535s; 3 Fewtrell; 4 Caroline; 5 Quinn; 6 Ayrtton Simmons. **FL** Leeds 1m19.760s (87.56mph).

RACE 3 1 Fewtrell; 2 Fielding +0.636s; 3 Billy Monger; 4 Petru Florescu; 5 Quinn; 6 Martins. **FL** Norris 46.483s (93.55mph). **POINTS 1 Fewtrell 287;** 2 Fielding 263; 3 Leeds 252; 4 Pull 234; 5 Devlin DeFrancesco 222; 6 Florescu 220.

RENAULT UK CLIO CUP AUGUST 27-28

Whorton-Eales' rain masterclass

ANT WHORTON-EALES MADE blistering starts from lowly grid spots in both Clio Cup races, but while he triumphed in the first race, he could only manage fourth in race two.

The Jamsport driver started 10th for the opener but didn't stay there long. In very wet conditions, he rocketed to second by the end of lap one, benefiting from a collision between poleman Mike Bushell and Max Coates at Chapman, which delayed them both.

A safety car caused by Luke Kidsley spinning into the Gracelands gravel then brought Whorton-Eales onto the tail of Paul Rivett. The WDE driver was overly cautious on the restart and Whorton-Eales blasted past at Turn 1

before pulling away at a rapid rate. His final margin was almost nine seconds.

"I got very lucky!" he admitted. "The gaps just opened up in the right places."

Rivett took second despite briefly losing out to points leader (without dropped scores) Bushell.

Bushell had a more straightforward second race, held in the dry, and was able to take an important victory. Behind, Rivett and Whorton-Eales collided going into Yentwood, damaging the rear beam of the Jamsport car.

While Rivett remained second, Whorton-Eales had a tremendous battle with Coates, and it was Coates who claimed the final podium place.

STEPHEN LICKORISH



Ant Whorton-Eales charged from 10th to win race one

RESULTS

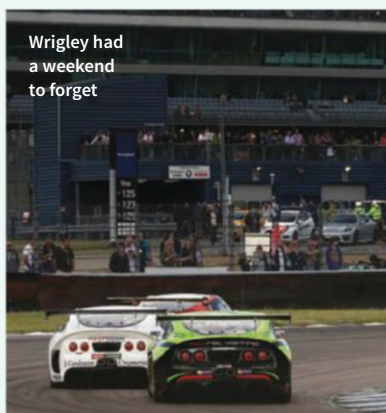
RACE 1 (14 LAPS) 1 Ant Whorton-Eales; 2 Paul Rivett +8.742s; 3 Mike Bushell; 4 David Dickenson; 5 Chris Smiley; 6 Josh Price. **FL** Whorton-Eales 1m41.625s (68.72mph). **RACE 2 (16 LAPS) 1 Bushell;** 2 Rivett +1.988s; 3 Max Coates; 4 Whorton-Eales; 5 Price; 6 Senna Proctor. **FL** Bushell 1m30.663s (77.03mph). **POINTS 1 Bushell 366;** 2 Whorton-Eales 344; 3 Coates 293; 4 Rivett 285; 5 Lee Pattison 239; 6 Paul Streather 215.

Wrigley woes allow Burns to close

GINETTA GT4 SUPERCUP championship leader Tom Wrigley suffered a disastrous weekend at Rockingham when his title advantage was slashed from a handsome 93-point margin to just 19 points after two retirements and a post-race penalty.

Wrigley's woes began on the opener's first lap. A rain-soaked track boosted Jamie Orton, who took the lead at Tarzan and never relented.

He was aided by Wrigley retiring



with a fuel pump failure, marking the first finish outside the top five in 2016 for the title favourite. That meant title rival Will Burns took second, with Carl Boardley third.

It was déjà vu in the second race as Orton doubled up and Wrigley failed to finish — this time after colliding with Burns at Chapman Curve.

Orton held his pole and Hibbert starred, moving from sixth to second by the second corner.

Hibbert backed up a train of cars headed by Burns, allowing Wrigley to close in from fourth after starting 15th.

Minutes later Wrigley hit Burns, forcing the former into retirement. Burns recovered to finish third.

Wrigley's move was punished in the aftermath, the stewards deducting nine championship points and handing him a grid penalty for Silverstone.

"It's been a disastrous weekend," he said. "It's annoying as I've been so fast here and have nothing to show for it."

He took fifth in the final race, some distance behind the podium trio led by Mark Davies, Burns and Orton.

TOM ERRINGTON



Orton stayed out of trouble to collect a pair of wins

RESULTS

RACE 1 (12 LAPS) 1 Jamie Orton; 2 Will Burns +1.026s; 3 Carl Boardley; 4 Mark Davies; 5 Callum Pointon; 6 Tom Hibbert. **FL** Orton 1m33.684s (74.54mph).

RACE 2 (13 LAPS) 1 Orton; 2 Hibbert +1.461s; 3 Burns; 4 Pointon; 5 Davies; 6 Boardley. **FL** Tom Wrigley 1m23.441s (83.69mph).

RACE 3 (17 LAPS) 1 Davies; 2 Burns +1.224s; 3 Orton; 4 Hibbert; 5 Wrigley; 6 Ben Green.

FL Burns 1m24.155s (82.98mph).

POINTS 1 Wrigley 470; 2 Burns 451; 3 Orton 358; 4 Davies 308; 5 Hibbert 306; 6 Boardley 305.

Mixed fortunes for Middleton

WILL TREGURTHA EXTENDED HIS championship lead to 55 points over title rival Stuart Middleton, as the Douglas Motorsport driver's opening win was followed by a series of misfortunes.

Middleton took first blood after a stunning move at Deene had him surge from fourth to the lead ahead of polesitter Tregurtha.

He then ensured victory after a strong defence of the lead at Deene from Tregurtha, with Lewis Brown third.

But from there, Middleton's weekend went downhill. He was penalised for passing Brown off the track, which meant he scored the same points as second-placed Tregurtha.

His luck worsened in the following race as contact with Brown at Deene damaged his tracking, meaning he was second ahead of Seb Perez as Tregurtha took a dominant win.

The reversed-grid finale had Harry King take his second win of the season after jumping Elite Motorsport



team-mate Tom Wood at the start.

Wood finished second ahead of Perez, with Tregurtha's fifth punishing Middleton's error at Deene that had pushed him down the order.

Middleton made a stunning move at Tarzan to pass five drivers for 10th on the last lap, but the damage was done.

"It seems I've not had the rub of the green recently," he said. "We need to bounce back."

TOM ERRINGTON

Middleton lost ground to Tregurtha, despite winning race one

RESULTS

RACE 1 (ALL 8 LAPS) 1 Stuart Middleton; 2 William Tregurtha +0.188s; 3 Lewis Brown; 4 Sebastian Priaulx; 5 Seb Perez; 6 Harry King. **FL** Tregurtha 1m39.135s (70.44mph).

RACE 2 1 Tregurtha; 2 Middleton +6.533s; 3 Perez; 4 Brown; 5 King; 6 Tom Wood. **FL** Tregurtha 1m38.364s (71.00mph).

RACE 3 1 King; 2 Wood +1.813s; 3 Perez; 4 Brown; 5 Tregurtha; 6 Geri Nicosia. **FL** Tregurtha 1m38.350s (70.98mph).

POINTS 1 Tregurtha 543; 2 Middleton 488; 3 Brown 403; 4 Dave Wooder 385; 5 Daniel Harper 337; 6 Nicosia 335.



OULTON PARK
HSCC GOLD CUP AUGUST 27-29

Horsman wins Historic Gold Cup

DRIVING THE LOTUS 18/21 IN WHICH New Zealander Tony Shelly finished fifth in the circuit's 1962 non-championship F1 race, Peter Horsman won the new Oulton Park Historic Gold Cup, topping both legs of the HGPCA's first appearance at the track since 2010 in a field graced by the '56, '57 and '59-winning Coopers.

Horsman ran away from the Coopers of Rod Jolley (ex-Jack Brabham/Bruce McLaren T45/51) and Oulton debutant Rudi Friedrichs (T53) on Sunday. After his steed jumped out of first gear at Monday's start, leaving him seventh into Old Hall, Horsman knuckled down to beat three-wheeling maestro Jolley and 1500cc standout Dan Collins (in Innes Ireland's '61 US GP-winning Lotus 21).

Best of the host club's races was the '70s Road Sports round in which Charles Barter (Datsun 240Z), son Julian and Jim Dean (Lotus Europas) and Scot Russell Paterson (Morgan +8) fought tooth and nail. Only Barter Jr didn't lead, and following some audacious passes Dean made his last one stick. Despite rooting his gearbox, Paterson snatched second from Barter Sr on the line.

No sooner had John Davison nosed his Lotus Elan S3 ahead of Kevin Kivlochan's Morgan +8 in HRS than he spun down to fourth at Druids. He quickly recovered, though, passing Frazer Gibney and Peter Shaw (Elans), failing to unseat 'KK' by a strand of fibreglass.

The Guards Trophy sets raced separately. After a scary first-lap incident at Cascades, in which George Douglas's Ginetta G16 rolled over Anthony Taylor's Willment-BRM, a fifth of the Sports Racing bout ran under yellows. Greg Thornton's ex-Digby Martland Chevron B8's clutch exploded at the green, leaving

Mark Colman (B8) to relay father Hugh into the lead. Shaun McClurg hounded down Colman Sr to land a very popular win for the ex-Chris Skeaping B6, started by owner Nick Thompson.

Three TVR Griffiths made the GT running but, after points leader John Davison's Lotus Elan's oil-pump mounting bolts sheared, Dan Cox (finishing Mike Gardiner's car) reeled in Mike Whitaker and snaked past on the oil for victory. Alistair Dyson's Jaguar E-type went the distance while Julian Barter hurtled Peter Shaw's bonnetless Elan to sixth, best of the 1600s. Martin Richardson and Andrew Bentley topped the MGB brigade.

Calum Lockie and Julian Thomas won the Jaguar Classic Challenge in the latter's E-type. After the Dave Coyne/Robert Gate E broke, Dyson and Jamie Boot completed the podium, with Martin Melling fourth, shadowed by Paul Castaldini. John Burton narrowly beat Bob Binfield in a fine class tussle.

Mark Dwyer screamed his two-litre F2 March 742 free of the F5000s in both Derek Bell Trophy races. Jamie Brashaw made life tough until his March 73A's clutch failed on Sunday, thus the Chevrons of Neil Glover (ex-Peter Gethin B37) and Paul Campfield (ex-Skeeter

Horsman took convincing win in first of new HGC races, and followed it up with R2 recovery drive win

McKitterick B24) completed both podiums. Martin Donn (Lola T760) kept the brakeless Campfield busy on Monday.

Stewart Whyte drove his Honda Accord – Tom Kristensen's 2000 Oulton Park BTCC winner – beautifully to shake off John Cleland (Vauxhall Vectra) in Sunday's Super Touring opener. Sub Phil Keen (piloting Guy Minshaw's Audi A4 from the back) caught Mark Jones's third-placed Renault Laguna on the line. Cleland pitted with a grim misfire on Monday, leaving Whyte to outrun Jones, Paul Smith (BMW M3) and Dave Jarman (Nissan Primera).

Warren Briggs blasted his Mustang to a Touring Car double, aided in Monday's opener by 16-year-old James Clarke (Lotus Cortina) spinning away second at Cascades. Non-finishes for points-leading Imp men Simon Benoy and Steve Platts brought double class winners Peter Hore and Roger Godfrey considerably closer to reigning champ Benoy. Clarke drove brilliantly to pass John Avill twice in race two, netting second having boldly clawed his way through the Cortinas.

A hairy six-car lead scrap for Monday's first Formula Ford honours was resolved dramatically at Hislops on lap seven. Points leader Callum Grant burst a brake pipe and shot down the escape road, while Benn Simms arrived on the grass to the right, repassing Sam Mitchell. Rob Wainwright straight-lined the 'island' in avoidance. Mitchell and Max Bartell wriggled through for gold and silver ahead of Wainwright, but poor Benn Tilley – who took the chicane in his repaired Merlyn – was tripped lazily end over end by the contrite Simms's Jomo.

Simms won the tamer sequel, pipping Bartell after leader Mitchell spun and





Whyte beat Super Touring field to double



Grant hit trouble. James Buckton deserved third ahead of Mitchell, Grant and Will Nuthall, unfazed by a Cascades spin.

Historic FF2000 champion-elect Andy Park's closest opposition was Tom White in his rare Osella. Graham Ridgway and Davy Walton claimed thirds, although Ridgway and Mick Whitehead were wiped out in a first-corner shunt on Monday.

Front-engined Formula Juniors were thin on the ground, but Mark Woodhouse (Elva) narrowly overcame poleman Mike Walker – winner of the 1970 F5000 championship opener here in a McLaren M10B – on Sunday, with the other Bond of Andrew Tart third. But for the front-wheel-drive Bonds being swamped at Monday's start, Walker might have caught new points leader Woodhouse.

Andrew Hibberd won both rear-engined races, Sunday's dominantly after drive-coupling failure halted Benn Simms on the warm-up lap, although Simms led race two. John Fyda and U2-mounted son Jonathan (from ninth) chased until Robin Longdon divided them. Table-topper Chris Alford enjoyed tight drum-braked wins over Gil Duffy and Andy Harrison.

Once John Murphy (Crosle 22F) had repassed Julian Stokes's Tecno to restore qualifying order, the Liverpoolian won the Rodney Bloor Trophy CRC race. The chase for third between Andy Jarvis (Palliser) and URS FF2000 men Chris Lord and Old Hall spinner Andy Lancaster was resolved in that order.

Mark Charteris blitzed the Classic Clubmans field in his Mallock, lapping faster than all bar DBT racers Dwyer and Brashaw. B-Sport frontman Barry Webb bagged another maximum as Clive Wood was frustrated by a slower A-Sport car.

MARCUS PYE

March 742 F2 of Dwyer romped to comfortable DBT double

RESULTS

HISTORIC GOLD CUP (BOTH 11 LAPS)

1 Peter Horsman (Lotus 18/21); 2 Rod Jolley (Cooper T45/51) +13.565s; 3 Rudi Friedrichs (Cooper T53); 4 Ed Morris (Lotus 18); 5 Dan Collins (Lotus 21); 6 Andrew Smith (Cooper T43). **Class winners** Jolley; Morris; Smith; Sid Hoole (Cooper T41); Andrew Wareing (BRM P261). **Fastest lap** Horsman 1m54.814s (84.40mph).

Pole Horsman. **Starters** 19. **RACE 2**

1 Horsman; 2 Jolley +1.164s; 3 Collins; 4 Barry Cannell (Cooper T51); 5 Iain Rowley (Assegai); 6 Smith. **CW** Jolley; Collins; Smith; Wareing; Hoole. **FL** Horsman 1m54.741s (84.45mph). **S** 18.

70S ROAD SPORTS (9 LAPS)

1 James Dean (Lotus Europa); 2 Russell Paterson (Morgan Plus 8) +1.188s; 3 Charles Barter (Datsun 240Z); 4 Julian Barter (Lotus Europa); 5 Mark Leverett (Lotus Elan); 6 Steve Cooke (Lotus 7 S4). **CW** Paterson; C Barter; Neil Brown (Lotus Eclat); David Tomkinson (Triumph Spitfire). **FL** Dean 2m01.488s (79.76mph). **P** C Barter. **S** 22.

HISTORIC ROAD SPORTS (10 LAPS)

1 Kevin Kivlochan (Morgan Plus 8); 2 John Davison (Lotus Elan) +0.196s; 3 Peter Shaw (Lotus Elan); 4 Frazer Gibney (Lotus Elan); 5 David Bolland (Ginetta G4); 6 Mike Eagles (De Tomaso Mangusta). **CW** Davison; Malcolm Mitton (Lotus Elan); Dick Coffey (Turner Mk1); Christopher Reece (MGB); Alan Greenhalgh (Triumph TR6). **FL** Davison 1m59.404s (81.16mph). **P** Davison. **S** 24.

GUARDS TROPHY SPORTS-

RACING CARS (16 LAPS) 1 Nick Thompson/Sean McClurg (Chevron B6); 2 Mark Colman/Hugh Colman (Chevron B8) +2.781s; 3 Chris Goodwin (Lotus 23B); 4 Vicky Brooks/Bob Brooks (Merlyn Mk6); 5 Brian Casey (Lenham P69); 6 Robin Ellis/Richard Fores (Elva Mk7). **CW** Goodwin; Casey; Craig Jones/Adam Jones (Elva Mk7S). **FL** M Colman 1m52.262s (86.32mph). **P** Greg Thornton/Brad Hoyt (Chevron B8). **S** 15.

GUARDS TROPHY GT CARS (20 LAPS)

1 Mike Gardiner/Dan Cox (TVR Griffith); 2 Mike Whitaker (TVR Griffith) +3.506s; 3 John Spiers (TVR Griffith); 4 Alistair Dyson (Jaguar E-type); 5 Robert Farrell/Dave Coyne (Jaguar E-type); 6 Peter Shaw/Julian Barter (Lotus Elan). **CW** Dyson; Shaw/Barter; Martin Richardson (MGB). **FL** Whitaker 1m55.079s (84.21mph). **P** Gardiner/Cox. **S** 19.

JAGUAR CLASSIC CHALLENGE (18 LAPS)

1 Julian Thomas/Calum Lockie (E-type); 2 Alistair Dyson

(E-type) +1m01.896s; 3 Jamie Boot (E-type); 4 Martin Melling (E-type); 5 Paul Castaldini (E-type); 6 Pete Foster/Tim Mogridge (E-type).

CW John Burton (E-type); Roger Cope (Mk1); Andrew Moore (XK150); Chris Scholey/Nick Finburgh (XK120). **FL** Dyson 1m58.627s (81.69mph). **P** Thomas/Lockie. **S** 19.

DEREK BELL TROPHY (13 LAPS)

1 Mark Dwyer (March 742); 2 Neil Glover (Chevron B37) +41.993s; 3 Paul Campfield (Chevron B24); 4 Martyn Donn (Lola T760); 5 Michael Bletsoe-Brown (Chevron B27); 6 Keith Norris (Chevron B49). **CW** Glover; Donn; Tim Kuchel (Brabham BT18); Adam Simmonds (Lola T142). **FL** Jamie Brashaw (March 73A) 1m36.762s (100.15mph). **P** Dwyer. **S** 16.

RACE 2 (12 LAPS) 1 Dwyer;

2 Glover +15.612s; 3 Campfield; 4 Donn; 5 John Murphy (Crosle 22F); 6 Norris. **CW** Glover; Donn; Murphy; Simmonds. **FL** Dwyer 1m37.838s (99.05mph). **S** 15.

SUPER TOURING TROPHY (10 LAPS)

1 Stewart Whyte (Honda Accord); 2 John Cleland (Vauxhall Vectra) +7.914s; 3 Mark Jones (Renault Laguna); 4 Phil Keen (Audi A4); 5 Paul Smith (BMW 320); 6 Dave Jarman (Nissan Primera). **CW** Keen; Rick Wood (Ford Capri); Tom Andrew (BMW M3). **FL** Whyte 1m49.078s (88.84mph). **P** Whyte. **S** 17. **RACE 2 (11 LAPS) 1 Whyte;** 2 Jones +5.332s; 3 Smith; 4 Jarman; 5 Jason Minshaw (Volvo S40); 6 Roger Lavender (Ford Mondeo). **CW** Wood; Darren Fielding (BMW 318); Andrew. **FL** Whyte 1m49.069s (88.85mph). **S** 17.

HISTORIC TOURING CARS

(8 LAPS) 1 Warren Briggs (Ford Mustang); 2 John Avill (Lotus Cortina) +10.718s; 3 Graham Pattle (Lotus Cortina); 4 Endaf Owens (Mini Cooper S); 5 Peter Hore (Lotus Cortina); 6 Greg Thornton (Ford Mustang). **CW** Hore; John Spiers (Lotus Cortina); Owens; Richard Belcher (Lotus Cortina); Roger Godfrey (Mini Cooper S); Adrian Oliver (Hillman Imp); Gary Warburton (Austin Mini). **FL** Briggs 2m02.286s (79.24mph). **P** Briggs. **S** 33. **RACE 2 (10 LAPS) 1 Briggs;** 2 James Clarke (Lotus Cortina) +6.337s; 3 Avill; 4 Pattle; 5 Hore; 6 Spiers. **CW** Clarke; Avill; Owens; Belcher; Godfrey; Oliver; Warburton. **FL** Briggs 2m04.340s (77.93mph). **S** 28.

HISTORIC FF1600 (7 LAPS) 1 Sam

Mitchell (Merlyn Mk20); 2 Rob Wainwright (Elden Mk8) +1.356s; 3 Max Bartell (Merlyn Mk20); 4 Callum Grant (Merlyn Mk20); 5 Benn Simms (Jomo JMR7); 6 Will Nuthall (Jamun T2). **FL** Grant 1m51.941s (86.57mph). **P** Bartell. **S** 31. **RACE 2 (11 LAPS) 1 Simms;**

2 Bartell +0.434s; 3 James Buckton (Elden Mk8); 4 Mitchell; 5 Grant; 6 Nuthall. **FL** Grant 1m51.886s (86.61mph). **S** 31.

HISTORIC FF2000 (BOTH 12 LAPS)

1 Andrew Park (Reynard SF81); 2 Thomas White (Osella FAF) +18.932s; 3 Graham Ridgway (Reynard SF78); 4 Brian Morris (Delta T80); 5 David Walton (Royale RP27); 6 Mick Whitehead (Reynard SF79). **CW** White. **FL** Park 1m46.197s (91.25mph). **P** Park. **S** 12. **RACE 2 1 Park;** 2 White +25.671s; 3 Walton; 4 Andrew Storer (Reynard SF79); 5 Morris; 6 Dale Spruce (Reynard SF79). **CW** White. **FL** Park 1m46.421s (91.06mph). **S** 12.

HISTORIC FORMULA JUNIOR FRONT-ENGINED (BOTH 10 LAPS)

1 Mark Woodhouse (Elva 100); 2 Mike Walker (Bond) +0.591s; 3 Andrew Tart (Bond); 4 Nick Taylor (Elva 100); 5 Ian Phillips (BMC Mk1); 6 Anthony Olisoff (Elfin Mk1). **CW** Olisoff; Tony Pearson (Bandini). **FL** Woodhouse 2m02.303s (79.23mph). **P** Walker. **S** 11. **RACE 2 1 Woodhouse;** 2 Walker +3.620s; 3 Tart; 4 Taylor; 5 William Grimshaw (Moorland Mk1); 6 Phillips. **CW** Olisoff; Pearson. **FL** Walker 2m03.133s (78.70mph). **S** 11.

HISTORIC FORMULA JUNIOR REAR-ENGINED (10 LAPS)

1 Andrew Hibberd (Lotus 22); 2 John Fyda (Brabham BT6) +34.766s; 3 Robin Longdon (Lola Mk3); 4 Jonathan Fyda (U2 Mk3); 5 Rudolf Ernst (Brabham BT2); 6 Peter Anstiss (Lotus 20/22). **CW** Chris Alford (Elva 200); Longdon; Malcolm Wishart (Cooper T65). **FL** Hibberd 1m53.736s (85.20mph). **P** Hibberd. **S** 17. **RACE 2 1 Hibberd;** 2 Benn Simms (Merlyn Mk5/7) +13.093s; 3 John Fyda; 4 Jonathan Fyda; 5 Anstiss; 6 Ernst. **CW** Jonathan Fyda; Alford; Wishart; Greg Thruston (Lotus 20). **FL** Hibberd 1m53.279s (85.54mph). **S** 17.

CLASSIC RACING CARS RODNEY

BLOOR TROPHY (11 LAPS) 1 John Murphy (Crosle 22F); 2 Julian Stokes (Tecno F2) +4.437s; 3 Andy Jarvis (Palliser WDB2); 4 Chris Lord (Van Diemen RF82); 5 Andrew Lancaster (Pilbeam MP52); 6 Steve Worrad (Palliser). **CW** Jarvis; Lord; Phil Nelson (Hawke DL2B). **FL** Murphy 1m45.776s (91.61mph). **P** Murphy. **S** 15.

CLASSIC CLUBMANS (12 LAPS)

1 Mark Charteris (Mallock Mk20/21); 2 Spencer McCarthy (Mallock Mk20B) +38.302s; 3 Mike Evans (Mallock Mk20/21); 4 Alan Cook (Mallock Mk20); 5 David Wale (Mallock Mk20B/21); 6 Barry Webb (Mallock Mk16BW). **CW** Webb; Roger Waite (Royale S2000M). **FL** Charteris 1m39.603s (97.27mph). **P** Charteris. **S** 16.

BRANDS HATCH
MSVR AUGUST 27-28

Williams Evora waltzes to Lotus double

MARQUE VETERAN STEVE WILLIAMS won both Lotus Cup Europe races on the championship's second and final visit to the UK this year.

Apart from a slow start in race two, the Evora GT4 driver looked in control, even when rain brought changing conditions on different parts of the Grand Prix circuit.

Harry Woodhead (Exige) spent much of the first race making up for a poor start from fourth on the grid. He recovered to a class-winning fifth, less than three seconds short of a podium place. Jean-Baptiste Loup (2-Eleven) was the closest challenger to Williams, with Jonathan Packer's Evora third.

Woodhead's start in race two was even worse, and his race came to an early end when he skated off at Clark Curve in the rain. None of this bothered Williams, who finished well ahead of Loup, who was joined on the podium by father Philippe to the joy of both. Two production-class wins for Hungarian Tamas Vizin (Elise) maintained his unbeaten record at the top of the championship table.

A 40-plus Racing Saloons field successfully negotiated the crowded first corners in their opening race. The BMWs of Stephen Pearson, Stuart Waite, Nigel Innes and Karl Cattliff soon established themselves at the front, although their order was far from settled until the chequered flag appeared, with Pearson winning from Waite. The Peugeot 306 of Don Hughes was first non-BMW until it faded, handing that distinction to the unmissable shape of Johan Hoogenwerff's Volvo estate in seventh.

Race two was abandoned without a lap being completed after two red flags. The first resulted from a relatively minor startline incident, but the second



Double Cup winner Williams stole Lotus Festival show with near-perfect display

followed a huge shunt on the straight towards Hawthorn's involving Pearson and Innes among others.

Bradley Smith dominated Saturday's Radical Challenge sprint races with Steve Burgess second each time. Jack Lang was third at the first attempt, but retired after a lap-one incident in race two. Brian Murphy looked set for a personal best third place in race two, but Joe Stables passed him on the final lap.

Race three was 20 minutes longer and incorporated pitstops. This made no difference to Smith, who completed a hat-trick of wins despite a stop extended by 20s owing to a success penalty. Jack Manchester's team had a crumpled car to mend earlier in the weekend, but he rewarded them with second place in this finale, just ahead of Stables.

Championship leader Burgess was a relieved fourth after a lap-one spin left him temporarily last. Having finished in 11th and sixth earlier on, Olympic cycling star Jason Kenny tried to follow Manchester past Brian Caudwell and into a podium position. Light contact sent Caudwell spinning at Paddock and bent an upright on Kenny's car.

Poleman Darren Goes (SEAT Leon Cup) qualified fastest and led most of the Trackday Championship race on his way to victory. Several drivers disputed second place, and Kester Cook (Fiesta) was in front of James Britton and Mark Flower (BMW) at the end.

Ryan Savage (2-Eleven) and Adam Mackay (Exige V6 Cup) each won a Lotus Cup & Elise Trophy sprint race. The second was a chaotic affair, run on a damp but drying track, which resulted in many incidents. Mackay looked secure in the lead of the longer finale until the stops, but fell to third behind Savage and Jason Baker (Elise) as he rejoined. Luigi Mazza and John Lamaster shared their Elise to production-class success, battling with Alex Ball's Elise all weekend.

Double F3 Cup winner Robbie Watts scored his 65th victory on Saturday and raised the total again the following morning. James Heffernan in race one and Tony Bishop in race two both came to grief while chasing the leader's Dallara. Stuart Wiltshire took second in race one, but succumbed to pressure in race two and fell from second to fourth as Jacopo Sebastiani and Heffernan came past.



Pearson headed Waite in tight first Saloons affair before R2 cancellation



Shane Kelly paid the price for two terrible starts and finished fifth in both races, but still extended his points lead.

William Davison's Production BMW momentum continued at Brands with his fifth and sixth victories in a row. His winning margin over Matthew Swaffer and David Graves was relatively small in race one, but he drove well clear in race two.

Patrick Sherrington (MCR) qualified 12th in the wet for the Sports 2000 championship but was up to second after one lap of the dry race. He closed on Tom Stoten's Gunn and took the lead on lap 15 and appeared to be in control – until his engine coughed a couple of corners from the end and Stoten swept past. David Houghton/Clive Hayes and Giles Billingsley finished inches apart but a lap down in third and fourth.

BRIAN PHILLIPS

➔ **P79** FULL RESULTS

CROFT

DDMC AUGUST 27-28

Morris majors with Porsche victory

PETER MORRIS – CHAMPION IN 2014 and 2015 – and Mike Johnson shared the spoils in the Porsche Club races, in which both were made to battle hard in their 996s.

First time out, Morris sprinted from pole into an immediate lead but had to call on all his experience as the chasing championship leader Mark McAleer kept him honest to the finish. Behind, Kevin Harrison (996) had to resist pressure from Chris Dyer in his Cayman S before Richard Ellis joined the scrap for third place in another 996, with Harrison claiming the final podium spot.

Morris looked set to lead McAleer home again in race two, but Johnson had other ideas as he set about improving on his fourth place. Johnson moved up to second place exiting Tower just past half-distance, and swept into the lead approaching the same corner a lap later when Morris missed a gear. Johnson then held off Morris and McAleer to the close.

Polesitter Colin Simpson romped to an unchallenged victory in the initial Northern Saloon & Sportscar encounter for Classes A & E in his mighty Marcos Mantis. In his wake, the seven-litre Ford Falcon pedalled by Andy Robinson looked set for the runner-up position until a charging Barry Smith got the better of him in his Caterham 7 at Clervaux on the penultimate lap.

Paul Brydon dominated the wet second race throughout in his BMW M3. Finlay Crocker finished second on track in his TCR Honda ahead of former champion Mike Cutt's M3, but a five-second track limits penalty for Crocker dropped him to third.

The outcome of the first contest for Classes B, C, D & H was never in doubt after Kirk Armitage qualified his M3 3.7s faster than the best-of-the-rest Peugeot 205 GTI of David Cox. Reigning champion Armitage blasted home 44s clear of the pursuing Sierra XR4x4 of Stephen Kell, who won an entertaining battle with Martin Whitehouse (BMW 328) and Cox for second place. The following day Armitage was even more dominant on his way to a second victory of the meeting as the distant Kell and Whitehouse kept Alan Thompson's BMW 328 off the podium.

Crocker made a tremendous save from a sideways moment in his Honda early in the opening Battle of Britain Trophy race and went on to take the honours despite another track-limits penalty. Matthew Kirkby held an early lead in race two, as did Crocker very briefly before an agricultural moment at Tower, leaving Cutt to lead the Caterhams of Smith and Kirkby home.

James Drew-Williams swept past early frontman Russ Giles at Tower on the opening lap of the first Monoposto Tiedeman Trophy encounter, but the race was to become a battle of attrition as Drew-Williams and then Giles retired. This left Bryn Tootell to bring the small field home in his Van Diemen RF99, well clear of Mark Smith and Geoff Fern. Later Tootell made the early pace before a flying Giles caught him and hit the front at Tower. The Dallara F398 racer was kept honest by Tootell to the close as they left Smith in a distant third place.

GRAHAM READ

RESULTS

PORSCHE CLUB (16 LAPS) 1 Peter Morris (996); 2 Mark McAleer (996) +0.215s; 3 Kevin Harrison (996); 4 Chris Dyer (Cayman S); 5 Richard Ellis (996); 6 Michael Price (996). **Class winner** Andy Toon (Boxster S). **Fastest lap** McAleer 1m31.709s (83.416mph). **Pole** Morris. **Starters** 16. **RACE 2 (17 LAPS) 1 Mike Johnson (996);** 2 Morris +0.775s; 3 McAleer; 4 Harrison; 5 Ellis; 6 Dyer. **CW** Steve Cheetham (Boxster S). **FL** Johnson 1m31.605s (83.511mph). **P** Morris. **S** 16.

NORTHERN SALOONS & SPORTS CARS CLASSES A & E (BOTH 11 LAPS) 1 Colin Simpson (Marcos Mantis); 2 Barry Smith (Caterham 7) +3.602s; 3 Andy Robinson (Ford Falcon); 4 Andy Wilson (Holden Monaro); 5 Paul Brydon (BMW M3); 6 Finlay Crocker (Honda Civic TCR). **CW** Crocker; Matthew Kirkby (Caterham C400); Mark Leybourne (Westfield FW); David Brewis (Suzuki

SC100). **FL** Smith 1m28.817s (86.132mph). **P** Simpson. **S** 24. **RACE 2 1 Brydon;** 2 Mike Cutt (BMW M3) +10.828s; 3 Crocker; 4 Andrew Morrison (SEAT Leon Cup); 5 Wilson; 6 Robinson. **CW** Crocker; Scott Hubel (Peugeot 205 T16); Simon Mayne (AB Performance Arion); Kirkby. **FL** Brydon 1m35.570s (80.046mph). **P** Brydon. **S** 24. **CLASSES B, C, D & H (BOTH 11 LAPS) 1 Kirk Armitage (BMW M3);** 2 Stephen Kell (Ford Sierra XR4x4) +44.925s; 3 Martin Whitehouse (BMW 328); 4 David Cox (Peugeot 205 GTI); 5 Alan Thompson (BMW 328); 6 Dave Botterill (Porsche 944). **CW** Whitehouse; Cox; Andy Wilson (Ford Escort RS); Simon Baker (Ford Fiesta). **FL** Armitage 1m33.657s (81.681mph). **P** Armitage. **S** 18. **RACE 2 1 Armitage;** 2 Kell +47.884s; 3 Whitehouse; 4 Thompson; 5 Cox; 6 Lee Underwood (Honda Civic). **CW** Whitehouse; Cox; Clive Cooksey (Ford Fiesta). **FL** Armitage 1m36.016s (79.674mph). **P** Armitage. **S** 18.

BATTLE OF BRITAIN TROPHY (BOTH 10 LAPS) 1 Crocker; 2 Cutt +7.839s; 3 Robinson; 4 Kirkby; 5 Armitage; 6 Hubel. **CW** Cutt; Kirkby; Hubel; Cooksey. **FL** Crocker 1m28.608s (86.335mph). **P** Cutt. **S** 18. **RACE 2 1 Cutt;** 2 Smith +0.505s; 3 Kirkby; 4 Robinson; 5 Hubel; 6 Ron Harper (Triumph Spitfire). **CW** Kirkby; Hubel; Crocker; Gary Bowers (BMW E46); Cooksey. **FL** Robinson 1m30.491s (84.539mph). **P** Crocker. **S** 16. **MONOPOSTO TIEDEMAN TROPHY (BOTH 11 LAPS) 1 Bryn Tootell (Van Diemen RF99);** 2 Mark Smith (Dallara F395) +28.811s; 3 Geoff Fern (Van Diemen RF89); 4 Len Turner (Jedi Mk6); 5 Chris Kite (Dallara); 6 Eddie Guest (Lola T640 FF). **CW** Fern; Turner; Kite. **FL** Tootell 1m26.028s (88.925mph). **P** Russ Giles (Dallara F398). **S** 9. **RACE 2 1 Giles;** 2 Tootell +2.113s; 3 Smith; 4 Kite; 5 Fern; 6 Turner. **CW** Tootell; Kite; Fern; Turner. **FL** Giles 1m23.642s (91.461mph). **P** Tootell. **S** 8.



SILVERSTONE
BRSCC AUGUST 27-28

JPR rain masters win at Silverstone

IT LOOKED LIKE THE END OF THE world was approaching as darkness, mid-afternoon torrential rain and thunderstorms struck Silverstone.

But the Fun Cup carried on regardless, with JPR Uviolet's Farquini Deott and Graham Roberts taking a second successive win.

An early four-car break featured Henry Dawes (Track Torque 2 Rent Dominos), who headed Tom Mills (ECO 209), Nigel Greensall (CCS Media) and Harry Mailer (Apollo Motorsport). Greensall then took charge and handed over to Ciro Carannante, but in the third hour Uviolet grabbed a lead it would hold to the flag.

The ECO 209 team had established itself in second, with the Track Torque 2 Rent Dominos car the last one on the lead lap in third, after Neil Plimmer's Team Honeywell car went off at Brooklands. Greensall then unlapped the CCS car, as ECO picked up a one-minute stop-go penalty. As Deott celebrated Uviolet's win, Dawes came in second, with Carannante third but a lap down again. After its penalty, ECO 209 was fourth.

Nick Porter held off Adam Hance for a lights-to-flag win in the Production GTi Mk2s. Championship leader Chris Webb passed Tim Hartland early on to run third. While Hartland fought back to challenge Webb, poleman Christopher Sanders — who had missed second gear at the start — was catching them both and grabbed third around the outside of Brooklands four laps from home, while Hartland got back past Webb for fourth.

Just staying on the track was an achievement in race two, owing to large areas of standing water. Hartland went off at Brooklands on lap one, while Porter and Sanders got away at the front. Sanders had the lead when Porter went straight on at Copse shortly after, but he closed the gap again and got past at Luffield in the closing stages, only for Sanders to surge back through at Woodcote.

On the final lap Porter went ahead again at Copse, but Sanders found the outside line at Luffield and made a decisive move. Webb finished a solitary third and Matthew Petts took fourth and a class win, passing David Aldridge around the outside at Woodcote.

It was honours even between Nicholas Reeve and Bradley Burns in the Fiesta Juniors. Burns had the edge into Copse at the start of the first race, then Reeve snatched the lead before a multiple

JPR Uviolet pair Deott and Roberts came good in wet conditions for Fun Cup win

shunt at Becketts brought out the safety car. When it went green again the duel continued, which allowed points leader Harry Gooding to close. Side-by-side from Brooklands to Woodcote with a lap to go, Burns was back ahead only for Reeve to snatch his maiden victory in the dash to the flag, the pair well clear of Gooding.

Burns led from the start of race two and took a lights-to-flag win over Reeve. They escaped early on as a six-car battle ensued for third. Gooding again headed the charge.

The top six were fairly spread out in the first multi-class Fiesta race, with Alastair Kellett well clear from the start. But Stuart Robbins closed the gap and they were nose-to-tail onto the last lap, with Robbins making the winning move into Copse. Jamie White was third on the road but three track-limits penalties dropped him to fifth, elevating John



Porter withstood Hance pressure in GTi Mk2 race



KIRKISTOWN 500MRCI AUGUST 27

Davidson's title as Robinson crashes

NOEL ROBINSON WENT INTO THE final double-header of the Northern Ireland FF1600 series bidding to overturn a nine-point deficit to Alan Davidson, but a disastrous day handed the title to the Mondiale driver.

A string of victories had put Robinson in a commanding lead, which he lost by missing the June races owing to holidays and then suffering a persistent misfire on his Van Diemen JLo12K in July. But with all problems cured and a brace of poles in the bag, he had every reason to feel confident.

But at the start it was Davidson's venerable Mondiale M89S that led the pack away from the outside front-row position, with second-row starter Stephen O'Connor's Van Diemen on his heels and Robinson in third.

The order remained the same for two hectic laps before O'Connor's overexuberant attempts to defend second from Robinson sent the pair off into the barriers on the start-finish straight. With that, Davidson cruised to victory and the title. Robinson's crew set about hasty repairs before race two, while O'Connor was left with a well-damaged RF90 and six penalty points on his licence.

With the title decided, there was still a showdown of sorts in race two as Robinson and Davidson went head to head — a contest that ended with another Davidson win and one more trip to the barriers for Robinson.

Dan Polley's 'lowline' Sheane took Formula Vee honours by a nose from Kevin

Grogan and Gavin Buckley in the A race, while Paula Moore (Leystone) took an even tighter victory in the B & C encounter from Anthony Cross and Buckley.

SEAT Leons provided the main tin-top action. Erik Holstein led much of race one before dropping back late on. Niall Quinn took honours from Rod McGovern and Barry English, but had to follow Holstein home in the second with McGovern third.

A small BOSS Ireland grid also appeared twice. After qualifying at over 100mph, Eamon Matheson's rapid MM2 took the first win, which finished behind the safety car after John Stewart's Mygale became stranded at Colonial and proved difficult to move. Cian Carey's Formula Renault took second spot, and won race two after Matheson's car expired. Robinson offset his FF1600 disappointment with third and second places in Stanley Watson's older FRenault.

Jonny Forsythe and Keith Dawson took a win apiece in two intense Fiesta battles, with Dan Conlon and Stephen Moore also claiming podium places.

Brian Hearty took Formula Sheane victory from Robbie Allen and Richard Kearney in the first of their two encounters, although he had to settle for third behind Allen and Dave Parks in the second.

Paul Conn dominated the two HRCA races in his Sports 2000 Crossle, clear of the similar cars of John Benson and John McCandless.

RICHARD YOUNG

Cooper to the final podium spot.

Robbins later made it two from two, leading from the start of the second race with Kellett second. White battled for third with Cooper, before Cooper's race ended in the pitlane.

Intermarque series leader Malcolm Blackman took his Vauxhall Tigra to victory in heavy rain, with Steve Burrows's Peugeot 206 second after Lewis Smith (Tigra) spun. Simon Smith (BMW Z4) was third as deteriorating conditions brought the red flags out.

The second race built up to a terrific final lap shoot-out. The BMW Z4 of Keith White had demoted Blackman to lead the race, but Simon Smith got ahead at Woodcote to win. Burrows was third, as early pacesetters Blackman and Lewis Smith dropped to fourth and fifth.

Aaron Thompson and Samuel Priest engaged in an early duel in the first Fiesta Class C race, but as the rain came down again third-placed Myles Baker lost it on the pits straight, clipped Jay Daniels and piled into the pitwall. That brought out a safety car, leaving a two-lap sprint to the flag when the race restarted. Thompson just held on as a charging Alfonso Skriczka came up just 0.019s short, with Priest third having lost out to Skriczka at Copse. Simon Horrobin won race two, from Nathan Edwards and Samuel Priest.

Charlie Cudlipp took two Production GTi Mk5 wins over Andy Baylie.

PETER SCHERER

RESULTS

FORMULA FORD 1600 (12 LAPS)

1 Alan Davidson (Mondiale M89S); 2 Ryan Campbell (Reynard 89FF) +7.107s; 3 Henry Campbell (Reynard 89FF); 4 David Nicholl (Reynard 89FF); 5 Paul McMorran (Cossle 32F); 6 Ian McCulla (Reynard 84FF). **Class winners** Davidson 1m02.130s (87.607mph). **Pole** Noel Robinson (Van Diemen 012K). **Starters** 11. **RACE 2 (16 LAPS)** **1 Davidson;** 2 R Campbell +14.936s; 3 H Campbell; 4 McMorran; 5 Nicholl; 6 McCulla. **CW** McMorran; McCulla. **FL** Davidson 1m01.616s (88.338mph). **P** Robinson. **S** 10. **FORMULA VEE A (11 LAPS)** **1 Dan Polley (Sheane);** 2 Kevin Grogan (Sheane FV03) +0.821s; 3 Gavin Buckley (Sheane FV99); 4 Colm Blackburn (Leystone JH002); 5 Shane McBride (Sheane FV99); 6 Paula Moore (Leystone JH004). **FL** Blackburn 1m07.176s (81.026mph). **P** Grogan. **S** 14. **B & C (10 LAPS)** **1 Moore;** 2 Anthony Cross (Sheane FV94) +0.670s; 3 Buckley; 4 Joe Power (Leystone JH004); 5 Ken Browne

(Sheane FV03); 6 Conor Molloy (Leystone JH002). **FL** Moore 1m09.962s (77.800mph). **P** Cross. **S** 10. **SEAT LEON/SALOONS (BOTH 13 LAPS)** **1 Niall Quinn (SEAT Leon);** 2 Rod McGovern (SEAT Leon) +7.355s; 3 Barry English (SEAT Leon); 4 Andrew Armstrong (BMW M3); 5 Brian Berry (SEAT Leon); 6 Stephen Traub (Honda Integra). **CW** Armstrong. **FL** Quinn 1m01.927s (87.894mph). **P** McGovern. **S** 11. **RACE 2 1 Erik Holstein (SEAT Leon);** 2 Quinn +0.808s; 3 McGovern; 4 English; 5 Berry; 6 Armstrong. **CW** Armstrong. **P** McGovern. **S** 10. **BOSS IRELAND/ROADSPORTS (10 LAPS)** **1 Eamon Matheson (2.0t MM Honda);** 2 Cian Carey (2.0 FRenault) +1.618s; 3 Noel Robinson (2.0 Tatuus Renault); 4 John Daly (3.8 Lola Holden); 5 Barry Rabbitt (2.0 Tatuus Renault); 6 Martin Daly (2.0 Tatuus Renault). **CW** Jim Larkham (1.3 Radical PRO6). **FL** Matheson 55.949s (97.285mph). **P** Matheson. **S** 11. **RACE 2 (14 LAPS)** **1 Carey;** 2 Robinson +2.130s; 3 Rabbitt; 4 J Daly; 5 M Daly; 6 Larkham. **CW** Larkham. **FL** Matheson 55.991s (97.212mph). **P** Matheson. **S** 10. **FIESTA ZETEC (BOTH 11 LAPS)**

1 Jonny Forsythe; 2 Keith Dawson +0.346s; 3 Daniel Conlon; 4 Adrian Finnegan; 5 Stephen Moore; 6 Tam Agnew. **FL** Moore 1m17.204s (70.502mph). **P** Dawson. **S** 16. **RACE 2 1 Dawson;** 2 Moore +0.807s; 3 Forsythe; 4 T Agnew; 5 Mark Stewart; 6 Stuart Agnew. **FL** Forsythe 1m16.779s (70.892mph). **P** Dawson. **S** 15. **FORMULA SHEANE (BOTH 13 LAPS)** **1 Brian Hearty;** 2 Robbie Allen +3.863s; 3 Richard Kearney; 4 Kevin Sheane; 5 Chris McCabe; 6 John Linnane. **FL** Allen 1m01.420s (88.620mph). **P** Hearty. **S** 11. **RACE 2 1 Allen;** 2 David Parks +1.377s; 3 Hearty; 4 Kearney; 5 Paul McLoughlin; 6 Sheane. **FL** Hearty 1m01.159s (88.998mph). **P** Hearty. **S** 10. **HRCA HISTORICS (BOTH 13 LAPS)** **1 Paul Conn (2.0 Crossle 47S);** 2 John Benson (2.0 Crossle 37S) +13.987s; 3 John McCandless (2.0 Crossle 47S); 4 Clive Brandon (1.8 Lotus 47); 5 Bernard Foley (4.6 MGB GT); 6 Billy Crosbie (1.6 Lotus 7). **FL** Conn 1m01.318s (88.767mph). **P** Benson. **S** 11. **RACE 2 1 Conn;** 2 Benson +16.299s; 3 McCandless; 4 Foley; 5 Crosbie; 6 Brandon. **FL** Conn 1m01.853s (87.999mph). **P** Conn. **S** 11.

DONINGTON PARK
BRSCC AUGUST 27-28

Greensmith shines at rainy Donington

JONATHAN GREENSMITH TOOK HIS maiden MX-5 Supercup win on Saturday and produced a brilliant recovery drive 24 hours later following a first-lap spin.

Greensmith, a past Mk1 MX-5 and Porsche champion, made the strongest start in the wet first race to pull clear of his pursuers, who could only match his pace in the second half of the race. Championship leader Tom Roche was second, holding off Liam Murphy.

James Blake-Baldwin led most of a frenetic second race that at times featured a nine-car lead pack. His victory put his points tally ahead of Roche, who was shuffled back to sixth on the final lap. Greensmith had the most dramatic race, however, slipping to 16th at the end of lap one before eventually recovering to third behind Jack Harding.

"I ran out of room at the chicane and these Mazdas don't like sausage kerbs," said Greensmith.

Roche continued his inexorable march to another Mk1 MX-5 crown with wins 11 and 12 of the season, although Michael Fisk ran him close in race one. Fisk took the lead at the start of race two, but could not hold on against Roche, and eventually fell behind Brian Trott to finish third.

Joe Wiggins dominated the Compact Cup double-header, catapulting himself back into championship contention after disappointment at Combe. Main title protagonists James Gornall and Steven Dailly slowed themselves battling over second in the opener, until Dailly retired with brake failure. Dailly recovered to finish second from a distant Ian Jones in race two.

The drive of the day came in race one, with Owen Hunter storming from 17th on the grid to grab the final podium place from Ian Jones on the last lap.



JONES

In the Boxster division of the BRSCC Porsche Championship, it was a weekend to forget for points leader Rick Stylin. He finished last after problems in race one, spun into the gravel at McLeans at the beginning of race two, and more engine woes put him out of race three.

Richard Avery narrowed the gap to Stylin with wins in the first two races, but didn't fully capitalise, ending up in the gravel at the first corner in race three. Ex-Mini racer Andrew Hack held off Ed Hayes for the win.

Classic Stock Hatch racer Ryan Lowry won from ninth on the grid in his first outing in the 924 class, going three-abreast with Philip Waters and Adam Croft on the last lap. "I bided my time and got the undercut to get into the lead, then the other two tangled coming onto the back straight," he said.

Greensmith was a first-time winner in the MX-5 Supercup

Lowry took a lights-to-flag victory in race two, but went off into the gravel at the Old Hairpin in the final race, which was won by John Broadley.

Niall Murray (Van Diemen RF99) wrapped up the National FF1600 and Triple Crown title with three races to spare, taking his ninth win of the season. But it might have been a different story had Luke Williams not been caught out by an isolated shower at Coppice three laps from the end. Stephen Daly (Ray GR11) was promoted into second with Graham Carroll climbing to third following an overnight engine change.

Daly initially led the second race, but Murray took the place back at McLeans and proceeded to pull clear from Carroll. With Daly in the pits after two laps, Williams claimed third, making impressive progress from row seven.

Nick Hull and Garry Lawrence came to gravel grief in Boxsters



FF1600 leader Murray sealed 2016 crown with two wins

JONES



JONES



The first Pre-1990 FF1600 race, dry after a wet qualifying, was effectively decided by the first corner, with Jamie Jardine (Reynard 84FF) making his "best start in five years" to lead from row two.

When front-row starter Michael Beaver beached his Mondiale at the Old Hairpin, Ben Tinkler applied pressure to Jaap Blijleven, but had to settle for third ahead of Ian Wolfenden.

Jardine and Blijleven tripped over each other at the chicane early in race two, but both recovered to finish on the podium. Jardine should have won, but was held up by a backmarker at Craner Curves on the final lap, handing victory to the Reynard 89FF of series leader Tinkler.

Mike Jenvey stormed to victory in the OSS opener in his Jenvey-Gunn TS6, aided by the pursuing Duncan Williams (Juno) going off twice within a lap. In race two, Williams made a mistake on oil, allowing Jenvey to get ahead, but Williams got it back on countback due to a red flag. Josh Smith (Radical PR6) took two class-winning third positions.

Graham Seager dominated both Alfa contests in his GTV, but competition in the Twin Spark class was much tighter. Nevertheless, Tom Hill displaced Paul Plant on the last lap of the opener to wrap up the overall title.

There was a win and a non-finish for Jedi points leader Paul Butcher, with 2013 champion Lee Morgan claiming race two.

IAN SOWMAN

➔ P77 FULL RESULTS



Accidents mar Combe Holiday feast

THE AUGUST BANK HOLIDAY MEETING at Castle Combe was overshadowed by repeat race stoppages and dramatic accidents across an ultimately curtailed programme.

The local Formula Ford championship produced a pair of tumultuous encounters. Race one was initially led by Michael Moyers, before fellow Spectrum driver Ben Norton passed him. Behind, it was championship leader Roger Orgee making key moves and, by the end of lap two, his Van Diemen had leapfrogged Felix Fisher to run third behind title rival Moyers. The dicing was then suspended after a massive accident destroyed Hugh Robertson's Swift, although Robertson suffered only minor injuries.

At the resumption of action, Moyers snatched the lead from Norton, only to lose it almost instantly as Norton fought back at Tower. Orgee then took his opportunity and stole second from Moyers at Quarry. The trio pulled away, but the order remained the same to the chequered flag.

Moyers and Orgee resumed their dice in the second race, which featured a breathtaking move by Moyers around the outside at Camp to steal the lead with two laps remaining. Ultimately Orgee would pass his title rival once more, on this occasion to claim victory.

A dramatic opening MSA British Superkart race featured two red-flag periods. A confused rolling start involved

the leaders entering combat despite the officials deciding to leave the red lights on with karts out of position. The race lasted a further seven laps before Luke Plain was involved in a high-speed accident that prematurely ended the action. Plain was taken to hospital as a precaution, with series leader Jack Layton declared the winner.

Layton was able to recover from a poor start to the second race and add another victory to his weekend tally. But his success was overshadowed by an accident involving Roy Bennett that required another red flag and the deployment of the air ambulance. Further updates were unavailable as Autosport went to press.

Both the Castle Combe GT and Sports Series had their initial races red-flagged following dramatic early shunts. A multi-car GT accident took out points leader Barry Squibb, along with Oliver Bull and Kevin Bird. On the restart, David Krayem claimed the honours in his Ginetta G50, with Chris Southcott's MG Midget winning race two.

Norman Lackford found himself in the Folly barriers at the start of the Sports Series race, and on the restart Josh Smith charged away from the field to win in his Radical. The second race was canned due to the multiple delays throughout the day.

Simon Thornton-Norris and his Mitsubishi claimed honours in the opening Castle Combe Saloon race, but SEAT-mounted Gary Prebble denied him a double in the second. Despite that, Will di Claudio's late retirement from race two means Thornton-Norris now has one hand on the title with a single race remaining.

The British Superkart UK Cup featured a much-reduced grid after several drivers withdrew following the accidents that marred the Championship races. Jack Layton took his third win of the day to claim the prestigious 'O' plate.

A double pole position in the Ferrari Formula Classics was converted into a double victory by Gary Culver.

LEE BONHAM

➔ P77 FULL RESULTS



Southcott took Midget to R2 win in GTs



Title contenders stay steady

SCOTT MORAN, TREVOR Willis and Wallace Menzies left Gurston Down in a stalemate after the British Hillclimb Championship's leading trio all scored 18 points over the event.

Patchy drizzle hampered the first qualification runs, before a surprised Willis took victory in the first runoff from Menzies. The sun then broke through for a few minutes in the final encounter, won by points leader Moran, with Menzies again second. "We could all have stayed at home with the same result," quipped Moran.

Marsh brothers Simon and Peter combined their best day since getting into the supercharged DJ-Suzuki a year ago, both recording a sixth place, Peter beating Dave Uren to a class win. Oli Tomlin withdrew from a wet Q1 but stormed round 28 for fifth.

A few left the meeting with no points added, including Uren, who had a nightmare after a magnificent Shelsley. He didn't get into round 27, slithering into the Recticel in the wet Q1 and knocking the front wing sideways.

Uren was back later for round

28 but the engine cut just before the finish, and he coasted over the line slowly. The marshals couldn't quite get him to safety before Peter Marsh's run and the DJ was flagged when in full flight, earning a rerun.

Richard Spedding only qualified once, scoring three points in the opening encounter, and Uren's tough time meant Spedding pulled away slightly in the fight for fourth.

Factory Gould drivers Sean Gould and Eynon Price also had a difficult time compared to recent events.

Price failed to qualify either time and, while Gould did once, he did not score. Ed Hollier used his wet-track experience, backed up with a solid later run, to leapfrog the pair into seventh in the points.

Jason Maurant scored a fine pair of fourths, while perennial hillclimber Bernie Kevill was the meeting's most surprised driver.

Not often featuring at the head of the 1100cc class, he pulled off a great Q1 run in the damp just before a short pulse of rain, and secured a run-off spot for the first time, although come the moment he was seriously outpaced.

EDDIE WALDER

RESULTS

MSA BRITISH HILLCLIMB ROUND 27 **1 Trevor Willis (3.2 OMS-Powertec 28) 27.86s**; 2 Wallace Menzies (3.5 Gould-NME GR55) 28.03s; 3 Scott Moran (3.5 Gould-NME GR61X) 28.51s; 4 Jason Maurant (4.0 Gould-Judd GR55) 28.74s; 5 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 29.27s; 6 Peter Marsh (1.3s DJ-Suzuki Firehawk) 29.66s; 7 Graham Wynn (3.5 Gould-Cosworth GR55) 30.20s; 8 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 30.26s; 9 Simon Marsh (1.3s DJ-Suzuki Firehawk) 30.60s; 10 Paul Haines (1.3t Gould-Suzuki GR59) 30.64s; 11 Sean Gould (1.6 Gould-Suzuki GR59) 31.29s; 12 Bernard Kevill (1.0 OMS-Suzuki 28) 33.68s.

ROUND 28 **1 Moran 26.40s BTD**; 2 Menzies 26.60s; 3 Willis 26.64s; 4 Maurant 27.63s; 5 Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) 27.84s; 6 S Marsh 28.18s; 7 P Marsh 28.27s; 8 Haines

28.41s; 9 Wynn 28.51s; 10 Hollier 28.67s; 11 Terry Graves (3.5 Gould-Cosworth GR55) 29.80s; 12 Dave Uren (1.3t Force-Suzuki PC) 31.10s.

Class winners Adam Greenen (2.0 Honda Civic Type R) 38.28s; Dean Cubitt (1.8 Mazda MX5) 42.29s; Allan Warburton (2.5 Caterham-Duratec) 34.87s; Neil Turner (1.4 Mini Cooper S) 36.36s; Colin Satchell (2.0 Peugeot 205) 35.46s; Simon Purcell (1.8s Lotus Exige) 34.82s; Antony Orchard (1.3 Westfield Megabusa) 33.04s; Peter Steel (1.3 Mallock Mk20) 37.02s; Allan McDonald (2.4t Morris Mini/Mitsubishi Evo) 31.57s; Simon Fidoe (1.0 Empire-Suzuki Wraith) 30.74s; Tony Wiltshire (1.6 Swift SC93 FF) 37.12s; Tim Davies (2.0 Pilbeam MP88) 30.38s; Hollier 28.72s; P Marsh 28.37s; Willis 27.07s.

POINTS **1 Moran 246**; 2 Willis 221; 3 Menzies 191; 4 Spedding 127; 5 Uren 115; 6 Will Hall 96; 7 Hollier 73; 8 Eynon Price 71; 9 Gould 70; 10 Maurant 66.

RESULTS

BRANDS HATCH

MSVR

LOTUS CUP EUROPE (18 LAPS)

1 Steve Williams (Evora GT4);

2 Jean-Baptiste Loup (2-Eleven) +1.711s; 3 Jonathan Packer (Evora GT4); 4 Philippe Loup (2-Eleven); 5 Harry Woodhead (Exige S2);

6 Tommie Eliasson (Exige V6 Cup).

Class winners J-B Loup; Woodhead;

Tamas Vizin (Elise Cup R). **Fastest lap**

Williams 1m37.718s (89.64mph). **Pole**

Williams. **Starters** 31. **RACE 2 (12**

LAPS) **1 Williams**; 2 J-B Loup

+13.500s; 3 P Loup; 4 Robin Nilsson

(Exige V6 Cup); 5 Eliasson; 6 Andrew

Wright (Exige V6 Cup). **CW** J-B Loup;

Christopher Laroche (Exige S2); Vizin.

FL Williams 1m37.323s (90.00mph).

P Williams. **S** 31.

RACING SALOONS (9 LAPS)

1 Stephen Pearson (BMW E36 M3);

2 Stuart Waite (BMW M3) +3.187s;

3 Nigel Innes (BMW E36 M3); 4 Karl

Cattliff (BMW E36 M3); 5 Darren Stamp

(BMW E36 M3); 6 James Card (BMW

E30 M3). **CW** Card; Colin Philpott

(Jaguar XJS); Jason Dzenis (Peugeot

205); Matthew Wileman (BMW E30);

Karl Graves (BMW 120d); Kieron

Lehane (Citroen Saxo). **FL** Pearson

1m43.815s (84.37mph). **P** Pearson.

S 44. **RACE 2 Cancelled.**

RADICAL CHALLENGE (14 LAPS)

1 Bradley Smith; 2 Steve Burgess

+9.482s; 3 Jack Lang; 4 Brian

Caudwell; 5 Brian Murphy; 6 Joe

Stables. **CW** Burgess; Andy

Chittenden. **FL** Smith 1m27.236s

(100.41mph). **P** Smith. **S** 25. **RACE 2**

(12 LAPS) **1 Smith**; 2 Burgess +2.722s;

3 Stables; 4 Murphy; 5 Mark Richards;

6 Jason Kenny. **CW** Burgess;

Chittenden. **FL** Smith 1m27.736s

(99.84mph). **P** Smith. **S** 26. **RACE 3**

(31 LAPS) **1 Smith**; 2 Jack Manchester

+5.033s; 3 Stables; 4 Burgess; 5 Peter

Tyler/Tom Gladdis; 6 Jason Rishover.

CW Manchester; Chittenden.

FL Smith 1m27.124s (100.54mph).

P Smith. **S** 25.

MSVT TRACKDAY TROPHY (20 LAPS)

1 Darren Goes (SEAT Leon Cup);

2 Kester Cook (Ford Fiesta) +1.765s;

3 James Britton (BMW M3); 4 Mark

Flower (BMW M3); 5 David Gardner/

Christopher Mills (BMW M3); 6 Simon

Clark (Porsche Boxster S). **CW** Britton;

Warren Allen (Ginetta G27R); George

Wright/Jack Wright (Porsche 944);

Mark Simmons/Ricky Coomber

(Honda Civic Type R); Jason Francis

(Ford Puma). **FL** Alistair Stenhouse

(BMW E36 M3) 1m44.082s

(84.16mph). **P** Goes. **S** 41.

LOTUS CUP & ELISE TROPHY

(14 LAPS) **1 Ryan Savage (2-Eleven);**

2 Adam Mackay (Exige V6 Cup)

+0.644s; 3 Adam Balon (Exige V6 Cup);

4 Bob Drummond (Exige V6 Cup);

5 Phillip Britten (Exige V6 Cup);

6 Douglas Campbell (Exige V6 Cup).

CW Mackay; Luigi Mazza (Elise S2).

FL Mackay 1m37.789s (89.57mph).

P Jason Baker (Elise S2). **S** 30. **RACE 2**

(11 LAPS) **1 Mackay**; 2 Baker +7.506s;

3 Savage; 4 Balon; 5 Britten;

6 Drummond. **CW** Baker; Alex Ball

(Elise S1). **FL** Baker 1m37.973s

(89.41mph). **P** Scott Couper

(Exige S1). **S** 28. **RACE 3 (24 LAPS)**

1 Savage; 2 Baker +5.811s; 3 Mackay;

4 Balon; 5 Britten; 6 Drummond.

CW Mackay; Mazza/John Lamaster.

FL Baker 1m36.362s (90.90mph).

P Mackay. **S** 26.

F3 CUP (12 LAPS)

1 Robbie Watts

(Dallara F308); 2 Stuart Wiltshire

(Dallara F308) +6.104s; 3 Jacopo

Sebastiani (Dallara F311); 4 Tony

Bishop (Dallara F310); 5 Shane Kelly

(Dallara F308); 6 Wade Eastwood

(Dallara F307). **CW** Geoffrey Hoodless

(March 813). **FL** James Heffernan

(Dallara F308) 1m22.116s

(106.67mph). **P** Watts. **S** 11. **RACE 2**

(15 LAPS) **1 Watts**; 2 Sebastiani

+11.227s; 3 Heffernan; 4 Wiltshire;

5 Kelly; 6 George Line (Dallara F308).

CW Hoodless. **FL** Sebastiani

1m21.599s (107.35mph). **P** Watts. **S** 11.

PRODUCTION BMW (8 LAPS)

1 William Davison; 2 Matthew Swaffer

+2.736s; 3 David Graves; 4 Harry

Goodman; 5 Sam Strong; 6 Edd

Giddings. **FL** Davison 1m51.239s

(78.74mph). **P** Davison. **S** 29.

RACE 2 (7 LAPS) **1 Davison**;

2 Swaffer +6.459s; 3 Graves; 4 Rob

Cooper; 5 Giddings; 6 Strong.

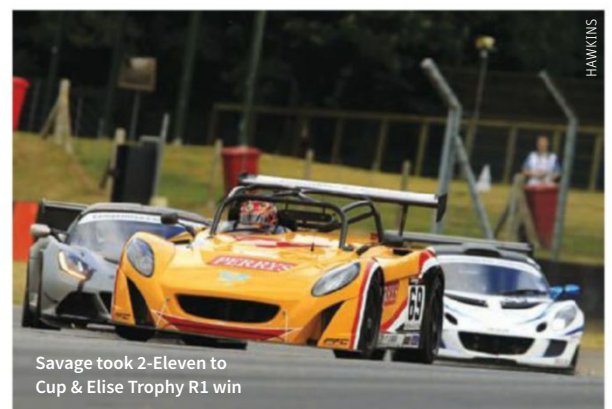
FL Davison 1m51.619s (78.47mph).

P Davison. **S** 26.

SPORTS 2000 (31 LAPS)

1 Tom

Stoten (Gunn TS11); 2 Patrick



ROUND-UP

Sherrington (MCR) +0.452s; 3 David Houghton/Clive Hayes (MCR); 4 Giles Billingsley (MCR); 5 Peter Williams (MCR); 6 Roger Donnan (MCR). **CW** Williams; John Owen (Lola); Colin Feyerabend (Lola T90/90); Clive Steeper/Chris Snowdon (Tiga SC80); Jonathan Loader (Tiga SC80); Damien Griffin (Lola T598). **FL** Sherrington 1m30.807s (96.46mph). **P** Stoten. **S 25.**

SILVERSTONE BRSCC

FUN CUP (158 LAPS) 1 JPR Uvio (Graham Roberts/Farquini Deott); 2 Track Torque 2 Rent Dominos (Henry Dawes/Neil Burroughs) +1m07.449s; 3 CCS Media (Nigel Greensall/Ciro Carannante/Robert Tomlinson/Alan Honarmand); 4 Eco Racing 209 (Tom Mills/Paul Turner/Paul Abraham); 5 DespatchBay.com (Andy Bicknell/James Littlejohn); 6 Eco Racing 61 (Rory Brown/Alan Brown). **FL** Apollo Motorsport (Harry Mailer) 1m17.886s (75.82mph). **P** Team Viking Self Storage (Jim Hadfield/Nick Nunn/Mark Holme). **S 24.**

PRODUCTION GTI MK2 (17 LAPS)

1 Nick Porter; 2 Adam Hance +0.941s; 3 Christopher Sanders; 4 Tim Hartland; 5 Chris Webb; 6 Paul Foreman. **CW** Paul Cowland. **FL** Hance 1m12.019s (82.00mph). **P** Sanders. **S 18. RACE 2 (10 LAPS) 1 Sanders;** 2 Porter +0.408s; 3 Webb; 4 Matthew Petts; 5 David Aldridge; 6 Alistair Miles. **CW** Petts. **FL** Miles 1m26.347s (86.39mph). **P** Porter. **S 16.**

FIESTA JUNIOR (13 LAPS) 1 Nicholas

Reeve; 2 Bradley Burns +0.410s; 3 Harry Gooding; 4 Callum Hawkins-Row; 5 James Hillery; 6 Danny Harrison. **FL** Reeve 1m11.425s (82.68mph). **P** Reeve. **S 16. RACE 2 (16 LAPS) 1 Burns;** 2 Reeve +1.555s; 3 Gooding; 4 Lochlan Bearman; 5 Lewis Kent; 6 Hillery. **FL** Bearman 1m15.235s (78.49mph). **P** Reeve. **S 14. FIESTA CLASSES A, B & D (17 LAPS) 1 Stuart Robbins (Zetec S);** 2 Alastair Kellett (Zetec S) +1.829s; 3 John Cooper (Zetec S); 4 Jack Youhill (Zetec S); 5 Jamie White (Zetec S); 6 Jessica King (Zetec S). **CW** Peter Dendy-Sadler (Si); Luke Bannister (Zetec). **FL** Robbins 1m12.569s (81.38mph). **P** Kellett. **S 14. RACE 2 (16 LAPS)**

1 Robbins; 2 Kellett +2.109s; 3 White; 4 Youhill; 5 King; 6 Penelope Jones (Zetec S). **CW** Dendy-Sadler; Chris Horne (Zetec). **FL** Robbins 1m17.141s (76.55mph). **P** Robbins. **S 14. INTERMARQUE & SEVENESQUE (8 LAPS) 1 Malcolm Blackman (Vauxhall Tigra);** 2 Steve Burrows (Vauxhall Tigra) +2.351s; 3 Simon Smith (BMW Z4); 4 Lewis Smith (Vauxhall Tigra); 5 Chris Ayling (Vauxhall Tigra); 6 Ray Harris (Mercedes SLK). **CW** Anthony Bennett (Caterham R300); Mick Linnett (Caterham R400). **FL** L Smith 1m15.063s (78.67mph). **P** Blackman. **S 18. RACE 2 (13 LAPS) 1 S Smith;** 2 Keith White (BMW Z4) +0.113s; 3 Burrows; 4 Blackman; 5 L Smith; 6 Mike Thurley (Vauxhall Tigra). **CW** Bennett; Linnett. **FL** Philip Blackford (Peugeot 206) 1m06.226s (89.17mph). **P** Thurley. **S 18.**

FIESTA CLASS C (12 LAPS) 1 Aaron Thompson; 2 Alfonso Skriczka +0.019s; 3 Samuel Priest; 4 Ryan Faulconbridge; 5 Scott Robertson; 6 JJ Ross. **FL** Robertson 1m19.710s (74.08mph). **P** Simon Horrobin. **S 18. RACE 2 (10 LAPS) 1 Horrobin;** 2 Nathan Edwards +0.395s; 3 Priest; 4 Myles Baker; 5 Robertson; 6 Jamie Going. **FL** Priest 1m10.370s (83.92mph). **P** Horrobin. **S 18.**

PRODUCTION GTI MKS (16 LAPS) 1 Charles Cudlipp; 2 Andy Baylie +8.316s; 3 Martyn Walsh; 4 James Howlison; 5 David Parris; no other finishers. **FL** Cudlipp 1m15.749s (77.96mph). **P** Cudlipp. **S 7. RACE 2 (12 LAPS) 1 Cudlipp;** 2 Baylie +3.232s; 3 Walsh; 4 Howlison; 5 Robert Griffiths; no other finishers. **FL** Cudlipp 1m16.428s (77.27mph). **P** Cudlipp. **S 6.**

DONINGTON PARK BRSCC

MX-5 SUPERCUP (12 LAPS)

1 Jonathan Greensmith; 2 Tom Roche +8.132s; 3 Liam Murphy; 4 James Blake-Baldwin; 5 Jack Harding; 6 Tom Collins. **FL** Murphy 1m37.794s (72.85mph). **P** Blake-Baldwin. **S 27. RACE 2 (14 LAPS) 1 Blake-Baldwin;** 2 Harding +2.045s; 3 Greensmith; 4 Collins; 5 Murphy; 6 Roche. **FL** Greensmith 1m22.897s (85.94mph).

P Greensmith. **S 27.**

MX-5 (11 LAPS) 1 Tom Roche; 2 Michael Fisk +0.233s; 3 Simon Baldwin; 4 Oliver Allwood; 5 Brian Trott; 6 Martin Tolley. **FL** Roche 1m26.407s (82.45mph). **P** Roche. **S 22. RACE 2 (14 LAPS) 1 Roche;** 2 Trott +3.279s; 3 Fisk; 4 Baldwin; 5 Allwood; 6 Tolley. **FL** Roche 1m26.697s (82.17mph).

P Roche. **S 22. B RACE 1 (9 LAPS)**

1 Paul Batemen; 2 Andrew Adams +5.262s; 3 Paul Maguire; 4 Matthew Tasker; 5 Simon Orange; 6 Adam Craig. **FL** Batemen 1m28.297s (80.68mph). **P** Maguire. **S 22. RACE 2 (13 LAPS)**

1 Joshua Jackson; 2 Richard Collins +0.816s; 3 Simon Woods; 4 Adam Craig; 5 Bryn Griffiths; 6 Kevin Brent. **FL** Brent 1m27.536s (81.39mph). **P** Collins. **S 19. BMW COMPACT CUP (BOTH 11 LAPS) 1 Joe Wiggins;** 2 James Gornall +5.676s; 3 Owen Hunter; 4 Ian Jones; 5 Simon Walker-Hansell; 6 Declan McDonnell. **FL** Wiggins 1m26.907s (81.98mph). **P** Richard Miles. **S 39.**

RACE 2 1 Wiggins; 2 Steven Dailly +1.155s; 3 Jones; 4 Gornall; 5 Miles; 6 Sam Carrington-Yates. **FL** Wiggins 1m26.303s (82.55mph). **P** Miles. **S 40. PORSCHE (13 LAPS) 1 Richard Avery (Boxster);** 2 Andrew Hack (Boxster) +3.906s; 3 Ed Hayes (Boxster); 4 Garry Goodwin (Boxster); 5 Angus Archer (Boxster); 6 Kevin Molyneux (Boxster). **CW** Ryan Lowry (924). **FL** Richard Styryn (Boxster) 1m20.380s (88.63mph). **P** Styryn. **S 21.**

RACE 2 (13 LAPS) 1 Avery; 2 Hayes +0.521s; 3 Molyneux; 4 Garry Lawrence (Boxster); 5 Goodwin; 6 Archer. **CW** Lowry. **FL** Hayes 1m21.257s (87.68mph). **P** Avery. **S 21.**

RACE 3 (12 LAPS) 1 Hack; 2 Hayes +0.272s; 3 Molyneux; 4 Alex Stocker (Boxster); 5 Goodwin; 6 Archer. **CW** John Broadley (924). **FL** Lawrence 1m21.144s (87.80mph). **P** Hack. **S 21.**

NATIONAL FF1600 POST '89 (16 LAPS) 1 Niall Murray (Van Diemen RF99); 2 Stephen Daly (Ray GR11) +3.012s; 3 Graham Carroll (Firman RF16); 4 Tom McArthur (Van Diemen LA10); 5 Luke Cooper (Swift SC16); 6 Jordan Dempsey (Van Diemen RF00). **CW** Paul Mason (Swift SC94). **FL** Luke Williams (Firman RF16) 1m14.939s (95.07mph). **P** Murray. **S 27.**

RACE 2 (12 LAPS) 1 Murray; 2 Carroll +2.057s; 3 Williams; 4 Dempsey; 5 Chase Owen (Ray GR14/15); 6 David McArthur (Van Diemen LA10). **CW** Mason. **FL** Murray 1m14.701s (95.37mph). **P** Murray. **S 26.**

PRE '90 (BOTH 16 LAPS) 1 Jamie Jardine (Reynard 84FF); 2 Jaap Blijleven (Reynard 88FF) +9.434s; 3 Ben Tinkler (Reynard 89FF); 4 Ian Wolfenden (Reynard 87FF); 5 Mario Sarchet (Reynard 86FF); 6 Edwin Hannah (Reynard 84FF). **CW** Blijleven. **FL** Jardine 1m16.990s (92.53mph). **P** Blijleven. **S 16. RACE 2 1 Tinkler;** 2 Jardine +10.082s; 3 Blijleven; 4 Sarchet; 5 Nick Barnes (Van Diemen



Saloons winner Thornton-Norris leads away Combe meeting's biggest grid

READ

RF87); 6 Hannah. **CW** Jardine; Tom Brown (Van Diemen RF79). **FL** Jardine 1m17.086s (92.42mph). **P** Jardine. **S 16.**

OSS (17 LAPS) 1 Mike Jenvey (Jenvey-Gunn TS6); 2 Duncan Williams (Juno) +16.269s; 3 Josh Smith (Radical PR6); 4 Craig Mitchell (Ligier JS49); 5 Graham Cole (Jade Traxstar); 6 Doug Bowkett (Jade Chrysler). **CW** Smith; Cole; Doug Carter (Radical PR6); Daniel Prendergast (Contour ZX10R); Paul Watson (Aquila Synergy). **FL** Williams 1m03.757s (111.74mph). **P** Jenvey. **S 24. RACE 2 (16 LAPS) 1 Williams;** 2 Jenvey +0.783s; 3 Smith; 4 Mitchell; 5 Graham Hill (Radical PR6); 6 Richard Fearn (Radical SR8). **CW** Smith; Fearn; Carter; Prendergast; Paul Hill (Aquila Synergy). **FL** Williams 1m03.768s (111.72mph). **P** Jenvey. **S 21.**

ALFA ROMEO (BOTH 15 LAPS) 1 Graham Seager (GTV); 2 Bryan Shrubbs (33) +8.772s; 3 Andy Page (Giulietta); 4 Ray Foley (147); 5 Ron Davidson (164); 6 Tom Hill (156). **CW** Foley; Hill. **FL** Seager 1m19.961s (89.10mph). **P** Page. **S 18. RACE 2 1 Seager;** 2 Shrubbs +21.870s; 3 Foley; 4 Davidson; 5 Paul Plant (156); 6 Hill. **CW** Foley; Plant. **FL** Seager 1m20.091s (88.95mph). **P** Seager. **S 18.**

FORMULA JEDI (10 LAPS) 1 Paul Butcher; 2 Michael Watton +0.617s; 3 Lee Morgan; 4 Dan Clowes; 5 Robert Sayell; 6 Bryony King. **FL** Morgan 1m26.109s (82.73mph). **P** Watton. **S 9. RACE 2 (18 LAPS) 1 Morgan;** 2 Watton +2.163s; 3 Clowes; 4 Sayell; 5 Bradley Hobday; 6 King. **FL** Morgan 1m06.869s (106.54mph). **P** Morgan. **S 9.**

CASTLE COMBE CCRC

FORMULA FORD (12 LAPS) 1 Ben Norton (Spectrum 010B); 2 Roger Orgee (Van Diemen RF00) +0.213s; 3 Michael Moyers (Spectrum 011C); 4 Josh Fisher (Van Diemen JL14); 5 Nathan Ward (Spectrum 011C); 6 Edward Moore (Van Diemen JL013K). **CW** Richard Higgins (Van Diemen RF90); David Cobbold (Van Diemen RF89); Simon Davey (Van Diemen RF80). **FL** Orgee 1m10.471s (94.50mph). **P** Moyers. **S 29. RACE 2 (10 LAPS) 1 Orgee;** 2 Moyers +0.126s; 3 J Fisher; 4 Norton; 5 Felix Fisher (Van Diemen RF02); 6 Ward. **CW** David Vivian (Swift SC92); Cobbold; Davey. **FL** Ward 1m10.391s (94.61mph).

P Moyers. **S 29.**

BRITISH SUPERKART (6 LAPS)

1 Jack Layton (Anderson/DEA); 2 Gavin Bennett (Anderson/DEA) +4.829s; 3 Ross Allen (Jade/DEA); 4 Gareth James (Anderson/DEA); 5 Andy Bird (Raider/Redspeed Gas Gas); 6 James Hassall (Jade/DEA). **CW** Stephen Clark (Anderson/KTM 450). **FL** Layton 1m05.260s (102.05mph). **P** Layton. **S 32. RACE 2 (8 LAPS) 1 Layton;** 2 Bird +0.922s; 3 James; 4 Bennett; 5 James O'Reilly (PVP/Viper SK250S); 6 Andrew Gulliford (Anderson/KTM 450).

CW Gulliford. **FL** Clark 1m06.079s (100.78mph). **P** Layton. **S 32. CASTLE COMBE GT (7 LAPS)**

1 David Krayem (Ginetta G50); 2 Chris Southcott (MG Midget) +0.340s; 3 Tim Woodman (Caterham 7); 4 Steve Hall (Audi TT RS); 5 Chris Vinnall (SEAT Leon Supercopa); 6 Doug Watson (BMW M6 Coupe). **CW** Southcott; Vinnall; Watson; Bradley John (Mitsubishi Evo); Mike Harris (Peugeot 205 GTi). **FL** Krayem 1m10.550s (94.40mph). **P** Krayem. **S 14. RACE 2 (9 LAPS) 1 Southcott;** 2 Krayem +2.190s; 3 Hall; 4 Vinnall; 5 Woodman; 6 Watson. **CW** Krayem; Vinnall; Watson; Michael Timberlake (BMW M3). **FL** Krayem 1m10.185s (94.89mph). **P** Krayem. **S 12.**

SPORTS SERIES (13 LAPS) 1 Josh Smith (Radical PR6); 2 Mark Nicholson (Radical SR3RS) +59.391s; 3 Richard Fearn (Radical SR8); 4 Robert Gillman (Radical Prosport); 5 Chris Child (Radical Prosport); 6 Neil Harris (Nemesis Prototype). **CW** Fearn; Child. **FL** Smith 1m02.516s (106.53mph). **P** Smith. **S 9.**

RACE 2 Cancelled. SALOONS (BOTH 10 LAPS) 1 Simon Thornton-Norris (Mitsubishi Colt Ralliart); 2 Dave Scaramanga (VW Scirocco) +0.350s; 3 Gary Prebble (SEAT Leon Cupra); 4 Mark Wyatt (Vauxhall Astra); 5 Geoffrey Ryall (Peugeot 106); 6 John Barnard (Vauxhall Astra VXR). **CW** Scaramanga; Ryall; Russell Humphrey (Vauxhall Corsa). **FL** Scaramanga 1m14.714s (89.14mph). **P** Thornton-Norris. **S 36. RACE 2 1 Prebble;** 2 Thornton-Norris +0.307s; 3 Wyatt; 4 Barnard; 5 Ryall; 6 Haydn King (Peugeot 106 GTi). **CW** Thornton-Norris; Ryall; Humphrey. **FL** Thornton-Norris 1m14.774s (89.06mph). **P** Thornton-Norris. **S 36.**



2015 WHT winner Carroll scored two podiums at Donington

WHAT'S ON

How F1 marked Schuey's debut



THOSE IN THE BUSINESS OF Formula 1 broadcasting in 2016 arguably owe a lot to Michael Schumacher, his era having spanned the years when many of today's core viewers got into F1. Spa marked the 25th anniversary of his spectacular but fleeting F1 debut, so how would the three UK broadcasters mark that milestone?

The star performer was the organisation that has lost its F1 TV deal: the BBC. Its 5 Live documentary *Schumacher: Seven days that changed F1* (available as a podcast) was one of the most in-depth, well-produced explanations of the legend's arrival in F1 that you can find on any medium.

The feature-length show even covered the big blow to Bertrand Gachot's career – it was the Belgian's conviction for assault on a London taxi driver that opened the Jordan seat for Schumacher to stun F1 before his swift move to Benetton.

It took a deep look at the young Schuey's personality and performance with help from those at the centre of his whirlwind arrival, including Eddie Jordan, and current drivers such as Lewis Hamilton and Jenson Button, who grew

up in motorsport watching his exploits.

F1 normally lends itself to visual coverage – and particularly should do when a tale involves both a 7UP Jordan and Spa-Francorchamps – but the production values and research quality on this audio show were exemplary.

The BBC's free-to-air replacement Channel 4 chose to gloss over the Schumacher anniversary and instead focus on Spa itself in its first chance to cover a Belgian Grand Prix. Slick as always, its sepia-tinged animation and archive-footage mini-documentary was an introduction to the circuit for the casual audience it covets, although it spoke of Spa as if it was some kind of mythical Roman relic rather than one of the most famous circuits in the world. Of Schumacher's part in the Spa story there was no mention.

Although not a match for the BBC effort, Sky Sports F1 had a short, sweet look back at Schumacher's debut, with some excellent contemporary footage that captured his half-cocky, half-nervous demeanour, wondering whether he'd do justice to his opportunity. Even though it was brief, the film covered a lot of ground.

Schumacher starred for Jordan at Spa in 1991, despite his shortened race

But what lingered most was its ending. The dark cloud hanging over all coverage of Schumacher's achievements is his current health, and there was a tinge of sadness in all presenters' voices when marking the anniversary of his debut. Sky's piece ended with a black screen and the #KeepFightingMichael hashtag. Simple but very affecting.

Back in 1991, the idea of an ample pre-race build-up show would have seemed ridiculous to many. But a lookback at the BBC coverage of the day showed Schumacher's astonishing seventh on the grid was far from ignored in the commentary, and that Murray Walker was well up to speed with Schumacher's background in the Mercedes sportscar team.

As co-commentator James Hunt put it, as Schumacher's Jordan ground to a halt with its failed clutch: "Big disappointment for him, of course, but I'm sure he will not be dissatisfied with his weekend. He's made a fantastic impact on the grand prix circuit. Everybody here has most certainly noticed him..."

SAMARTH KANAL

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HOT ON THE WEB THIS WEEK

You Tube RICCIARDO'S LOWDOWN ON LA

Search for Daniel Ricciardo Experiences LA Car Culture
Here's what Daniel Ricciardo got up to on his summer hols. The Red Bull ace and a bunch of mates (who appear to have a talent for keeping him properly grounded) enjoy a day exploring Los Angeles car culture. It's not the usual PR puffery. Unsurprisingly, that infectious grin features extensively.

INTERNATIONAL MOTORSPORT

ITALIAN GRAND PRIX FORMULA 1 WORLD CHAMPIONSHIP

Rd 14/21

Monza, Italy

September 4

WATCH ON TV

Live Sky Sports F1, Sunday 1230 and Channel 4 1200

Highlights Sky Sports F1, Sunday 1815

Highlights Channel 4, Monday 0105

GP2 SERIES

Rd 9/11

Monza, Italy

September 3-4

WATCH ON TV

Live Sky Sports F1, Saturday 1435 and Sunday 0920

GP3 SERIES

Rd 7/9

Monza, Italy

September 3-4

WATCH ON TV

Live Sky Sports F1, Saturday 1610 and Sunday 0810



WEC

PORSCHE SUPERCUP

Rd 8/9

Monza, Italy

September 4

WATCH ON TV

Live Eurosport 2, Sunday 1030

WORLD ENDURANCE CHAMPIONSHIP

Rd 5/9

Mexico City, Mexico

September 3

WATCH ON TV

Delayed highlights Motors TV, Sunday 1545

INDYCAR SERIES

Rd 14/15

Watkins Glen, New York, USA

September 4

WATCH ON TV

Live ESPN, Sunday 1900



FORMULA 1



TV PICK OF THE WEEK

MOTOGP BRITISH GRAND PRIX

BT SPORT 2

Sunday 1515

The annual highlight of Britain's two-wheeled circuit-racing calendar takes place at Silverstone this weekend. Marc Marquez leads Valentino Rossi and Jorge Lorenzo in the standings, but home hero Cal Crutchlow arrives off the back of his maiden triumph at Brno. If you can't make it to Silverstone, catch it on BT Sport 2.

INDY LIGHTS

Rd 10/11

Watkins Glen, New York, USA

September 3

WORLD TOURING CARS

Rd 9/12

Motegi, Japan

September 4

WATCH ON TV

Live Eurosport 2, Sunday 0630

NASCAR SPRINT CUP

Rd 25/36

Darlington, South Carolina, USA

September 4

WATCH ON TV

Live Premier Sports TV, Sunday 2230

BARCELONA 24 HOURS

Rd 6/7

Barcelona, Spain

September 3-4

SCANDINAVIAN TOURING CARS

Rd 6/7

Sollvalla, Sweden

September 3

SUPER TC2000

Rd 8/12

Santa Fe, Argentina

September 4

UK MOTORSPORT

DONINGTON PARK CSCC

September 3-4

Ford Puma, Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloons, Classic K, New Millennium, Open Series

SNETTERTON MSVR

September 3-4

Dutch Supercar Challenge, Dunlop Prototypes, Allcomers

ANGLESEY BARC

September 3-4

Caterham Graduates, Clubmans, North West Sports/Saloons, Mazda MX5, Clio Cup

OULTON PARK MGCC

September 3

Porsche Club, Morgans, MG Trophy, MG Metro, Midget and Sprite, BCV8, Thoroughbred Sportscar, Cockshoot Cup

CADWELL PARK MSVR

September 3

Mini Challenge, Track Attack, Radical SR1

PRESCOTT BOC

September 3-4

British Hillclimb Championship



CLASSIC SPORTS CAR CLUB





THE ARCHIVE

Alan van der Merwe's fin-tailed Honda 007 blasts across the Utah salt flats at dawn during what was dubbed the 'Bonneville 400' – Honda's 2006 bid to establish a new land speed record for a Formula 1 car. The attempt was largely successful, although the target of 400km/h was only achieved during one pass, so it was not made official.

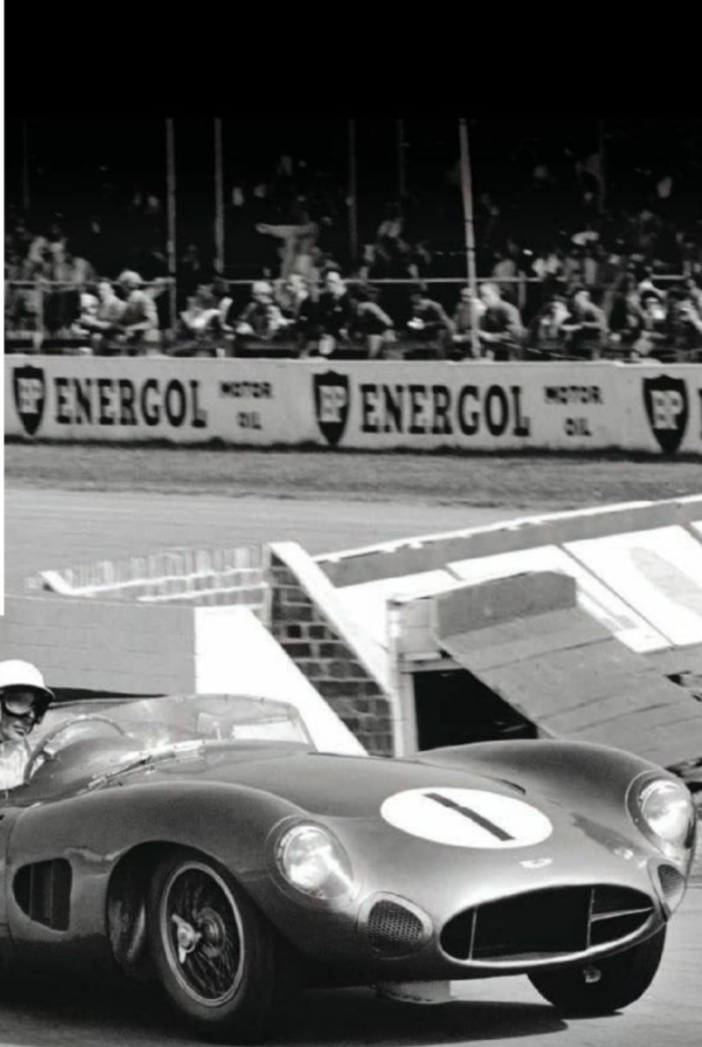
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TOP FIVE

ASTON MARTIN RACE CARS

The great British marque has produced some fantastic – and successful – racers over the years, particularly for sportscar competition. Here, we pick out the best.

LAT



1 ASTON MARTIN DBR1

This has to be considered Aston Martin's finest racer. Not only was it one of the best-looking and finest-handling cars of its era, but the three-litre machine also won the Le Mans 24 Hours and the World Sports Car Championship in 1959. After making its debut appearance – in slightly ungainly 2.5-litre form – in 1956, Ted Cutting's design started to make its mark the following year. Tony Brooks and Noel Cunningham-Reid won the 1957 Nurburgring 1000Km, the first of a hat-trick of successes in the German enduro, and the DBR1 was still capable of finishing on the Le Mans podium as late as 1960.



FRIEDMAN/LAT

2 ASTON MARTIN DBR9

The Prodrive-developed GT1 racer truly brought Aston Martin back to motorsport in 2005. It sensationally won its class at the Sebring 12 Hours on its debut and fought epic duels with the crack Chevrolet Corvette squad thereafter. There were race wins in Europe too, the highlights being back-to-back GT1 successes at Le Mans in 2007-08. The car's baby brother, the DBRS9, also proved a hit in GT3.

3 ASTON MARTIN DB3S

Aston owner David Brown's first true sports-racer was the DB3, but it was the substantially revised DB3S that made the firm a major player in endurance racing. The DB3S was invariably outgunned by rivals, but its well-balanced chassis helped in 1953 to win the Tourist Trophy on the Dundrod road circuit and the Goodwood Nine Hours. It evolved significantly and finished second at Le Mans three times.



LAT



EBREY/LAT

4 LOLA-ASTON MARTIN B09/60

Forget the controversy between Lola and Aston Martin, this six-litre V12-engined LMP1 brought Aston more sports-prototype success than any other car since the '50s. Stefan Mucke, Tomas Enge and Jan Charouz took the 2009 Le Mans Series crown, and the programme encouraged Prodrive/Aston Martin Racing into producing the AMR-One, which doesn't come close to making this list...

5 ASTON MARTIN ULSTER

No Aston had finished in the top three at Le Mans until the 1500cc unsupercharged Ulster arrived. In the hands of Charles Martin and Charles Brackenbury, Aston took third in 1935, becoming one of the smallest-engined unblown cars ever to finish so high up there. The Ulster helped establish Aston's motorsport credentials before WW2 and was the finest car from the (designer) Bert Bertelli era.



LAT

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