

WEBBER HOW TO WIN THE BRITISH GP

 **AUTOSPORT**

F1 AUSTRIAN GP

**WHY 'UNHUMAN'
START WAS LEGAL**

**HOW VETTEL
MISSED OUT**

**WHERE LEWIS
LOST GROUND**

BOTTAS STAKES TITLE CLAIM



PLUS

GILLES VILLENEUVE'S BOLD F1 DEBUT

AVL RACING - limiting the unknown
in electric motorsports



ELECTRIFYING SPEED

www.avl.com/racing



SIMULATE



ENGINEER



MAKE



TEST



RACE



Bottas joins the party as Lewis heads home

COULD WE NOW HAVE THREE CONTENDERS FOR THE 2017 Formula 1 World Championship? Another fine performance from Valtteri Bottas brought the Finn his second victory in Austria and he is now closer to Mercedes team-mate Lewis Hamilton than the triple champion is to Ferrari's Sebastian Vettel in the points race.

In fairness to Hamilton, he *should* be further down the road. After dominating in Canada, he controlled the Azerbaijan Grand Prix before the headrest issue, and he was on the back foot from the start of last weekend at the Red Bull Ring thanks to his gearbox change.

At the same time, main rival Vettel has managed to escape relatively unaffected by his red-mist moment in Baku.

Hamilton's pace in the race in Austria – and recent form – suggests that he is still the man most likely to lead the Silver Arrows attack. But he could do with a change of fortune sooner rather than later to prevent Vettel from edging too far away.

The British GP this weekend would be the perfect place for the pendulum to swing back. Hamilton has won his home event four times, and is undefeated at Silverstone during the hybrid era. Another victory would match the record currently held by two of the greats, Jim Clark and Alain Prost, as well as reignite his title challenge.

It would surely also be a boost for the event at a time when key moves are being made for Silverstone's future (see page 6). As the recent fan survey made clear, F1 needs to take care of its traditional events and the British GP is definitely one of those.



KEVIN TURNER EDITOR

kevin.turner@autosport.com

Twitter: @KRT917



COVER IMAGE
Hone/LAT Images

COVER STORY

14 Austrian Grand Prix report and analysis

PIT+PADDOCK

- 4** Fifth Column: Nigel Roebuck
- 6** British GP activates break clause
- 8** GP3 hits back in F3 row
- 11** Norris in Daytona 24 Hours attack
- 12** In the paddock: Matt James
- 13** Feedback: your letters

FEATURES AND REPORTS

- 32** British GP preview: Webber on how to win
- 34** Only the brave: F1 at Silverstone in 1977
- 41** Rowland's final chance to reach F1?
- 58** Castroneves ends his drought in Iowa

RACE CENTRE

- 44** F2; GP3; NASCAR Cup; Australian Supercars; Super Formula; Japanese F3; Porsche Supercup; TCR International; British Rally Championship

CLUB AUTOSPORT

- 73** TCR to hit the UK in 2018
- 74** Donington sale awaiting approval
- 77** Malvern gets Cammish's Carrera Cup car
- 78** Woodhouse tops Chateau Impney runs
- 79** Humble Pye: the voice of club racing
- 80** National reports: Spa; Donington Park; Brands Hatch; Oulton Park; Anglesey; Snetterton; Mondello Park

FINISHING STRAIGHT

- 90** What's on this week
- 92** From the archive: 1966 Dutch GP
- 94** Top five F1 cameos

FIND US ON

-  autosport.com
-  twitter.com/autosport
-  facebook.com/autosport
-  instagram.com/autosportdotcom/
-  youtube.com/AUTOSPORTdotcom
-  the Apple App Store
-  digitalmagazine.autosport.com
-  Apple News

NIGEL ROEBUCK

Time for change at Ferrari?

IN 2016 THE CROWD AT THE AUSTRIAN Grand Prix was very much down, particularly in comparison with the MotoGP race that came a few weeks later, but last weekend it was back up again – by 58%, according to the organisers – and a sizeable chunk came from Holland. Entire grandstands were orange, as many as 12,000 people making the schlep to Spielberg in support of Max Verstappen.

Sadly, thanks to Daniil Kvyat, it was for nothing. Into the first turn, he missed his braking point, and clumsily pushed Alonso into Verstappen. While Kvyat got a ‘drive-through’ for causing an avoidable accident, he was at least able to continue, whereas Fernando and Max were out on the spot, and that was a shame, for both – in varying degrees, given what they were driving – would have had something to say in a largely humdrum race, somewhat redeemed by tense closing laps, with Sebastian Vettel chasing Valtteri Bottas, Lewis Hamilton pressuring Daniel Ricciardo.

If Formula 1’s popularity is perhaps on the rise again this season, its decline in recent years may be ascribed to many things. The domination of one team played its part, of course, but that has been a fact of life in the 21st century: Michael Schumacher won 48 races in five seasons for Ferrari, then Vettel took 34 victories in four with Red Bull, and latterly Hamilton 31 in three for Mercedes.

“Of course,” says Jackie Stewart, “there have always been times when one car’s clearly superior to the rest, but we’ve become used to long periods of domination – by Ferrari and Red Bull and Mercedes – to a point that it seemed hardly possible for anyone else to win a race, and that’s not been good for the sport: there’s been a degree of dullness – there’s no other word for it...”

It’s a fact that fans have not taken to the quiet, numbingly complex, hybrid engines, and nor – ever alert to anything bogus – did they relish the contrivance of ‘high degradation’ tyres, now mercifully back in the bin from which they should never have emerged.

As well as that, they tired of a burgeoning rulebook, of a preoccupation with health and safety, and also endless penalties, many of them not the responsibility of the driver.

“I’m not interested,” a McLaren supporter said to me at Goodwood, “in how many MGU-Ks or whatever Honda have used this season – in fact, I don’t know or care what an MGU-K is! What I do care about is McLaren getting grid penalties all the time – talk about kicking a team when it’s down.”

In Austria, though, the man to suffer was Hamilton, who lost five grid positions, thanks to a gearbox change. This did nothing for his frame of mind, and neither, perhaps, did an FIA decision – the second in nine



Could Alonso ever return to Ferrari?

months – to take no further action against Vettel, this time following his lamentable behaviour in Baku.

Rude and aggressive after the race to anyone suggesting he might have done something wrong, Sebastian was called to a hearing in Paris last week, and by the time he got there



Hamilton and Bottas rub along well enough



had suddenly realised that, yes, he had been in the wrong, after all, and was terribly, terribly, sorry about it.

As after the four-letter contretemps with Charlie Whiting in Mexico last year, it worked a treat, and doubtless anyone with a competitions licence will have taken note. In Austria Hamilton accepted Vettel's apology, but pointedly declined a tacky 'on air' invitation to shake his hand. It's been late arriving this season, but students of F1 body language are starting to come into their own.

Ferrari's return to competitiveness has done much to reawaken interest in 2017, but although Kimi Raikkonen took pole position at Monaco (and should have been allowed to win the race), usually it is left to Vettel to take the fight to Mercedes, and inevitably – yet again – there are questions about Kimi's future with the team.

Sergio Marchionne, who put in an appearance at Spielberg, has expressed satisfaction with Ferrari's technical resurgence, but is less happy with other aspects. He was, I'm told, *livid* that Vettel's lack of discipline in Baku cost Ferrari what, with Hamilton's headrest problem, would have been an easy victory, and plainly he has

“In personality and tastes, Bottas and Hamilton are as disparate as two men may be, but they have got along”

doubts about Raikkonen: “All options are on the table regarding drivers for next year...”

Although Bernie Ecclestone is no longer at the helm of Formula 1, he retains his day-to-day interest in it, and told me recently he thought Ferrari needed a change. Who should they take? “Alonso, obviously,” Bernie said. “They probably won't do it, but that's what they should do, no question. He's one of the best there's ever been, and for years he's been wasted...” Vettel, I suggested, probably wouldn't go for that. “I'm not sure he'd need to,” said Mr E. “It's not his team.”

If there is uncertainty about Raikkonen's future, Bottas is making it ever more difficult for Toto Wolff and Niki Lauda to justify putting someone else in with Hamilton in 2018. After a wonderful comeback drive in Baku, he was copybook in Spielberg, as at

Sochi leading all the way from pole, implacably dealing with pressure from Vettel in the closing laps.

Afterwards Sebastian insisted that Valtteri had jumped the start, and there's no doubt it was as pluperfect a getaway as ever you will see, but thanks to technology we know that Valtteri's reaction time was 0.201 of a second, and if that sounds freakish, to the ladies and gentlemen of the NHRA, unleashing their 11,000 horsepower, it's routine.

In personality and tastes, Bottas and Hamilton are about as disparate as two men may be, but to this point they have got along well, and the trick – with Valtteri coming up on the rails, in terms of points – will be to keep it that way. One doubts, though, that Lewis could ever have a more straightforward team-mate, and suspects he is aware of that. ✨



FORMULA 1

British GP shock: but do

THIS SUNDAY AT SILVERSTONE, LEWIS Hamilton will bid to claim his fifth British Grand Prix victory and fourth consecutive home win to match the record set by the great Jim Clark back in the 1960s. Many thousands of fans will gather to watch the latest generation of F1 cars take Copse Corner flat, and sweep through the Maggotts/Becketts complex in a manner that might even surpass memories of the old V10 era. The drivers are genuinely excited by the prospect and it promises to be a truly great occasion.

But even if the former RAF airfield remains cloudless and dry – never a foregone conclusion at Silverstone, of course – a familiar shadow hangs over Britain's biggest and most important motor race of the year. Yet again, as we've become so used to reporting over the past 20 years, the future of the British Grand Prix is in doubt. The difference this time is it's the circuit owner itself, rather than F1's management, that is dangling the race's fate over the precipice.

On Tuesday Silverstone's owner, the British Racing Drivers' Club, triggered a break clause in its long-running contract to host the race until 2026 that could, in theory, make the '19 British GP its last, and end the UK's unbroken history of world championship F1 races since 1950.

The reason is simple: the cost of hosting the British GP is crippling for one of the last circuits on the F1 calendar not to receive state backing to support its race. In the past two years alone Silverstone reports a net loss of £7.6million. The promoter's fee, which rises year on year

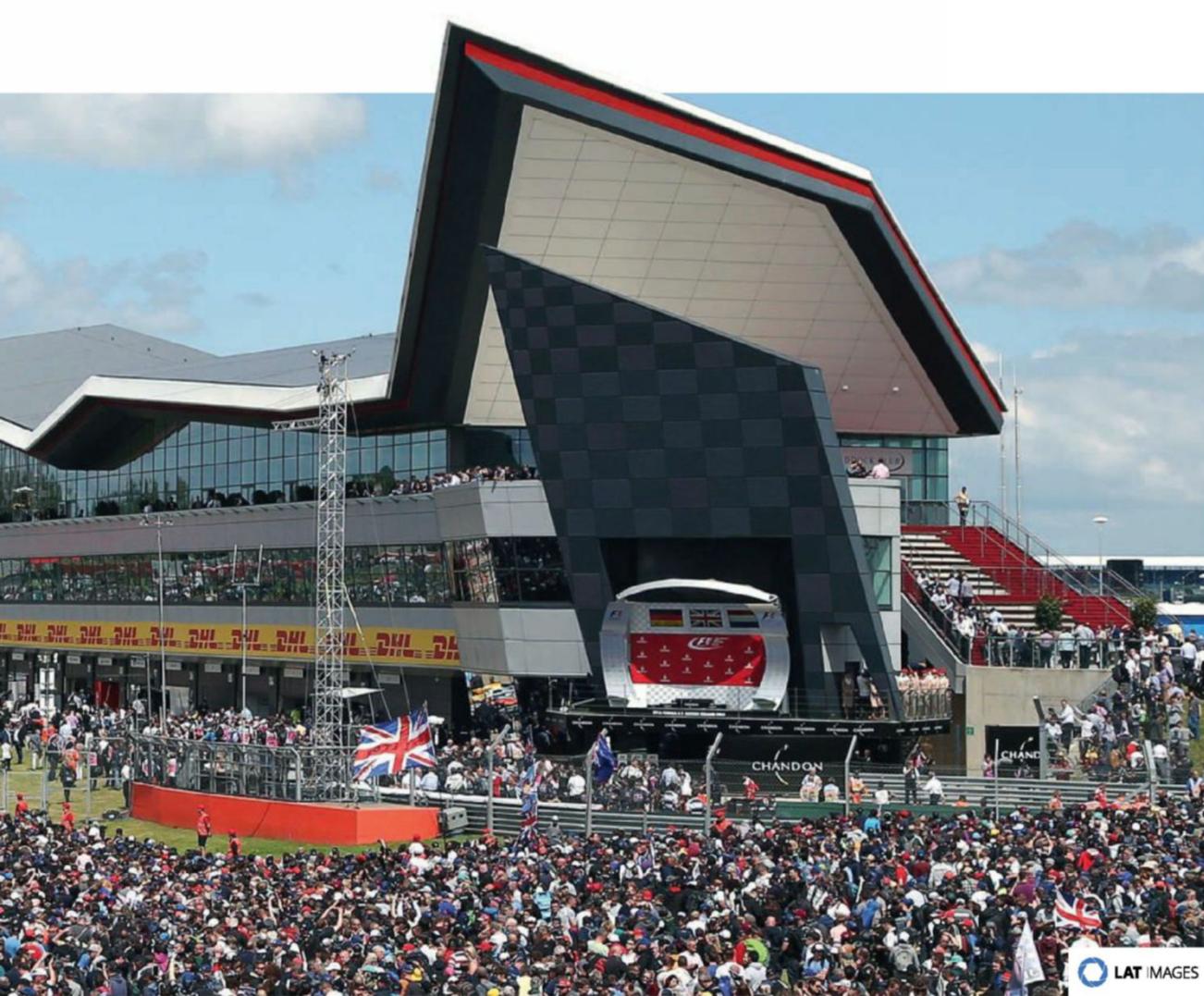
thanks to a 5% escalator, means the business of running Silverstone would be stronger and more sustainable without the British GP than with it.

BRDC chairman John Grant said: "This decision has been taken because it is not financially viable for us to deliver the British GP under the terms of our current contract. We sustained losses of £2.8m in 2015 and £4.8m in 2016, and we expect to lose a similar amount this year. We have reached the tipping point where we can no longer let our passion for the sport rule our heads. It would not only risk the very future of Silverstone and the BRDC, but also the British motorsport community that depends on us."

The BRDC has no wish to lose the UK's flagship motor race. But by exercising the right to break its contract, which contractually had to be triggered before this week's race, the club hopes to force F1's new promoter Liberty Media to renegotiate the terms and forge a new, affordable deal that might finally secure a sustainable future for the British GP.

"I want to be clear that although we have now activated the break clause, we are fully supportive of the changes the Liberty team are making to improve the F1 experience," said Grant. "Our hope is that an agreement can still be reached, so that we can ensure a sustainable and financially viable future for the British Grand Prix at Silverstone for many years to come."

Last week the Reuters news agency reported that Silverstone has rejected an offer for F1 to take over the promotion of the race for the next five



FORMULA 1

STEFAN GP BOSS IN NEW F1 ENTRY BID

ZORAN STEFANOVIC has revealed a second attempt to start a Formula 1 team after meeting F1 sporting boss Ross Brawn at last weekend's Austrian Grand Prix.

Stefanovic's previous Stefan GP team fell by the wayside after the FIA denied him an entry, despite the team owner claiming the team had completed its cars and signing Kazuki Nakajima.

This time around Stefanovic (below) has set up facilities in Italian city Parma and hired former Williams and Ferrari man Enrique Scalabroni to start putting together the technical aspects, already reaching an agreement to use a windtunnel facility.

"Before coming to Austria I've put together some very important agreements," said Stefanovic. "I defined that it will be based in Parma, which is located a reasonable distance from the windtunnel. I've also signed a contract with a specialist in aerodynamics to help work on the project."

Stefanovic plans to build the team over the next 12 months before setting a target of securing an entry for 2019, but any grid addition would be dependent on the FIA deciding to open the tender for a new slot.

President Jean Todt has made it clear that the entries will only be opened up if he feels the candidates are serious.

FRANCO NUGNES



Does this Brexit mean Brexit?

years. The BRDC said no because while it would unburden the club from a fee it has confirmed at £16.2m for this weekend's race, the circuit would still carry the costs of maintaining its facilities to F1's exacting standards, and without the benefit of the limited revenue the race creates.

The club claims to have invested £50m over the past 10 years to develop Silverstone and on Tuesday revealed the financial realities of its contract. A statement read: "Over the first eight years of the deal [signed in 2009] the 5% escalator has increased the fee from £11.5m in 2010 to £16.2m in 2017. By contrast, had this fee escalated in line with UK inflation (CPI), it would have increased to only £13.6m – some £2.8m less. By 2026, the last year of the contract, the Promoter's Fee will have risen to £25m."

Those amounts compare favourably to more recent additions to the F1 calendar. It is said that Azerbaijan pays in the region of £58m for its grand prix in Baku. But such comparisons are futile when you consider the context of official state support in contrast to a race run on the revenues generated by a private members' club made up of current and retired racing drivers.

In the Red Bull Ring paddock at last weekend's Austrian GP, McLaren executive director Zak Brown offered another solution. "My view is Liberty should buy Silverstone," he said. "Much like the NFL – which is a pretty successful sport – they own the Super Bowl, which moves around.

"I think Silverstone is a great track. I sympathise if, with the escalator, it cannot

make money, so we need to figure out a way for them to make money. So we either create new revenue streams or recut the deal."

But will the race really disappear after 2019? In essence, the BRDC's break-clause decision is a calculated gamble, calling Liberty's bluff that the rights holder will stay true to its stated desire to protect the British GP as an essential 'halo' event alongside the Monaco, Italian, Belgian and soon-to-be returning French and German GPs. Would new boss Chase Carey really allow a race of such status to be lost in his first months in charge of F1?

This latest twist in the story of the British GP has once again raised another alternative plan often discussed – and usually dismissed. With no other permanent circuit in the UK equipped to host F1, the prospect of a London GP, possibly in the Docklands region, has been raised again in recent days. The F1 demonstration planned for Trafalgar Square and Whitehall on Wednesday, after Autosport closed for press, has only encouraged speculation. Whether it would be realistic, from a financial, practical and political point of view, is entirely another matter – especially at a time of heightened security fears in the capital city.

All we can be certain of right now is that the thorny questions surrounding the British GP's future will dominate the news agenda at Silverstone this week, whether Hamilton equals Clark's place in history or not.

DAMIEN SMITH

Break-clause activation could mean last GP at Silverstone is 2019



LAT IMAGES

FORMULA 1

KUBICA'S RENAULT COMEBACK TESTS GETTING SERIOUS

ROBERT KUBICA WAS due to take a further step towards a full-time Formula 1 return this week, with a second test for Renault F1.

Kubica, 32, made a dramatic return to an F1 cockpit last month, after a six-year absence, with a private test for Renault at Valencia's Ricardo Tormo circuit.

He completed a full 115-lap programme in a 2012 E20 chassis, comprising long and short runs with varying fuel loads, qualifying simulations and practice starts, and impressed Renault enough for the team to stage a further test, at Paul Ricard.

The second test, scheduled for yesterday (Wednesday), was due to be in a similar 2.4-litre V8 2012 car and, while Renault has downplayed its expectations, Autosport understands that should Kubica go well he is likely to drive the 2017 car at the post-Hungarian GP open test.

Team boss Cyril Abiteboul offered the strongest hint yet that Renault is evaluating Kubica for a full-time race drive: "The first day of testing at Valencia was no more than to let Robert get reacquainted with the feel of driving again," he said, "but this second test will be to assess his capabilities to return to the highest level of competition. This is a new phase in his personal and professional journey

and we are proud to support it. There are still many hurdles for him to overcome, and he knows better than anyone else that only his performance will determine if he can one day return to being a professional driver."

Kubica has been absent from F1 since his near-fatal rallying accident on February 6 2011. Only three days earlier he had set fastest time in the first pre-season F1 test, at Valencia, but the accident left him with such severe injuries to his right arm that it was considered unlikely he would race again.

But following an extensive physical and mental rehabilitation programme, which incorporated a phased series of one-off drives in various categories – each designed to test different aspects of his physical capabilities – Kubica has returned to what he believes is a race-ready condition.

Any Kubica return would call into question Jolyon Palmer's position at Renault. After nine grands prix this season he has yet to score a point, while team-mate Nico Hulkenberg lies 12th in the championship with 18 points.

Before his accident, Kubica had raced in 76 grands prix, taking one win (Canada 2008), one pole and one fastest lap.

ANTHONY ROWLINSON

FORMULA 3/GP3

'Dream on,' says GP3 boss

Bruno Michel responds to Gerhard Berger's suggestions for the future of F3 as war escalates

F

ormula 2 and GP3 Series boss Bruno Michel has responded to DTM chairman Gerhard Berger's suggestions regarding the format of a future Formula 3 series, which could replace GP3 on the Formula 1 support bill, in an escalating war of words between the pair.

As revealed by Autosport last week, Berger, who took over this year at the helm of the DTM and its promoter the ITR – which currently organises the F3 European Championship for the FIA – has said that he is ready to

organise a 'breakaway' F3 Euro Series if the potential changes to the third tier of single-seater competition, which could happen as early as 2019, do not fit with what he believes is the best way forward for the category. Berger suggested that rather than shifting F3 to a full-time F1 support role, or even simply rebranding GP3 as F3, the future championship could split its rounds half and half between F1 and DTM events.

But speaking to Autosport, Michel dismissed Berger's ideas. "The answer is not Gerhard's decision," he said. "Gerhard can say what he wants and dream of what he wants. What would be the interest of GP3 or F3 to do six races with DTM? The idea of the FIA and of Liberty is to do F3, F2, F1 on the same weekends – we can do one standalone at some point like we are doing this year in Jerez – but what would be the point of having half the races away from F1 weekends?"

When it was put to Michel that taking the category to some DTM rounds would help keep young drivers in the attentions of manufacturers Audi, BMW and Mercedes, which all compete in the German series – something Pascal Wehrlein said in Austria was "important" – the Frenchman expressed his belief that this approach was not so clear cut. "Look how much money they are investing in F3," he said. "Who is paying for the F3 drivers at the moment? It's the billionaires, not the manufacturers. So, you can say what you want, but the reality is a little bit different."

Toro Rosso F1 driver Daniil Kvyat – the 2013 GP3 champion, who was also a race winner in Euro F3 that year – believes that a halfway house between the existing GP3 and F3 concepts would be "the perfect combination. F3 is a very high-downforce car with not enough power for it. It forces you to be extremely precise with your driving, which is great experience. Talking directly about F1 preparation, GP3 is a bit closer. You need to be very careful with tyre management."

Esteban Ocon, who won Euro F3 in 2014 and GP3 in '15 (below), added: "I learned so much from F3 about motorsport and the way the technical side is very close to F1, and the teams are very professional. When you arrive in GP3 you learn how to drive with Pirelli tyres, with a car that has a bit faster an engine, that has more degradation in the race but is also a lot slower compared to qualifying."

ALEX KALINAUCKAS AND SCOTT MITCHELL



LAT IMAGES

Butcher tests BTCC Focus

SCOTTISH SPORTSCAR RACER RORY Butcher had his first run in a British Touring Car Championship machine at Snetterton last week when he took part in the series' official test in a Motorbase Performance Ford Focus.

The former British GT and Porsche racer deputised for the team's regular driver Martin Depper, who was forced to miss the second day of the Dunlop tyre test as he was busy with work commitments.

Butcher, 30, who is the brother-in-law of reigning BTCC champion Gordon Shedden, has previously driven for Motorbase in British GT. Motorbase is looking for a driver to deputise for the injured Luke Davenport, who is still recovering after an accident during qualifying at Croft last month.

Team principal David Bartrum said: "Martin was unable to be in the car today, and we are a bit short of drivers at the moment

and so Rory stepped in." Bartrum said that the team would slim down to two cars for the upcoming Snetterton round, but would be back to full strength for Knockhill.

Butcher said: "It couldn't be further away from a GT car. I've enjoyed the challenge."

Team BMR Subaru Levorg driver Ash Sutton topped the times after the two days of running at Snetterton, which was blighted by poor weather on the final afternoon. The 23-year-old, who is fourth in the standings, was clear of Jack Goff (Eurotech Honda) and Tom Ingram (Speedworks Toyota).

Sutton said: "We didn't get too much testing in during the winter so it's been really nice to have these two days. We really found the sweet spot and we hooked it up to find a chunk of time. It sets things up well for the event at Snetterton and the rest of the season."

MATT JAMES



TOP 3

Racing brothers-in-law

Rory Butcher could join his sister's husband Gordon Shedden in the BTCC. Here are other racing in-laws past and present



#1 BELTOISE AND CEVERT

Francois Cevert's (above) sister Jacqueline married his fellow F1 ace Jean-Pierre Beltoise. Sons Anthony and Julien have become accomplished racers.



#2 BRABHAM AND THACKWELL

David Brabham is married to Lisa, the sister of wasted 1980s megatalent Mike Thackwell (above). Son Sam Brabham was a British F1 race winner.



#3 HUNTER-REAY AND GORDON

Off-road racer Beccy Gordon, sister of versatile star Robby, is wedded to Ryan Hunter-Reay (above). The kids are too young to race cars, but give 'em time...

IN THE HEADLINES

MARCIELLO RETURNS TO F2 FIELD

Ex-Ferrari junior Raffaele Marciello rejoined The Series Formerly Known As GP2 last weekend at the Red Bull Ring. Marciello, fourth in the GP2 points last year and who is racing in Blancpain GT this season in a Mercedes, lined up on the Formula 2 grid with Trident in place of Sergio Canamasas, who in turn has replaced serial GP2/F2 comeback king Johnny Cecotto Jr at Rapax.

COUTO BADLY HURT IN GT SMASH

Ex-Macau Grand Prix winner and latter-day GT battler Andre Couto faces a long battle back to fitness after breaking a vertebra in a heavy Chinese GT crash at Zhuhai last weekend. Couto, who was driving a GT3 Nissan GT-R, posted an update to well-wishers from intensive care in Hong Kong that he will not need an operation, and added: "Thankyou very much and may the force be with you all."

PANIS LEAVES WTCC FOR TCR ATTACK

World Touring Car Championship newcomer Aurelien Panis has switched tin-top codes with immediate effect, and will join the TCR International Series for the rest of the season in a Boutsen Ginion Racing Honda Civic. Panis' place in the Zengo Motorsport Honda squad for this weekend's Rio Hondo round will be taken by the team's European Touring Car Cup racer Zsolt David Szabo.

HYUNDAI TCR RACES AT MISANO

Hyundai's new i30 TCR challenger made its public debut last weekend in the Misano 24 Hours race. Hyundai called the outing an extended test to evaluate its brakes and tyre wear as well as experimenting with set-ups, but did run the i30 – driven by tin-top legend and development driver Gabriele Tarquini and ex-British Formula Ford champion Antti Buri – during the race, completing 251 laps before stopping on Sunday morning. The i30 also recorded the fastest racing lap in its class with Tarquini at the wheel.

KENSETH DUMPED BY GIBBS

Matt Kenseth, the man who triggered NASCAR's Chase/Playoff format by winning one race on his way to the 2003 crown, has lost his Joe Gibbs Racing seat for next season. The 45-year-old is expected to be replaced by rookie Cup ace Erik Jones, a protege of Gibbs star Kyle Busch. Kenseth has been linked with a one-year deal at Hendrick Motorsports in place of the retiring Dale Earnhardt Jr.

FERRARI TO RUN SHIELD AT SILVERSTONE

Ferrari will trial the FIA's new 'shield' cockpit-protection device in first free practice for the British Grand Prix at Silverstone tomorrow (Friday). The shield is an alternative to the divisive halo, as the FIA looks to implement a driver-safety measure along these lines in time for the 2018 season.



RACE CAR

ROAD CAR

PERFORMANCE

HISTORIC

SPECIAL VEHICLES

CUTTING **EDGE** TECHNOLOGY

SUPREME CONTROL



After 793 Grand Prix victories we continue to refine clutch technology to enhance control and reliability.

For all our clutches we use the latest analysis techniques together with the highest specification materials to minimise weight and inertia, and maximise control and durability for every form of motorsport.

Fit AP Racing brakes and clutch systems for race success.

The science of friction

T: +44 (0) 24 7663 9595 E: racetech@apracing.co.uk W: www.apracing.com

AP
RACING



IMSASPORTSCAR

Norris takes on Daytona 24 Hours with United

WHO SAYS RACING DRIVERS ARE ONE-TRICK ponies? While everyone likes to reminisce about the days when Graham Hill or whoever would jump from car to car and contest every race at a Formula 1 event, the fact is that increasing professionalism and specialisation in each branch of the sport – not to mention the drivers' contracts – have made this increasingly difficult since the 1970s.

But, as Autosport highlighted back in February, the more recent trend is for drivers to branch out and diversify, especially with the rise of manufacturer deals that cover multiple categories. And now Lando Norris, 2016 McLaren Autosport BRDC Award winner, McLaren-Honda protege, and sensation of the '17 Formula 3 European

Championship, has joined the ranks by putting his name against a United Autosports Ligier-Gibson for next January's Daytona 24 Hours, by which time he will have reached the ripe old age of 18.

Norris, who joins United regular Will Owen in the line-up, said: "It will provide me with an opportunity to stay race sharp during the winter, while at the same time having some fun in one of the world's greatest endurance races. The Ligier will be totally new for me and the first car I've raced with a roof since a Ginetta in 2014 but I'm certain I'll adapt quickly."

Norris follows in the footsteps of Lance Stroll, who finished fifth at Daytona with Chip Ganassi Racing in 2016, in a trend that's to be applauded.

MARCUS SIMMONS



GERMAN FORMULA 4

Florsch hit for near-miss video

EX-GINETTA JUNIOR STAR Sophia Florsch landed herself in hot water with the organisers of the German Formula 4 Championship last weekend for posting a video to social media of her nearly hitting an SUV that was being driven across the track in free practice at Oschersleben.

The session had just been red-flagged when 16-year-old Florsch went around a right-hand

corner and encountered the recovery vehicle on track. She threw her Mücke Motorsport car off track to the left in avoidance.

While Florsch received no penalty for any wrongdoing under the red flag, she was fined €5000 and given a suspended ban from the championship for uploading the onboard video in breach of the series' image rights, which are owned by the organising ADAC.

The fine could be increased to the maximum €20,000 depending on a later hearing.

The SUV's presence on-track drew widespread condemnation, Damon Hill tweeting: "This is unbelievable. The organisers should be asked to explain in full. That should not happen."

Florsch took a best result of eighth from the 27-car field.

MARCUS SIMMONS

OBITUARY

BARRY BLAND 1946-2017

THE MAN WHO MADE THE Macau Grand Prix into the Formula 3 classic it is today, Barry Bland – who died last Wednesday aged 71 – is owed a heavy debt of gratitude by the world's motorsport fans.

Bland, a former racer and British Automobile Racing Club competitions secretary, joined insurance and logistics company Motor Race Consultants in 1971, and with MRC he oversaw Macau's transition from Formula Atlantic to F3 rules in '83.

Under his coordination, the Macau GP flourished until he stood down in 2016, having reached an impasse with the new organisational structure. His logistical skills and ability to draw together the best possible teams and drivers were complemented by his web of contacts: if a leading competitor lacked budget, Bland would tap into his pool of local sponsors to help.

As two-time winner Felix Rosenqvist tweeted: "Such a gentleman, such a hero for this sport – and one of the reasons I have a career today."

As well as Macau, Bland helmed the Masters of F3 race at Zandvoort as well as other big events for the category at Fuji, Changwon (South Korea) and Bahrain.

Bland was also the first president of the FIA Single Seater Commission, succeeded by Gerhard Berger in 2012.

Self-effacing and calm, Bland was admired, respected and liked throughout the motorsport industry and the Macau GP will remain a fitting legacy to his massive contribution to the sport.

MARCUS SIMMONS





Defying explanation

With only one podium finish this year, Jason Plato must be wondering if these inexplicable frustrations will ever end

By Matt James, BTCC Correspondent

[@MattJMNews](#)

IT'S RAPIDLY BECOMING ONE OF THOSE MOTORSPORT enigmas. Just what has happened to Jason Plato in his quest for success in the British Touring Car Championship this season? The 95-time race winner has only had one podium so far this year, while Team BMR Subaru team-mate Ash Sutton has been writing the headlines with some swashbuckling performances in what is meant to be the same equipment.

Plato did have a shunt in the opening meeting of the season when he cannoned into the Brands Hatch pitwall after contact. That damaged the front and the rear end of the car and it needed its chassis straightening – it was seriously bent. Initial thoughts that it still wasn't fully straight were raised as Plato couldn't get near Sutton's lap times thereafter.

There was a tweak to the turbo-boost regulations during the Oulton Park weekend in June and that helped the Levorg to perform better, but still Sutton was pulling out laps that Plato couldn't – and Oulton is a track that Plato usually adores.

It's evident, watching Plato's car from trackside, that it simply won't turn into the corners in the same way as Sutton's. He has complained

bitterly all season of understeer and, no matter what the engineers do to the car, it's still there. That means a compromised corner entry, and the speed is drained from the car as soon as he thinks about

applying the power. Even radical differences introduced next time out at Croft couldn't fix the situation.

I went to the tyre test at Snetterton last week and was given sight of some onboard camera footage from rival cars from the Croft meeting. What I saw really defies explanation, and it's certainly something that isn't being explained by the Team BMR boffins.

The footage highlighted acceleration out of the final hairpin on the lap. Sutton was able to exploit the rear-wheel-drive advantages of the Levorg machine to draw alongside a front-wheel-drive rival as they swept past the pits. Such was his advantage that he was able to take his preferred line into Clervaux, with a clean and crisp turn in to the right-hander.

Plato, on the other hand, was simply unable to complete the same move on the same rival. Sure, he would get the benefit coming out of the 180-degree left-hander onto the front straight. But although he could draw alongside, his car simply ran out of breath before the side-by-side cars had even reached the pit exit.

I don't need any mechanical engineering degree to see that

Plato's machine is not performing in the same way as Sutton's.

I doubt very much that two-time title winner Plato has forgotten how to drive and how to plant his foot on the throttle in a straight line. Something is seriously amiss.

So there are problems getting Plato's car around the corners and, from what I've seen, it's a car that is not performing the same way in a straight line either.

Plato has kept schtum over the problems, sticking to a very straight party line. He will allow that the car needs "lots of development" and will acknowledge that Sutton is "a star of the future". But he is very clearly biting his lip; there is plenty more to be said. Maybe what's going on in the background is preventing him, but the full story will come out eventually.

But there is more to the intrigue than just the strange lack of performance from Plato's car. There is the title battle to think about too: Plato has stated publicly that he will "support" Sutton's title aspirations. Plato is 15th, some 139 points away from title leader Gordon Shedden (Team Dynamics Honda Civic) and 119 behind fourth-placed Sutton, so there

is a real possibility that Plato, in a sorted car, could be a very useful ally.

But, as he pointed out at the end of last year's campaign, when he was asked to help his then team-mate Colin

Turkington in the Brands

Hatch title shootout, Plato has his own commercial deals that provide him with a very healthy cash bonus for winning races. It's perfectly understandable that a driver is not going to want to miss out on a potential earning opportunity – who would?

Plato said last year that he would give up first place on the road to help out so long as he was similarly rewarded by the team for making a race-winning sacrifice. That actually came to pass in the dying throes of the showdown in 2016, when Plato did follow team orders.

By asking Plato to move aside in a race, Team BMR would effectively be asking him to take a pay cut. Given the season he has endured so far, that will create a deep thought process for all concerned.

There will be many twists and turns in the run-in for the 2017 BTCC and Sutton is certain to be among them. Unless something dramatic happens behind the scenes, Plato won't be but he could still have a significant impact on the result. For the fans on the spectator bank, it's a shame he is not going to be right up there because, love him or loathe him, things happen when he is at the heart of the fight. ✿

**“Plato has kept schtum.
But the full story will
come out eventually”**

FEEDBACK

Silverstone past, present and future

It's almost 50 years to the day since I attended the British Grand Prix at Silverstone as a schoolboy of 16, having organised a school trip for the sum of £2, with the sportsmaster and his colleagues driving and eight other schoolkids in the back of a Bedford ambulance 'minibus'.

Many things have changed since then, some for the better – general safety – and some for the worse – corporate excess.

If Silverstone is to continue with the British GP beyond 2019, the outlook of Formula 1 has to change substantially. Coverage must be extended to social media to engage the young of today in the way I was with the media of yesterday. The events must be more reasonably priced, and coverage maintained on terrestrial television to appeal to a wider audience. There is much resistance to other forms of coverage. This deters young enthusiasts, who have other substantial demands on their income.

I welcome the interest of many countries in holding a grand prix. Motorsport is genuinely international and largely non-tribal in its outlook, which is refreshing, against the background of the world that's evident today. It is these positives that the new owners should study and build on, embracing new technology where appropriate, and promoting its appeal by ethical means wherever possible, which

young people nowadays are in tune with.

Meanwhile, I shall attend the British GP very happy with my good fortune in having attended all the grands prix at Silverstone bar four over the past 50 years.

Malcolm Nichols
Oxford

Hamilton under pressure?

Is Lewis psyched out because his team-mate is outperforming him? Has the realisation that someone he thought he could dominate is now winning? Maybe the thought has entered his mind that there are five or 10 guys that could win in the Mercedes?

Bob Traina
Byemail

What happened to track limits?

At several parts of the Red Bull Ring the cars regularly had two wheels on the red-and-white kerbs and the other two wheels on the green surface between the kerb and the gravel. Does the rule prohibiting exceeding track limits no longer exist?

John Napper
Rio de Janeiro

Vettel got away with it...

I can understand Patrick Sewell's point about indiscretions by previous grand prix drivers (Letters, July 6), in particular world champions who should have



British Grand Prix memories: Jim Clark (Lotus-Ford 49) won at Silverstone 50 years ago

known better, but Sebastian Vettel is guilty of straightforward road rage rather than clear-minded bullying.

Let's face it, Vettel got away with it. The FIA backed out of a truly severe penalty because he drives for Ferrari and is a former world champion; oh, and of course he said 'sorry'. Wow, that told them he was being contrite and that he would be a good boy until the next time his petulance takes over.

I agree with Nasair Hussain: if Vettel drove for a lesser team he would have been treated quite differently.

Neil Davey
Ivybridge, Devon

...and he'll do the same again

So it appears that with another apology Sebastian Vettel (and Ferrari, for not reining in their man) has gotten away without further penalty. Time will tell if he can control his temper in the heat of competition. In the meantime he's a loaded gun waiting to go off.

Hopefully next time (and there will be a next time), no-one will be put in any danger, and the FIA will have revised the available penalties that the stewards at the race can impose to reflect the seriousness of the incident – again, a 10-second stop-go penalty was not it.

Paul Hewitt
Luton, Beds

HAVE YOUR SAY, GET IN TOUCH

Autosport editorial
Autosport Media UK Ltd
1 Eton Street
Richmond
TW9 1EF

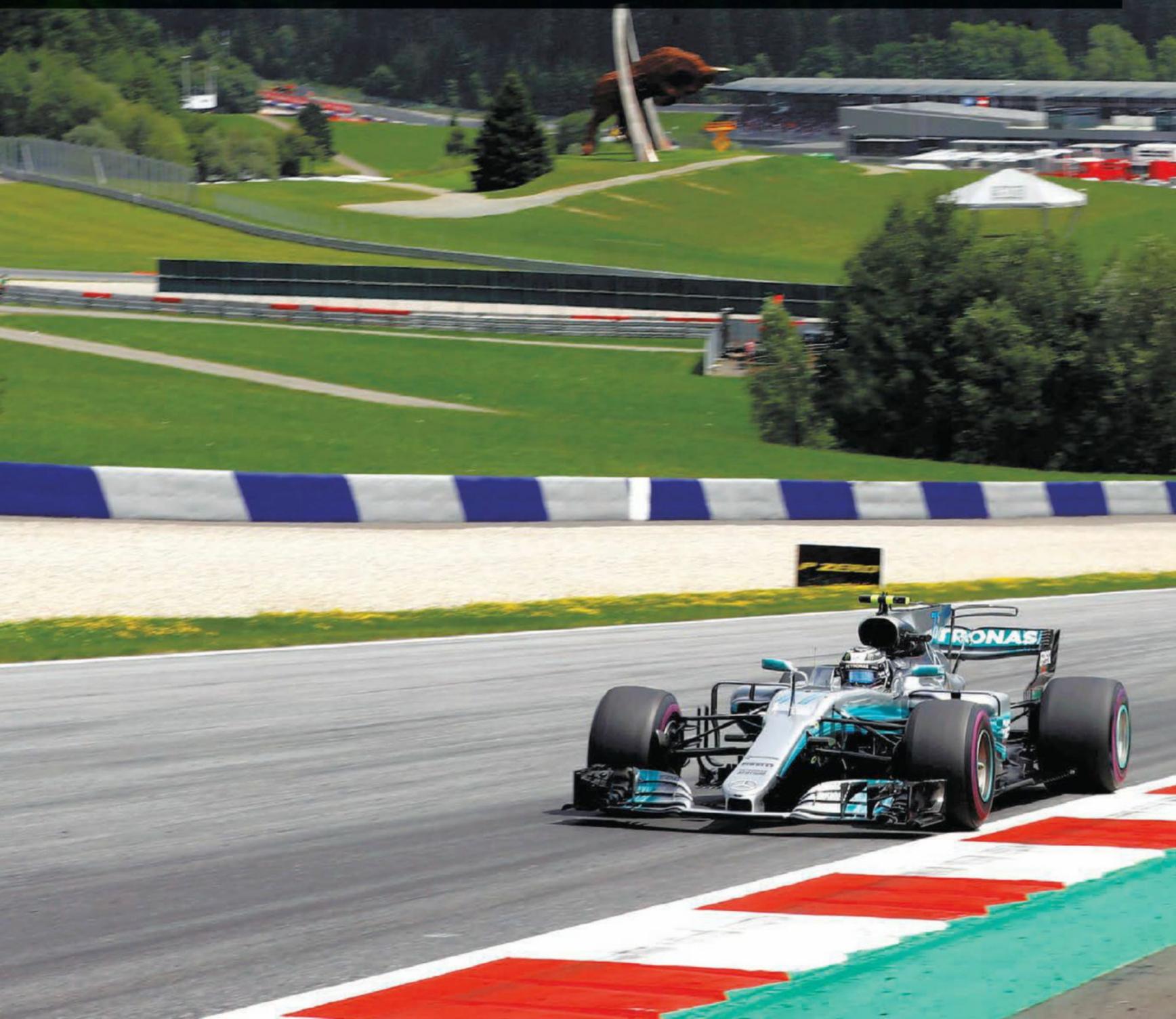
@
E-mail
autosport@
autosport.com


Twitter
twitter.com/
autosport


Facebook
facebook.com/
autosport

How Bottas joined Hamilton's title fight

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







IT'S AMAZING HOW QUICKLY THINGS

can get away from you in motor racing. Before Formula 1's 2017 title fight turned controversial in Azerbaijan, Lewis Hamilton was on a trajectory that suggested he would soon take control of the destiny of this world championship.

It seemed only a matter of time. Hamilton won convincingly in Canada, was leading from pole again in Baku, but then chief rival Sebastian Vettel drove into him under the safety car, sparking a bizarre sequence of events that means Hamilton now trails Vettel by a large margin, after losing further ground at the Austrian Grand Prix. How to maintain your personal equilibrium amid a title challenge that has suddenly unravelled significantly, amid a series of setbacks for which Hamilton finds himself utterly blameless?

He's been here before. In 2014, the season began with an engine failure and Hamilton spent several races clawing back the 25-point deficit to Mercedes team-mate Nico Rosberg, only to suffer brake failure in Canada and fall 22 points behind. He would spin off in qualifying in Austria, have brake failure in qualifying in Germany, then suffer a car fire in qualifying in Hungary, but eventually strung together a winning run that stole the crown from Rosberg.

Last season, Hamilton again found himself seriously on the back foot thanks to an unfortunate sequence of events: a gearbox penalty and an engine problem in China, more mechanical maladies with the engine in Russia, a major collision with Rosberg in Spain, then a qualifying crash and trouble with his engine-recovery systems derating in Baku.

Hamilton turned up in Austria 24 points behind Rosberg, they collided again on the last lap, but Hamilton still won to slash the gap to just 11 points. But for a further engine failure in Malaysia, it's likely that Hamilton would have been crowned champion for a fourth time. He sometimes struggled to process the misfortune that seemed to plague him last season, and now he faces a sterner test than at any stage since Mercedes became a genuine title contender.

That Hamilton's headrest came loose while he led in Baku (Mercedes has now tweaked the design of the locking pins that are supposed to hold it in place) meant he missed out on a certain victory. Instead of gaining a championship lead of three points, Hamilton ended up losing two to Vettel, despite the Ferrari driver serving a 10-second penalty for his safety-car transgression.

If that weren't injustice enough for Hamilton to take, the FIA elected to take no further action against Vettel in the build-up to Austria, instead pronouncing itself satisfied in eliciting an apology from Vettel, demanding he perform some community service in educating drivers at the lower levels about proper on-track etiquette, and issuing the Ferrari driver with a final warning over his future conduct.

Hamilton did not seem impressed by this verdict, suggesting that FIA president Jean Todt should perhaps explain why no further action was taken. To darken Hamilton's mood further, >>



Hamilton spent many laps pegged behind Raikkonen



Mercedes knew he would take a five-place grid penalty heading into this race, thanks to a gearbox problem discovered after Baku.

Hamilton's road got rockier still when Mercedes elected to put him on an alternative tyre strategy, which meant progressing through the second stage of qualifying on the super-soft tyre. Hamilton lost a key run on the softest compound (the ultra-soft), which he felt played a part in his failure to beat team-mate Valtteri Bottas and Vettel in Q3 and meant he started eighth on the grid rather than sixth.

Instead of contending for victory and potentially at least slashing Vettel's 14-point margin in half in Austria, Hamilton would be forced into a damage-limitation run. Limit the damage he ultimately did, with a fine recovery drive to fourth in a difficult race, while a superb second career victory for Bottas – achieved in the face of enormous pressure from Vettel in a nailbiting finish – ensured that Hamilton left Spielberg in better shape than he otherwise might.

Bottas spoke after the race about how small details make all the difference between success and failure in Formula 1, and how he is gradually becoming better at understanding and utilising these details. But how different the mood at Mercedes might have been had Bottas been penalised for jumping the start.

The way Bottas rocketed away from the line from pole left Vettel convinced “100 per cent” that Bottas had transgressed the rules, while Red Bull's Daniel Ricciardo reckoned Bottas had been “lucky”; but FIA analysis concluded Bottas reacted 0.201 seconds *after* the red lights went out.

“It was an absolutely synchronised start, so it was right on the limit,” said Red Bull team boss Christian Horner. “Our analysis showed he jumped it by 0.1s, the FIA said he had missed it by 0.2s. It was right on the edge.”

Bottas's car did move slightly before the lights went out, but within a defined tolerance, so the stewards took no action after investigating the incident.

“I had no doubt it wasn't a false start,”

Bottas said. “But I knew it was the best start I've probably ever had! I don't know how I measure 0.2s, but we are doing a lot of start practice and reaction-time practice, and in the practice you can hit better reaction times than those many times. It was just the perfect start, really. You just need to be alert on the moment you think the lights are going to go off. Everything came together.”

Vettel was convinced that Bottas had jumped the lights, describing his rival's start as “unhuman”; but inhuman or not,

“It was an absolutely synchronised start, so it was right on the limit”

QUALIFYING



SEBASTIAN VETTEL WAS RIGHT WHEN HE DESCRIBED THE FINAL stages of qualifying as “a bit of an anti-climax”.

Yellow flags at the end of the session denied Formula 1 a second round in the gloves-off battle for pole between Vettel’s Ferrari and the Mercedes of Valtteri Bottas. But although Max Verstappen’s high-speed spin and Romain Grosjean’s unexplained electrical shutdown spoiled the denouement, it’s unlikely that the ultimate result would have been different.

Bottas led Vettel’s Ferrari by less than a tenth after the first runs in Q3, with team-mate Lewis Hamilton’s Mercedes 0.131 seconds further back. All three were lapping slightly slower before aborting their second runs when Grosjean’s Haas broke down at the exit of Turn 3 and Verstappen’s Red Bull spun into the gravel at the exit of Turn 7.

So Bottas deservedly claimed the second pole position of his F1 career thanks to that stellar first run. There were a couple of oversteer moments exiting Turns 1 and 3, but his commitment through the higher-speed corners through the middle and end of lap was mighty.

He had earlier lapped more than four tenths quicker than anyone else in Q2, and it’s likely that monster run before the final

“This is a track where you really need confidence”

Valtteri Bottas

track where you really need it in those high-speed corners.”

Vettel impressively found nearly half a second between Q2 and Q3, but fell 0.042s short of beating Bottas to pole. “I was very happy with the lap,” said Vettel, who was fastest of all through Turns 4, 5 and 6. “Maybe there was a sniff in the last corner. It’s a short track; not easy to get everything right, so overall I was pretty happy.”

Hamilton ended up a lowly eighth on the grid with a five-place penalty applied for having to change his gearbox following the previous race in Azerbaijan.

Mercedes dismissed suggestions that the controversial collision between Vettel and Hamilton behind the safety car in Baku damaged the gearbox and led to that unscheduled swap. “It’s difficult for us all to swallow, but we pull together as a team and work as hard as we can,” said Hamilton of his gearbox woes. “I just didn’t hook it up when it got to Q3. Q1 and Q2 were good and then Q3 was just so-so.”

The second Ferrari of Kimi Raikkonen was thus promoted to third on the grid, ahead of Red Bull team-mates Daniel Ricciardo and Max Verstappen, who admitted overreaching in Q3 trying to make up for scruffy driving earlier in the sessions and a loss of DRS when Grosjean stopped.



LAT IMAGES

Bottas got away legally in the eyes of the stewards and he completed the first lap almost 1.5s clear of the chasing Ferrari. In the end, the two would finish much closer than that...

Meanwhile, Hamilton made swift progress in his efforts to make up for lost ground. He benefited from Max Verstappen’s clutch problem off the line to take seventh and briefly held sixth on the first lap, before losing out slightly in the melee at Turn 3. He then dispatched Sergio Perez’s Force India for sixth under braking for Turn 3 on lap six of 71, and jumped Romain Grosjean for fifth around the outside into Turn 4 two laps later, after the Haas had run wide at Turn 3.

Hamilton closed to within a second of Kimi Raikkonen’s Ferrari on the 19th lap, but despite applying significant pressure – and Raikkonen battling poor balance on the ultra-soft tyre plus an engine-driveability problem that proved impossible to correct – Hamilton could not find a way past.

Once confident that Hamilton could pit for fresh tyres without falling back behind Grosjean, Mercedes called him in at the end of lap 31 to put him in clean air and vault him past the Ferrari strategically. When Ferrari didn’t react, electing instead to extend Raikkonen’s stint for fear that he would drop behind Hamilton regardless, Hamilton was effectively up to fourth.

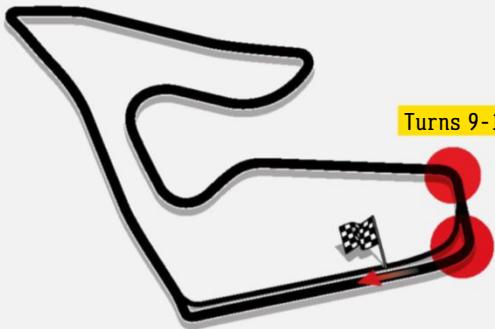
Vettel made his pitstop at the end of lap 34, while Mercedes left Bottas out until the end of lap 41, hoping he would have enough of a lead to get in and out of the pits without falling behind Raikkonen.

Bottas didn’t quite pull that off, but moved quickly past the ailing Ferrari around the outside at Turn 4 on lap 44, >>

Differing tyre strategies brought the race alive in the closing laps



“THIS TRACK IS TOO SHORT AND TOO EASY”



Turns 9-10



Final corners are the Red Bull Ring's biggest tests

DAMON HILL HATES THIS track. The 1996 world champion recalls the '99 Austrian Grand Prix here, where he spent the race stuck behind Jarno Trulli's Prost, unable to force a mistake or find a way past.

For Hill, this track is too short and too easy. Once everyone is settled into their groove, he says there is no room for manoeuvre or creativity behind the wheel.

But the Red Bull Ring still presents challenges. The final two corners – plunging downhill right-handers – are quick and punish imprecision. The final turn also has a nasty

bump at the apex that can catch out the unwary.

With more downforce bolted onto the cars now F1 is clear of Baku's long straights, this is a good opportunity to see which cars are working well at speed. It's no surprise to see Mercedes and Ferrari stand out above the rest. There is not much to choose between them visually on the entry to Turn 10, but the Ferrari still looks narrowly the better car at riding bumps and achieving good traction coming off the corner.

A couple of big moments for Valtteri Bottas and Lewis Hamilton suggest the W08 is

occasionally difficult to handle in a way the Ferrari is not.

The Red Bulls and McLaren-Hondas look very assured, the drivers confident in attacking the corner.

Of the midfield cars, the Haas is the most impressive – fast, consistent and very stable – while the Force Indias and Williams look a bit lost in practice, difficult to balance

and consequently to drive.

Nico Hulkenberg's Renault looks decent, though not quite as accomplished as the Haas as it negotiates that nasty bump. The Sauber has no obvious vices, just a palpable lack of grip.

The Toro Rosso – as strong as the Haas when less concerned by drag – also looks good, with Carlos Sainz

Jr noticeably using the most extreme amount of road to open up the entry.

This is a very Jenson Button-like attitude of using as much of the road as possible. Eventually others begin to follow Sainz's lead, stifling the creative difference, creating the sort of follow-my-leader pattern that so infuriates Hill.



after Raikkonen had locked up under braking for the Turn 3 hairpin. Raikkonen immediately dived for the pits, meaning he would drop to the tail of the leading group but with fresher rubber than his rivals. Ultimately, he failed to join the battles at the front that made the final 26 laps of the Austrian GP a thrilling conclusion.

At the very front, Vettel trailed Bottas by 4.384s at the end of lap 45, but Vettel – energised by a better feeling from his Ferrari on the super-soft compound – began to hunt the Mercedes down at a rate of 0.143s per lap.

After looking so assured in the first part of the race on ultra-softs, Bottas was suddenly on the ropes. “The car was really strong in the first stint,” Bottas said. “A bit more tricky in the second stint, with a blister I had in the rear left. I knew the blister was getting worse and worse, I could feel it, and every single time I was

approaching a right-hand corner it was always more tricky.”

Given the Red Bull Ring predominantly features right-hand corners, this was not good news for Bottas. But, in a denouement of remarkable similarity to his previous F1 win at Sochi, Bottas was somehow able to hang on against the impending red tide.

What's more, much as a Vettel misunderstanding with Felipe Massa's Williams during late lappery in Russia gave Bottas crucial breathing space, Bottas put a lap on Perez's Force India with an easy pass at Turn 4 with three laps to run in Austria while Vettel was held up through the medium-speed left-handers that followed. The time lost crucially put the Ferrari out of DRS range for another lap.

“I think with him [Perez] I gained compared to Sebastian, but I felt there was a couple of incidents before that I definitely lost

Bottas held on to cross the line 0.658s ahead of Vettel



LAT IMAGES

A second win for Bottas brings him further into contention for the world title

more than him,” said Bottas, who described the fight with Vettel in the closing stages as a *deja vu* of April’s Russian GP.

“It’s always difficult to say which one gained or lost, because there are so many backmarkers with a short lap. You try to get through them as quickly as you can and sometimes you lose a bit more time than the car behind, sometimes you gain something.”

In the end, Bottas gained enough overall to beat Vettel to victory by a scant 0.658s, only fractionally larger than the final gap between the pair in Russia. “It all ended up well,” Bottas added. “I had to do no mistakes, a bit like in Russia. I was just focusing on whatever was ahead and making the most out of every single corner. I was very happy the race did end on that lap, because it could have been tricky after...”

Vettel felt he only needed “one more lap” to beat Bottas to victory, while, a few seconds back along the road, Hamilton was engaged in a similar chase of Ricciardo’s Red Bull for the final podium spot.

Ricciardo had earlier muscled his way past Raikkonen’s Ferrari at Turn 3 on the opening lap, then brilliantly hung on to the pace of the leading cars in what he felt would not be one of Red Bull’s strongest races. But the Australian gradually found himself reeled in by Hamilton as the Mercedes driver used the benefit of softer tyres to close the Red Bull down through the second stint.

Hamilton got a run on Ricciardo coming out of Turn 3 on the penultimate lap, but couldn’t quite pull off a pass into Turn 4 as Ricciardo defended the inside line. “He defended his position very well,” conceded Hamilton, who had to adjust switches inside his cockpit to counter an aero balance that was further forward than ideal for his stint on Pirelli’s ultra-soft compound. “I don’t think I could have done better.”

Maybe so, but this sequence of events still meant Hamilton left the Red Bull Ring trailing Vettel by 20 points in the world

championship, while victory for Bottas delivered him to within 15 points of Hamilton. And that is the other dynamic Hamilton must now give increasing consideration to – that while victories for Bottas are useful in denying Vettel valuable points, they also serve to bring the second Mercedes gradually into title contention, placing increasing pressure on Hamilton from behind.

In previous seasons, the kind of negative snowball effect that has set Hamilton back in Azerbaijan and Austria might have darkened his mental outlook considerably, perhaps leading to ill-advised public proclamations and internal stress.

But Hamilton’s attitude is more phlegmatic this year, helped by a fresh dynamic within Mercedes that he clearly finds more productive. The triple world champion was remarkably sanguine in the aftermath of a second successive difficult race, praising his team-mate’s “fantastic job” and taking solace in turning a deficit of 19.601s to Bottas at the end of lap 26 into an ultimate defeat of just 7.430s.

“I don’t think there’s a call for me to do anything else than [what] I’m already doing,” he said. “It’s not like the team aren’t on my side or they’re not working hard or I’m not pushing them hard enough.

“All I can do is try to inspire them with the drive that I had today. When I look at the race trace, I was actually quickest of everyone, so I actually had the strongest race [of everyone].”

“So it was actually really positive. I don’t think the points really reflect that, but it is what it is. There’s nothing else I can do. I’ve just got to keep driving the way I have been and hope things get better.”

Hamilton will be pursuing his fourth consecutive British Grand Prix victory on home ground at Silverstone this weekend, which would allow him to regain some much-needed momentum in an intriguing title chase that is suddenly and unexpectedly slipping further from his reach. ❁



GROSJEAN WINS 'GRAND PRIX 2' RACE

ROMAIN GROSJEAN SAYS HAAS "won Formula 1 Grand Prix 2" by beating Force India's Sergio Perez to sixth place in Austria.

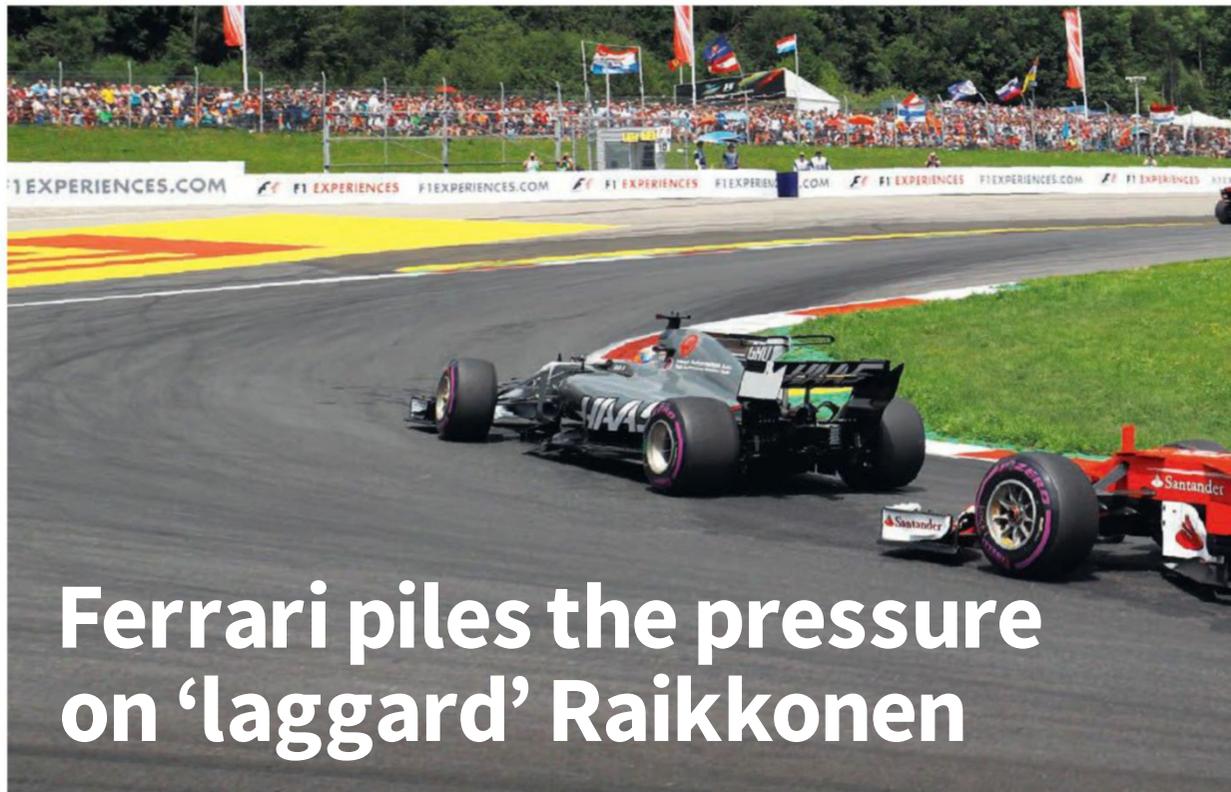
Grosjean made a strong start from sixth on the grid and ran as high as fourth before giving up positions to Kimi Raikkonen and Lewis Hamilton. Grosjean's was the last car to finish on the lead lap.

"Obviously there was no chance to keep Kimi and Lewis behind, but I had a great fight with Perez; he was pretty fast and we had to push all the time," Grosjean said. "We were best of the rest – so we won Formula 1 Grand Prix 2!"

Grosjean made Q3 for the fourth time this season as Haas benefited from running extra downforce and an upgraded Ferrari engine at the Red Bull Ring.

Team-mate Kevin Magnussen suffered suspension failure in qualifying, but was fighting Lance Stroll for the final point when his car suffered a freak hydraulics failure.

"A hydraulic pipe was shaved through," explained team boss Gunther Steiner. "The pipe was going to the DRS system and he lost all the hydraulic fluid, so that was it. It looks like the pipe was touching on a washer and after a while they bump [together] and it shaved the pipe."



Ferrari piles the pressure on 'laggard' Raikkonen

KIMI RAIKKONEN IS UNDER more pressure after Ferrari president Sergio Marchionne called him "a bit of a laggard" before a difficult Austrian Grand Prix.

Marchionne made the comment prior to a race in which third-place starter Raikkonen lost two places on the opening lap after an aggressive move from Daniel Ricciardo, then finished a distant fifth after being

overhauled by a recovering Lewis Hamilton. While team-mate Sebastian Vettel fell just 0.7 seconds short of victory, Raikkonen was 20s off the front.

Marchionne told Reuters he feared the Finn was not doing all he could. "I think Kimi has got to show a higher level of commitment," he said. "There are days when I think he's a bit of a laggard, but we'll see."

Raikkonen's contract with Ferrari expires at the end of the season, and he remains without a win since returning to the Italian team for 2014.

There are several drivers on the current grid hoping to put themselves in the frame for Raikkonen's seat, while Ferrari also has reserve driver Antonio Giovinazzi and Formula 2 points

Ricciardo podium better than Baku win

TWO WEEKS AFTER CLAIMING his first victory of the season in Azerbaijan, Daniel Ricciardo scored what he suggested was a more significant third place in the Austrian Grand Prix.

The Red Bull driver finished six seconds behind race winner Valtteri Bottas and withstood a late charge from the other Mercedes of Lewis Hamilton. He eased clear of Kimi Raikkonen's Ferrari in the opening stint, after passing it at Turn 3 on the opening lap, and kept the Finn's team-mate Sebastian Vettel, who finished second, in sight for most of the race.

In Baku, Ricciardo won after Vettel was penalised for hitting Hamilton under the safety car and Hamilton stopped to change a loose headrest. Ricciardo felt mixing it with the frontrunners on merit in Austria was a more authentic result.

"The biggest happiness for today

is we had raw pace," said Ricciardo. "Baku was a victory, but things happened in the race. Today we earned a podium on a circuit that for sure isn't our strength."

Ricciardo had to defend from Hamilton on the penultimate lap, after a small mistake let Hamilton attack heading towards Turn 3 at the top of the hill and again at the downhill Turn 4 right-hander.

"If they can pull that out in qualifying, that's going to be great for the rest of the season," said Hamilton of Red Bull's pace. "We've got a third team that are going to be battling it out with us."

Five consecutive podiums have propelled Ricciardo to fourth in the championship, 64 points behind leader Vettel. Team boss Christian Horner ruled Ricciardo out of title contention, but said: "We want to go to every grand prix, give it everything and close the gap."





leader Charles Leclerc on its books.

Raikkonen has scored just two podiums in 2017 to trail championship leader Vettel – who has won three times and finished on the rostrum on four other occasions – by 88 points.

Asked about Marchionne's comments, Raikkonen said: "Obviously I want to do well. My team wants to do well, and I can

only do the best I can. It's not like I'm not trying. Unfortunately it's not been very straightforward sometimes, but we keep pushing and I'm sure things will work out better."

This is the second time Marchionne has spoken out about Raikkonen this season, after suggesting team principal Maurizio Arrivabene needed to sit him down for talks following the Chinese GP.



Verstappen losing faith after third straight DNF

MAX VERSTAPPEN HAS suggested he is starting to lose faith with the situation at Red Bull, after a third consecutive mechanical failure put him out of the Austrian GP.

A clutch problem before the start meant he was slow away, and he then got caught up in the collision between Fernando Alonso's McLaren and Daniil Kvyat's Toro Rosso, and retired when his RB13 lost drive.

Verstappen suffered electrical failure in Canada, engine failure

in Azerbaijan and previously had a brake failure in Bahrain.

"It's very disappointing," said Verstappen, who has retired in five out of nine races this season. "This way you lose confidence. Not in myself, but in the whole thing, if it keeps on happening. You think, 'For how long is this going to continue?'"

Verstappen said he had received an apology from the team, and he said sorry to all the Dutch fans who had made the trip to Austria.

Williams turns around qualifying disaster

WILLIAMS SCORED ITS FIRST DOUBLE points finish of the season in Austria, 24 hours after its worst qualifying performance since the 2014 British Grand Prix.

Felipe Massa and Lance Stroll started the race from 17th and 18th after Williams lost both cars in Q1 for the first time since the rain-hit session at Silverstone three years ago.

First-corner chaos helped launch them to 10th and 11th, which became ninth and 10th at the flag. Massa finished just behind Esteban Ocon and Stroll fended off Jolyon Palmer for his third straight points finish.

Q&A

PADDY LOWE
WILLIAMS CHIEF TECHNICAL OFFICER



Are you surprised to have scored points?

Yes, it was a great race for us. It's our first double points finish of the year. It was only ninth and 10th but it's great to get both cars home and scoring, and the third race in a row for Lance to score points as well.

Do you know why you struggled before the race?

We've got to go away and analyse our qualifying performance. Today's car pace supports what we had suspected from Friday, which is we looked OK on long-run pace and it's just the low fuel that's a problem. We need to go away and analyse that and see where we've gone wrong.

Did you find anything overnight?

No. We need to spend some days looking at the data and trying to make sense of it. Not being able to get the car working for qualifying, that's the first time we've had that this year.

How impressive was that race from Lance?

It's fantastic for him and further validation of his ability. He's driving very maturely, he's able to handle the pressure, not make mistakes, bring the car home. That's such a great foundation. It can only get better from here. He stayed calm and didn't make a single error. It was impressive.

Could Felipe have beaten Ocon to eighth?

He was a bit foiled by the leaders coming through. We tried to time it to get the best of that situation, but we didn't have enough clear road to really make the tyre advantage stick and generate the overtake. Unfortunate, but it was a good race.





WILLIAMS RACE DAY HOSPITALITY & MUSEUM TOURS



EXCLUSIVE 10% DISCOUNT FOR ALL 2017 WILLIAMS HQ RACE DAYS AND TOURS

ENTER CODE **GBR10** AT THE CHECKOUT
CODE VALID UNTIL 30TH SEPTEMBER 2017

RACE DAY HOSPITALITY

Watch an F1 race live at the home of Williams. The Williams Conference Centre offers a unique way to experience the thrills of a Grand Prix with a live link up to the team at the track

MUSEUM TOURS

Housed in the award-winning Williams Conference Centre is Sir Frank Williams' private Grand Prix Collection, one of the largest of its kind in the world, spanning the history of the team since 1978

Kvyat 'risked too much' in Alonso clash

FERNANDO ALONSO BELIEVES that Daniil Kvyat's error at the start of the Austrian Grand Prix was caused by the Toro Rosso driver taking risks amid uncertainty over his Formula 1 future.

Alonso was defending his position at the entry to the first corner when Kvyat locked up and punted Alonso into a collision

with Max Verstappen's Red Bull that took both Alonso and Verstappen out of the race.

"The guys behind, they need to prove [themselves] sometimes, their seats and their futures," Alonso said. "They risk a little bit too much."

Alonso also felt the drivethrough penalty was lenient given that

Kvyat's error put him and Verstappen out of the race.

"Obviously, it was the first corner and the people behind arrived a little bit too fast, they destroyed our race," added Alonso. "So a drivethrough is probably a little bit of a small penalty."

Kvyat, who finished the race 16th and last, said the collision

was the result of Alonso braking early because of congestion ahead.

"I think Verstappen had a problem, so Alonso reacted to that," said Kvyat. "So he saw it, I didn't see it, he took a step back and I braked where my references were. I tried to correct it, the wheels were locked, then you are just hoping for the best."



LAT IMAGES

Palmer hails breakthrough despite missing points again

JOLYON PALMER HAS revealed that adapting his driving style closer to that of Renault team-mate Nico Hulkenberg's helped him enjoy a "breakthrough" Austrian Grand Prix.

Although he missed FP2 with an electrical issue and was still eliminated from the first part of qualifying, Palmer had his most competitive showing of the season in Austria.

He rose from 16th on the grid to 11th, finishing 0.5s

behind the Williams of Lance Stroll and beating Hulkenberg by nearly 26 seconds as the German suffered an anti-stall problem at the start and struggled for pace thereafter.

Palmer said he changed towards "how Nico drives".

"The cars are very sensitive to the inputs this year with the high downforce," he explained. "I've always driven in a certain way, which is not working very well with

how the car has been."

Palmer ran one place outside the points from lap 29, notching his third 11th-place finish in four races, having been 1.3s behind Kevin Magnussen in Monaco and 1.1s behind Romain Grosjean in Canada.

"The race was as good as it could have gone," added Palmer. "I was happy with the car and was able to attack like I've known in the past. It feels like a bit of a breakthrough weekend."



Sainz did '40 laps with no power'

CARLOS SAINZ JR SAYS THE ENGINE PROBLEMS that ruined his Austrian Grand Prix were so bad he basically did "40 consecutive laps with no power".

The Toro Rosso driver endured a "tough" race, starting 10th and running ninth early on before slipping back. He continued well outside the points before eventually retiring on lap 44 of 71.

"Engine problems on the start meant we lacked power on the getaway and we got overtaken by a lot of people," said Sainz. "We salvaged P9 through Turn 1 still [when team-mate Daniil Kvyat triggered a three-car crash]. From there it was just misfires and [lacking] power on the exit of the corners.

"I was doing six engine switches per lap to reactivate the cylinders in the engine. It didn't really work. [I did] 40 consecutive laps running with no power."



Flexible Travel Options

Escorted Tours | UK Travel Team | By Air | Coach | Self Drive



ALL FORMULA ONE EVENTS

Join me for our F1 Tours by Coach and Air options

- ◇ Hungary
- ◇ Singapore
- ◇ US Austin
- ◇ Abu Dhabi
- ◇ Belgium
- ◇ Malaysia
- ◇ Mexico
- ◇ Year End Drivers Test
- ◇ Italy
- ◇ Japan
- ◇ Brazil

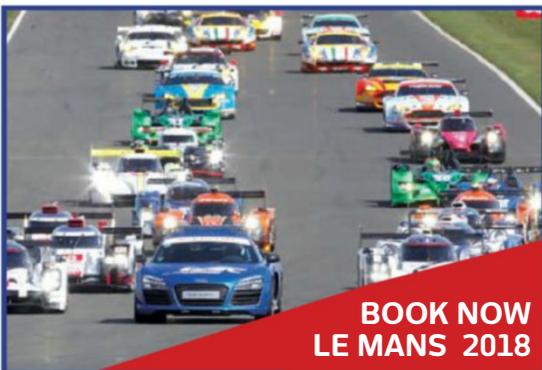


PRE GRAND PRIX ROAD TRIP COMBINED TOUR options

Route 66
Grand Canyon
Monument Valley
Phoenix

POST GP ROAD TRIP
NASA Space Centre

Belgium + Italy
Malaysia + Japan
US Austin + Mexico



LE MANS 24HR - WEC 6HR - US EVENTS

LE MANS 24HR
15 Coach Tour options
Self Drive | By Air | Train with Camping or Hotel
WEC 6HR, SPA & NÜRBURGRING | SPA 24HR
US 2018 > Daytona | Sebring | Indy 500

HISTORIC RACING EVENTS

- ◇ MILLE MIGLIA
- ◇ MONACO HISTORIQUE
- ◇ LE MANS CLASSIC
- ◇ GOODWOOD FESTIVAL
- ◇ GOODWOOD REVIVAL



UK TRAVEL TEAM: +44 (0) 1451 833 721

BOOK ONLINE: enquiry@selectmotorracing.com





DRAWING BOARD

BY GIORGIO PIOLA

FERRARI SPREADS ITS WINGS

Ferrari introduced a new front wing in Austria. The mandatory single-element central section remains the same, but on either side the rest of this main plane has become a single element rather than two elements.

This will produce more downforce when the front of the car gets nearer to the ground. To manage airflow-separation problems more consistently, the section where it joins to the FIA-mandated central

area has been lifted slightly to allow more flow through.

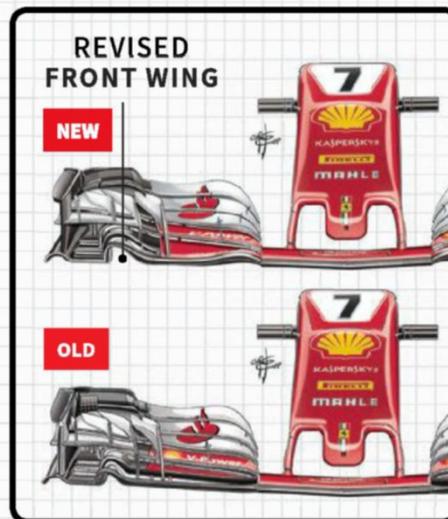
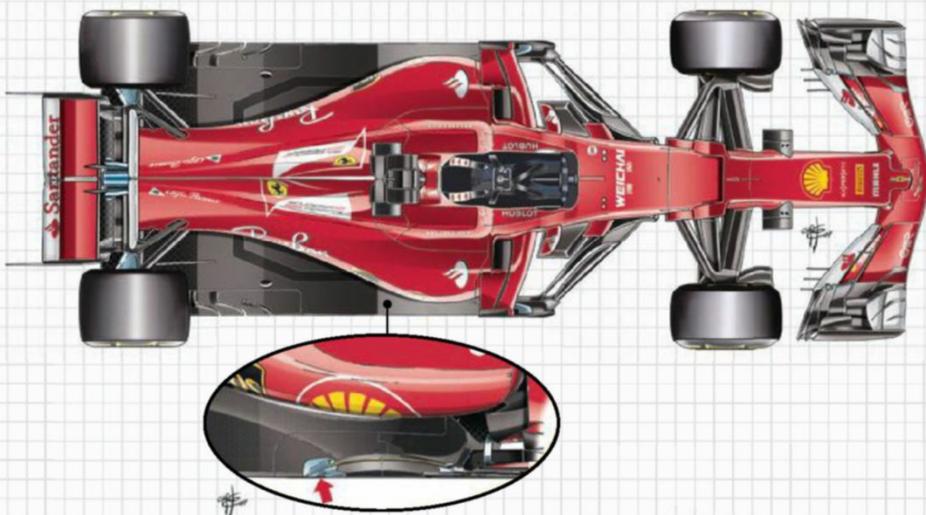
The outboard tunnel where the red section joins the black section still retains the extra slot gap, and has increased in size and height. This will also improve stall

consistency by allowing more airflow to be pulled through the tunnel, especially when the front wing is close to the ground during braking, and during roll while cornering.

Ferrari was also asked to increase the stiffness

of its floor by the sidepod (arrowed). Normally, you are trying to use this area as a mini-diffuser and improve the aero performance of the entire underfloor, so stiffness is quite important.

GARY ANDERSON



RENAULT GETS BUSY WITH ITS BARGEBOARDS

The bargeboards on current Formula 1 cars heavily influence the downforce produced by the front wing and underfloor.

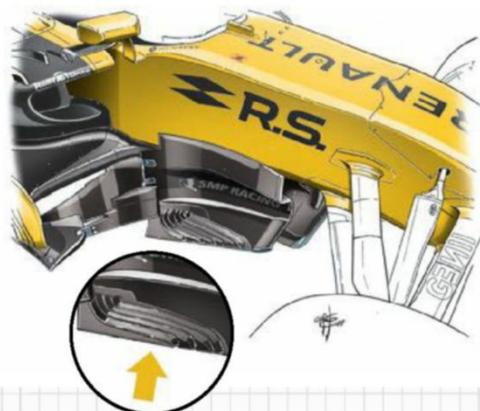
Their main task is to work like a vertical wing section and pull airflow from underneath the raised front section of the chassis, which in turn increases the velocity of airflow passing over and under the front

wing, as well as the mass airflow at the leading edge of the sidepods.

The foot of the board plays a large role in how the airflow spills off the vertical section. Renault has increased the number of louvres it has in this area.

This will make it work more powerfully and more consistently.

GARY ANDERSON



WILLIAMS GETS ITSELF IN A MESS

Williams brought new bargeboards, underfloor and front wing to the Red Bull Ring, but its poor performance suggests that correlation between the windtunnel, CFD (computational fluid dynamics) and the track is not quite right.

The bargeboard area is heading towards Mercedes levels of complexity. A busy

array of slot gaps at the base is intended to power the underfloor.

The small horizontal fin on the side of the chassis above the bargeboard will set up a powerful vortex that will travel down the sidepod undercut. This works a bit like a skirt, sealing the underfloor and improving its overall performance.

The floor in front of the rear tyre now has more louvres. These manage the airflow displaced when the wheel rotates.

To get the tyres working on both axles, the most important thing is aero balance and that just didn't exist for Williams in Austria. The result is a lack of overall grip.

GARY ANDERSON

F1/AUSTRIAN GRAND PRIX RESULTS

STARTING GRID

1 Bottas #77 1m04.251s	2 Vettel #5 1m04.293s	3 Raikkonen #7 1m04.779s	4 Ricciardo #3 1m04.896s	5 Verstappen #33 1m04.983s	6 Grosjean #8 1m05.480s	7 Perez #11 1m05.605s	8 Hamilton #44 1m04.424s	9 Ocon #31 1m05.674s	10 Sainz #55 1m05.726s	11 Hulkenberg #27 1m05.597s
----------------------------------	---------------------------------	------------------------------------	------------------------------------	--------------------------------------	-----------------------------------	---------------------------------	------------------------------------	--------------------------------	----------------------------------	---------------------------------------

Race results / 71 laps - 190.420 miles

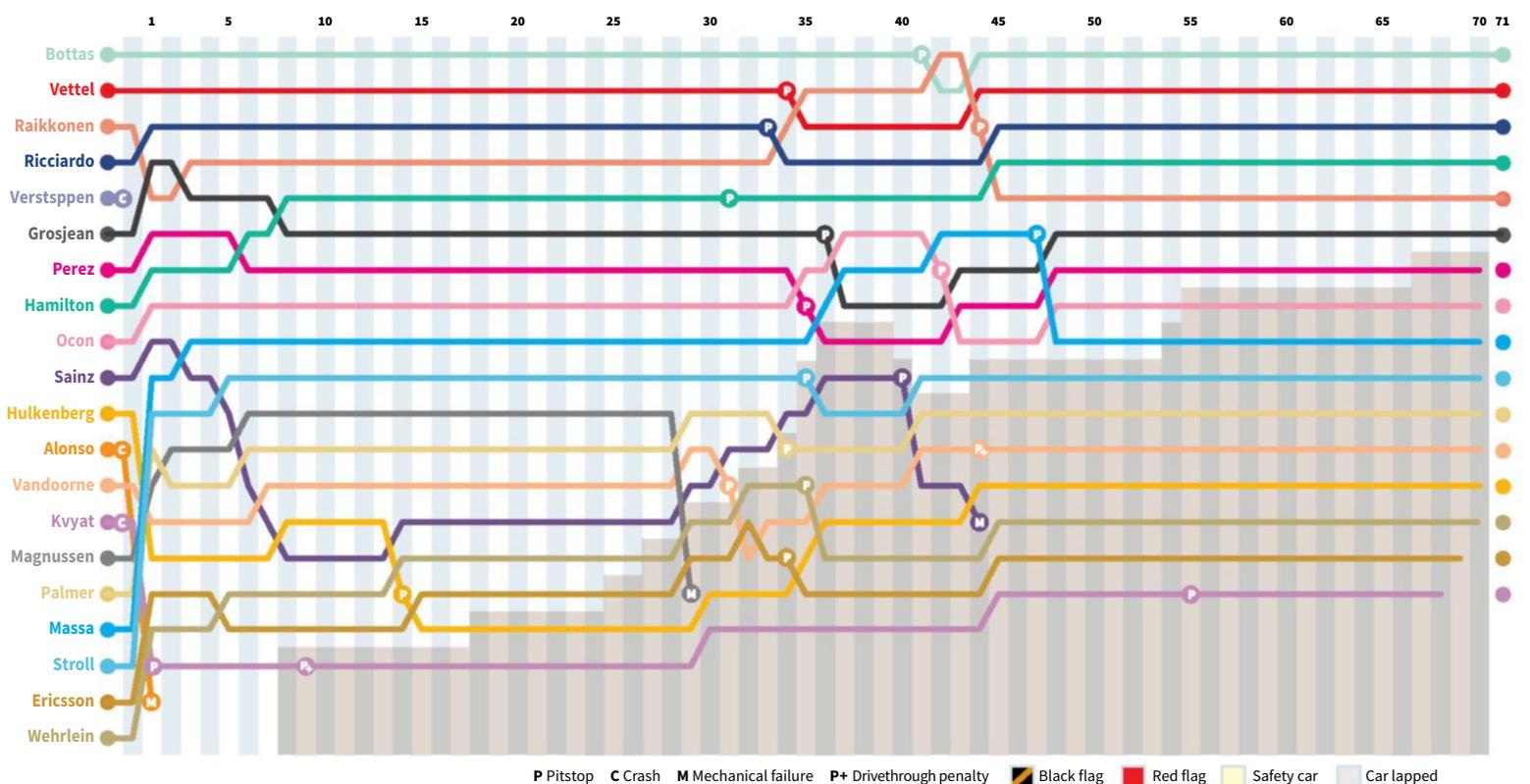
Fastest laps

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS	POS	DRIVER	TIME	GAP	LAP
1	Valtteri Bottas	Mercedes	1h21m48.523s	69	○●●	22.387s	1	Hamilton	1m07.411s	-	69
2	Sebastian Vettel	Ferrari	+0.658s		○●●	21.750s	2	Ricciardo	1m07.442s	+0.031s	69
3	Daniel Ricciardo	Red Bull-Renault	+6.012s		○●●	21.713s	3	Raikkonen	1m07.486s	+0.075s	68
4	Lewis Hamilton	Mercedes	+7.430s		○●●	20.761s	4	Vettel	1m07.496s	+0.085s	69
5	Kimi Raikkonen	Ferrari	+20.370s	2	○●●	21.662s	5	Bottas	1m07.847s	+0.436s	51
6	Romain Grosjean	Haas-Ferrari	+1m13.160s		○●●	22.026s	6	Kvyat	1m08.061s	+0.650s	57
7	Sergio Perez	Force India-Mercedes	-1 lap		○●●	22.030s	7	Massa	1m08.419s	+1.008s	49
8	Esteban Ocon	Force India-Mercedes	-1 lap		○●●	22.176s	8	Vandoorne	1m08.422s	+1.011s	67
9	Felipe Massa	Williams-Mercedes	-1 lap		●●●	20.977s	9	Perez	1m08.470s	+1.059s	58
10	Lance Stroll	Williams-Mercedes	-1 lap		●●●	21.332s	10	Grosjean	1m08.590s	+1.179s	65
11	Jolyon Palmer	Renault	-1 lap		●●●	22.233s	11	Palmer	1m08.652s	+1.241s	64
12	Stoffel Vandoorne	McLaren-Honda	-1 lap		●●●	37.920s	12	Ocon	1m08.659s	+1.248s	68
13	Nico Hulkenberg	Renault	-1 lap		●●●	21.977s	13	Stroll	1m08.777s	+1.366s	67
14	Pascal Wehrlein	Sauber-Ferrari	-1 lap		●●●	22.414s	14	Hulkenberg	1m09.043s	+1.632s	64
15	Marcus Ericsson	Sauber-Ferrari	-2 laps		●●●	22.339s	15	Sainz	1m09.150s	+1.739s	42
16	Daniil Kvyat	Toro Rosso-Renault	-3 laps		●●●	1m12.020s	16	Wehrlein	1m09.241s	+1.830s	60
R	Carlos Sainz	Toro Rosso-Renault	44 laps-engine		○●●	21.659s	17	Ericsson	1m09.284s	+1.873s	56
R	Kevin Magnussen	Haas-Ferrari	29 laps-hydraulics		●●●	-	18	Magnussen	1m10.402s	+2.991s	23
R	Fernando Alonso	McLaren-Honda	1 laps-collision		●●●	-	19	Alonso	-	-	-
R	Max Verstappen	Red Bull-Renault	0 laps-collision		○●●	-	20	Verstappen	-	-	-

WEATHER Dry, sunny; track 48C, air 28C WINNER'S AVERAGE SPEED 139.657mph FASTEST LAP AVERAGE SPEED 143.286mph ● New ○ Used ● Ultra-soft ● Super-soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

4	5	6	11	80	85	100
Mercedes has won all four Austrian GPs since the race returned to the F1 calendar in 2014	This was Verstappen's fifth retirement from nine races in 2017	Grosjean equalled the Haas team's best starting position in F1, with a little help from Hamilton's grid penalty	Palmer has now finished 11th in three of the past four grands prix, but has yet to score a point this year	Bottas claimed the 80th pole position for the Mercedes F1 team	Ricciardo and Vettel are equal on the highest number of points scored in the past five grands prix	Title rivals Hamilton and Vettel are the only drivers to have completed every racing lap in 2017

Lap chart / What happened, when





12 Alonso #14
1m05.602s



13 Vandoorne #2
1m05.741s



14 Kvyat #26
1m05.884s



15 Magnussen #20
no time



16 Palmer #30
1m06.345s



17 Massa #19
1m06.534s



18 Stroll #18
1m06.608s



19 Ericsson #9
1m06.857s



20 Wehrlein #94
1m07.011s

Qualifying 1

POS	DRIVER	TIME
1	Hamilton	1m05.064s
2	Raikkonen	1m05.148s
3	Vettel	1m05.585s
4	Sainz	1m05.675s
5	Bottas	1m05.760s
6	Verstappen	1m05.779s
7	Ricciardo	1m05.854s
8	Grosjean	1m05.902s
9	Perez	1m05.975s
10	Kvyat	1m05.990s
11	Ocon	1m06.033s
12	Magnussen	1m06.143s
13	Alonso	1m06.158s
14	Hulkenberg	1m06.174s
15	Vandoorne	1m06.316s
16	Palmer	1m06.345s
17	Massa	1m06.534s
18	Stroll	1m06.608s
19	Ericsson	1m06.857s
20	Wehrlein	1m07.011s

Qualifying 2

POS	DRIVER	TIME
1	Bottas	1m04.316s
2	Vettel	1m04.772s
3	Hamilton	1m04.800s
4	Verstappen	1m04.948s
5	Raikkonen	1m05.004s
6	Ricciardo	1m05.161s
7	Grosjean	1m05.319s
8	Perez	1m05.435s
9	Sainz	1m05.544s
10	Ocon	1m05.550s
11	Hulkenberg	1m05.597s
12	Alonso	1m05.602s
13	Vandoorne	1m05.741s
14	Kvyat	1m05.884s
15	Magnussen	no time

Race briefing

FRIDAY PRACTICE
SERGEY SIROTKIN replaced Hulkenberg at Renault
ALFONSO CELIS replaced Perez at Force India

Qualifying 3

POS	DRIVER	TIME
1	Bottas	1m04.251s
2	Vettel	1m04.293s
3	Hamilton	1m04.424s
4	Raikkonen	1m04.779s
5	Ricciardo	1m04.896s
6	Verstappen	1m04.983s
7	Grosjean	1m05.480s
8	Perez	1m05.605s
9	Ocon	1m05.674s
10	Sainz	1m05.726s

Race briefing

GRID PENALTIES
HAMILTON Five-place penalty for replacement gearbox
WEHRLEIN Required to start from pitlane, car modified under parc-ferme conditions

RACE PENALTIES
KVYAT Drivethrough penalty and two licence points for contact with Alonso at Turn 1
VANDOORNE Drivethrough penalty and two licence points for ignoring blue flags

WEATHER Dry, sunny; track 45C, air 29C

SPEED TRAP

Fastest for each constructor in qualifying



Free practice 1

POS	DRIVER	TIME
1	Hamilton	1m05.975s
2	Verstappen	1m06.165s
3	Bottas	1m06.345s
4	Vettel	1m06.424s
5	Ricciardo	1m06.620s
6	Raikkonen	1m06.848s
7	Vandoorne	1m07.283s
8	Kvyat	1m07.437s
9	Alonso	1m07.510s
10	Ocon	1m07.511s
11	Massa	1m07.550s
12	Magnussen	1m07.594s
13	Sainz	1m07.633s
14	Palmer	1m07.649s
15	Stroll	1m08.041s
16	Grosjean	1m08.074s
17	Sirotkin	1m08.586s
18	Celis	1m09.280s
19	Wehrlein	1m09.323s
20	Ericsson	1m10.853s

Free practice 2

POS	DRIVER	TIME
1	Hamilton	1m05.483s
2	Vettel	1m05.630s
3	Bottas	1m05.699s
4	Verstappen	1m05.832s
5	Ricciardo	1m05.873s
6	Raikkonen	1m06.144s
7	Magnussen	1m06.591s
8	Alonso	1m06.732s
9	Hulkenberg	1m06.735s
10	Grosjean	1m06.763s
11	Ocon	1m06.849s
12	Vandoorne	1m06.859s
13	Kvyat	1m06.906s
14	Massa	1m07.065s
15	Sainz	1m07.100s
16	Stroll	1m07.468s
17	Perez	1m07.509s
18	Palmer	1m07.623s
19	Wehrlein	1m08.782s
20	Ericsson	1m08.870s

WEATHER Dry, sunny; track 41C, air 29C

Free practice 3

POS	DRIVER	TIME
1	Vettel	1m05.092s
2	Hamilton	1m05.361s
3	Bottas	1m05.515s
4	Raikkonen	1m05.611s
5	Verstappen	1m05.784s
6	Ricciardo	1m05.896s
7	Magnussen	1m05.936s
8	Grosjean	1m06.015s
9	Kvyat	1m06.279s
10	Sainz	1m06.284s
11	Ocon	1m06.374s
12	Hulkenberg	1m06.563s
13	Vandoorne	1m06.578s
14	Palmer	1m06.595s
15	Alonso	1m06.599s
16	Stroll	1m06.776s
17	Massa	1m06.865s
18	Perez	1m06.875s
19	Ericsson	1m07.378s
20	Wehrlein	1m07.468s

WEATHER Dry, sunny; track 33C, air 24C

SEASON STATS

Drivers' championship

1	Vettel	171
2	Hamilton	151
3	Bottas	136
4	Ricciardo	107
5	Raikkonen	83
6	Perez	50
7	Verstappen	45
8	Ocon	39
9	Sainz	29
10	Massa	22
11	Stroll	18
12	Hulkenberg	18
13	Grosjean	18
14	Magnussen	11
15	Wehrlein	5
16	Kvyat	4
17	Alonso	2
18	Palmer	0
19	Ericsson	0
20	Vandoorne	0
21	Giovinazzi	0
22	Button	0

Constructors' championship

1	Mercedes	287
2	Ferrari	254
3	Red Bull	152
4	Force India	89
5	Williams	40
6	Toro Rosso	33
7	Haas	29
8	Renault	18
9	Sauber	5
10	McLaren	2

Wins

Hamilton	3
Vettel	3
Bottas	2
Ricciardo	1

Fastest laps

Hamilton	5
Raikkonen	2
Perez	1
Vettel	1

Pole positions

Hamilton	5
Bottas	2
Raikkonen	1
Vettel	1

Qualifying battle

HAM	5	4	BOT
RIC	4	5	VER
VET	7	2	RAI
PER	8	1	OCO
STR	1	8	MAS
VAN	0	8	ALO
VAN	0	1	BUT
KVY	4	5	SAI
GRO	5	4	MAG
HUL	9	0	PAL
ERI	2	5	WEH
ERI	2	0	GIO

Bottas's bid for greatness

Pole position and race win meant the Finn was perfect – “unhuman” indeed...

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



9 LEWIS HAMILTON
Hamilton was very fast with an ageing engine on Friday, but admitted to being off colour in Q3. Brake failure in FP3 and running super-softs in Q2 to facilitate alternative strategy in the face of a grid penalty didn't help, but he came alive as the race wore on. He just couldn't quite break Ricciardo's defences.



10 VALTTERI BOTTAS
Bottas's Q2 lap was stunning and helped him see off a stern challenge from Vettel's Ferrari to bag pole in Q3. After that 'unhumanly' fast start, Bottas looked utterly in control on the ultra-soft tyre. The second part of the race was tougher, but Bottas showed composure, hanging on with blistering rear tyres.

RED BULL



10 DANIEL RICCIARDO
Ricciardo revelled in a Red Bull with more downforce and rear grip, and pipped Verstappen in qualifying. Ricciardo's race was stunning. He forced his way past Raikkonen on lap one, kept pace impressively with the leaders through the first stint, and expertly repelled Hamilton's late charge.



7 MAX VERSTAPPEN
Verstappen is generally driving brilliantly this year, but he was scruffy in qualifying here and spun off after trying too hard. He gets 7/10 for that performance. For the third race in a row his car let him down – this time the clutch went awry, causing a slow start, which pitched him into the Turn 1 melee.

FERRARI



9 SEBASTIAN VETTEL
Vettel's Ferrari looked properly hooked up here and he wasn't far short of stealing pole from Bottas after making progress between Q2 and Q3. Didn't start the race brilliantly and struggled a bit on the ultra-soft tyre, but came storming back into contention on the super-soft. Much better than Baku.



6 KIMI RAIKKONEN
Raikkonen struggled to get properly dialled in on Friday. Qualifying was better, but nowhere close to Vettel. Got outmuscled by Ricciardo on lap one of the race, lost out to Hamilton in the pits, and fell away in traffic at the end. Wasn't helped by a persistent minor engine problem, but not good enough.

FORCE INDIA

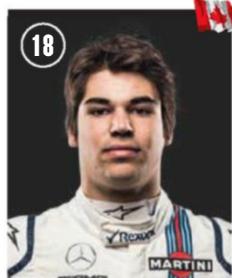


8 SERGIO PEREZ
Felt his qualifying was one of the best of his career, recovering from set-up troubles and lost track time in practice to make Q3 and narrowly get the best of team-mate Ocon. Hoped for a closer fight with Grosjean in the race. It was basically stalemate until they got separated when the leaders lapped Perez at the end.



7 ESTEBAN OCON
Ocon's qualifying form is forcing Perez to dig deep. There was only 0.069s in it, but Ocon probably should have beaten Perez given his cleaner run through practice. Matched Perez through stint one, but lost time by pitting later. Hopes of a fightback were undone by defending against Massa over the final 20 laps.

WILLIAMS



7 LANCE STROLL
Despite Williams's woeful lack of grip in qualifying, Stroll kept up well with team-mate Massa and was less than a tenth off in Q1. Dodged the lap-one chaos nicely to run with Massa early on, but fell away as first Magnussen then Palmer pressured him. Fended off the Renault to make it three consecutive points finishes.



7 FELIPE MASSA
Felt Williams missed a trick with tyre temperatures in qualifying, but even amid its worst showing of the season he should have made Q2 with a cleaner lap. Rose through the mayhem of lap one to run inside the points all race. Used softer tyres to pressure Ocon at the end, but the Force India didn't crack.

McLAREN



7 STOFFEL VANDORNE
Vandoorne traded blows with Alonso through practice and qualified closer than ever – though he was slightly flattered by a 'spec-3' engine. Ran wide at Turn 1 avoiding the accident and got eaten alive on the run to Turn 3. Kept up well, until needless penalty for ignoring blue flags, but pace was respectable.



7 FERNANDO ALONSO
Alonso looked a Q3 contender after a strong first run in Q2 and accepted blame for dropping the time in sector two that would have got him through, so loses marks for being below his own high standards. Was a totally blameless "passenger" as Kvyat took him out at Turn 1, so gets marked solely on qualifying.



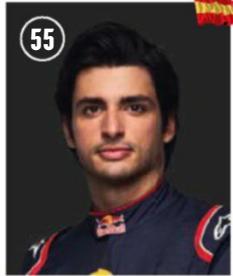
Grosjean was strong in quali and the race



TORO ROSSO



4 DANIIL KVIAT
Kvyat was the faster Toro Rosso driver in practice, so was mystified when his car became unstable in qualifying, robbing him of confidence. The team could find no reason. Made a good start but error at Turn 1 wrecked Alonso's race and his own. Finished last by a distance with damage after a penalty.



8 CARLOS SAINZ JR
With the floor of his car working again, Sainz was back on form in Austria. One rival team boss reckoned the lap that got him into Q3 was Alonso-like in being beyond the car's natural capability. He earns all his marks for that. The race was a 40-lap non-event thanks to a severe engine misfire that forced Sainz out.

HAAS

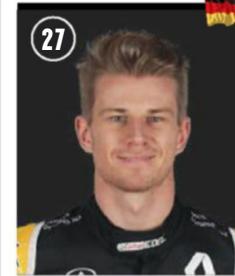


9 ROMAIN GROSJEAN
When the Haas works well, Grosjean is a force. Extra downforce and grip in Austria allowed him to drive naturally and this was his best qualifying performance since Australia. Drove a strong race too, ahead of Raikkonen briefly before regressing to the car's natural level as 'best of the rest'.



8 KEVIN MAGNUSSEN
Magnussen was faster than Grosjean throughout practice, so it would have been interesting to see who came out on top had his rear suspension not collapsed in Q1. He lost ground avoiding the mess at Turn 1, but repassed Palmer and was hassling Stroll for 10th when a freak hydraulic failure struck.

RENAULT



5 NICO HULKENBERG
Hulkenberg produced a "sweet lap" to almost displace Sainz from Q3, but the race was a disaster. He was "almost last" by the first corner after triggering anti-stall at the start and decided to pit early after struggling on the super-soft tyre. Lost time being lapped thereafter and finished not far clear of Wehrlein.



7 JOLYON PALMER
Having lapped close to Hulkenberg in FP3, Palmer disappointingly exited in Q1 again. Although he missed out on points, he called this race a "breakthrough". Successfully adapted his driving style, outpaced Hulkenberg and was only half a second away from beating Stroll to the final point.

SAUBER



7 MARCUS ERICSSON
After struggling to keep his Sauber on the track on Friday, got closer to the pace in qualifying, coming within 0.25s of beating Stroll. Struggled on the ultra-soft in the race and got passed by Wehrlein after a mistake at Turn 1, but began to home back in later, until he fell away badly amid a succession of blue flags.

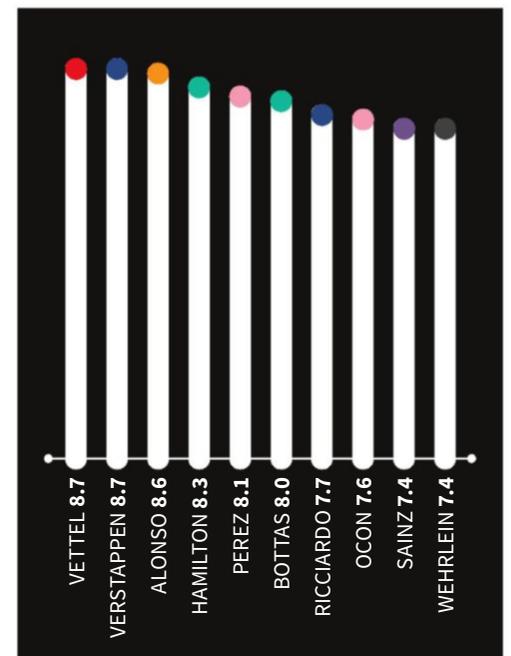


8 PASCAL WEHRLIN
Had the measure of Ericsson on Friday, but engine problems plagued his car on Saturday and Wehrlein qualified slowest of all on a track he starred at with Manor last year. A turbo change meant a pitlane start, but he recovered past Ericsson and matched Hulkenberg's pace. A strong race.



Ricciardo's drive merited a perfect score

TOP 10 AVERAGE RATING



Webber's guide to the British Grand Prix



The two-time winner on the challenges of Silverstone, the fans, and who's looking strong for this weekend

By Adam Cooper, Special Contributor

[@adamcooperF1](#)

Mark Webber might not have been born in Britain, but he's spent most of his adult life here, and he was adopted by the Silverstone crowd as if he was a local. That made his two victories in the British Grand Prix all the more memorable.

"For me, winning was massive because I did all my junior racing there," says the Channel 4 F1 pundit. "So it was my second home race. An unbelievable audience in terms of knowledge, some of the best in the world, so they really know what they're looking at.

"They're passionate and hungry, because it can be hailing and 3C, or it can be 30C and they're getting sunburned! The British fans always turn up. And as a driver, there's so much history, so much has gone on there, so it was one of the best ones to win."

Webber's first victory in 2010 (pictured above) was the infamous "not bad for a number two" race, when Red Bull teammate Sebastian Vettel was given his front wing for qualifying.

"It was fireworks! In qualifying it was frustrating to miss out by a small margin, and we knew what the wing was worth, so it

was all fun and games. I got a sensational start. It obviously all happened at the first corner with Seb and Lewis [Hamilton], and Seb got a puncture. So I just had to manage Lewis, which wasn't overly difficult – we had a good car, so I could manage him.

"For the championship it was interesting, because there was a safety car for a bit of debris at the first corner, and that's how Sebastian got the lap back – otherwise he would have had no points as well. So it was a funny old race..."

The second win involved a famous pass on Fernando Alonso: "In 2012 [above right] it was a little bit more tyres and strategy, and coming back to Fernando. He did a reverse on the compounds, so we had to come back to him, and get the move done.

"I would have liked to have got the 2013 victory against Nico [Rosberg]. I closed down within half a second on the last lap, but I needed to have DRS two laps earlier. I knew that he had won in Shanghai already, so he was much more composed. If it was his first victory, he would have been a bit more nervous. It would have been nice to have had three, but still, beautiful memories there."

Webber enjoyed the older version of Silverstone, but he agrees that the current track still presents a huge challenge.

"I preferred the old Bridge and Abbey section, but with us old boys we always prefer things as they were! It's still sensational.



LAT IMAGES

Abbey is tricky, a bit bumpy as well, which brings a bit more character. Thank God they kept Copse, Becketts, Maggotts and Stowe – they kept all the big stuff, which is absolutely brilliant. They could have really butchered it, but there is still some great stuff there.

“You need to have a lot of front grip in the high-speed corners, and the trust to carry the momentum into all of these super-quick corners. You have to have a car that is very light on the rear, to be able to position the front, and be able to open the throttle very early in the high speed.

“You’ve also got the wind. People really underestimate that at Silverstone, but it was something that I enjoyed managing in these cars. And of course you can have mixed weather.”

He’s looking forward to seeing the high-downforce 2017 cars in action: “It’s going to be great. We saw a lot of people slide off in Barcelona when the wind picked up. From morning to afternoon the wind can switch directions, and when you put these cars on a fine envelope, that’s quite tricky.

“Becketts, Stowe, Abbey, especially in qualifying – the drivers are going to have to eat their carrots the night before, and that’s what it’s about. It should be like that, massively quick. For the neck, Silverstone is right-hand-side heavy, and it builds up as the race goes on. But that’s what they’re paid the big bucks for!”

So who will have the upper hand this weekend?

“Barcelona is probably a good reference point. You’ve got to get the balance right in terms of which end you load up. You can smoke the front left around Silverstone pretty quickly if you’re too conservative, and you can load the rear left up if you’re too aggressive with the front wing.

“It’s about getting that high-speed/low-speed compromise right, and the Ferrari looks a little more benign on that. Lewis is very strong as well, but it’s one of those tracks where I gave Seb a few tricks, and he may have some of those up his sleeve!”

F1 PREVIEW

British Grand Prix

July 14-16



SILVERSTONE

LENGTH 3.660 miles **NUMBER OF LAPS** 52
2016 POLE POSITION Lewis Hamilton 1m29.287s
POLE LAP RECORD Lewis Hamilton 1m29.287s (2016)
RACE LAP RECORD Fernando Alonso 1m30.874s (2010)



TYRE ALLOCATION



UK START TIMES

LIVE ON SKY SPORTS F1 AND CHANNEL 4
FRIDAY
FP1 0900 **FP2** 1300
SATURDAY
FP3 1000 **QUALIFYING** 1300
SUNDAY
RACE 1300
RADIO COVERAGE
BBC RADIO 5 LIVE 1300

PREVIOUS WINNERS

2016	Lewis Hamilton	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Nico Rosberg	Mercedes
2012	Mark Webber	Red Bull
2011	Fernando Alonso	Ferrari
2010	Mark Webber	Red Bull
2009	Sebastian Vettel	Red Bull
2008	Lewis Hamilton	McLaren
2007	Kimi Raikkonen	Ferrari

SILVERSTONE INFORMATION

THE TITLE FIGHT

Can Bottas continue his momentum or will Vettel and Hamilton reassert themselves at Lewis’s home grand prix?

ATTENDING THE GRAND PRIX

- Tickets will be available to purchase on the day (Friday, Saturday and Sunday)
- Tickets for the 2018 British GP will be on sale at the event
- Due to heightened security, people will not be allowed to bring bags larger than 20 litres into the venue



Only the brave

Forty years ago to the day, the 1977 British Grand Prix played hugely significant but very different roles in the lives of two Formula 1 daredevils: Gilles Villeneuve and David Purley

By James Page

[@autosport](#)

The Formula 1 careers of Gilles Villeneuve and David Purley overlapped for just one day – pre-qualifying on July 13 1977 (40 years ago today, Thursday) for the British Grand Prix. Both were famed for their apparently fearless approach, but while Villeneuve made a sensational debut for McLaren – it was the only grand prix at which he'd drive anything other than a

Ferrari – Purley was fortunate to survive a horrific accident. Their lives thereafter went in very different directions.

Going into that Silverstone weekend, the Englishman was the better known of the two, mostly due to his heroic attempt to save Roger Williamson from his burning March during the 1973 Dutch GP. Purley's father, Charlie, had built up the successful LEC refrigeration company and the young David acted as the firm's pilot. After falling out with his father, though, he moved to London and signed up for the army.



Purley saw active service in Aden, but left the forces and got into motorsport in 1968, racing an AC Cobra. He followed that with a Chevron B8 before graduating to single-seaters, making his name by winning three times at Chimay during the early 1970s. The fearsome Belgian street circuit produced epic Formula 3 slipstreamers, and was exactly the sort of place at which 'brave Dave' excelled.

In 1973 Purley combined a Formula Atlantic programme with sporadic F1 appearances, unsuccessfully attempted to qualify the Token for the '74 British GP, then spent a couple of years running a Chevron in the ShellSport Group 8 series. He won the '76 championship and again set his sights on F1. His team would be backed by LEC, run by Mike Earle and use a new car designed by Mike Pilbeam.

"We got on well," says Earle. "He was great fun to be around. So much [that's written about him] concentrates on Zandvoort or the fact that he was an ex-para, but he was a very quick driver.

"We had a building on the side of an airfield. It was 30 feet long – like a pigsty, really. There was a dyno at one end and we had a good engine man. We built the car at the other end, doing it all in-house. Mike [Pilbeam] was in Bourne and we were in Bognor, so he'd do drawings and post them to us."

Earle also recalls that Purley turned down the chance to drive for Surtees: "He thought about it for half a day,

then said no. This was his own little team, his own platoon – that was how he felt."

At much the same time that Purley had been getting started with his Cobra, Villeneuve was doing likewise by drag-racing his Ford Mustang. He soon tired of driving in straight lines, though, and by the early 1970s he was racing snowmobiles during the winter and cars in the summer, travelling around Canada in a converted school bus.

He was perpetually short of money. In 1974 he raised the funds for a Formula Atlantic drive with Kris Harrison's Ecurie Canada team by selling the family house, only to break his leg at Mosport and then lose his seat for '75. Undeterred, he ordered himself a new March and found some eleventh-hour funding courtesy of Skiroule. The snowmobile firm agreed to help finance his season if he'd sign up for the following winter; he repaid it by winning 32 out of 36 races in his final campaign on the snow and ice.

Villeneuve returned to Ecurie Canada for 1976, and was dominating Formula Atlantic when he arrived at Trois Rivières. Joining him in the team for that non-championship event were F1 stars James Hunt and Patrick Depailler, while also on the grid were Alan Jones, Vittorio Brambilla and Patrick Tambay. Villeneuve beat the lot of them, and Hunt came back singing his praises. For '77 the little Canadian was offered a deal to >>

“David was great fun to be around. And he was a very quick driver”

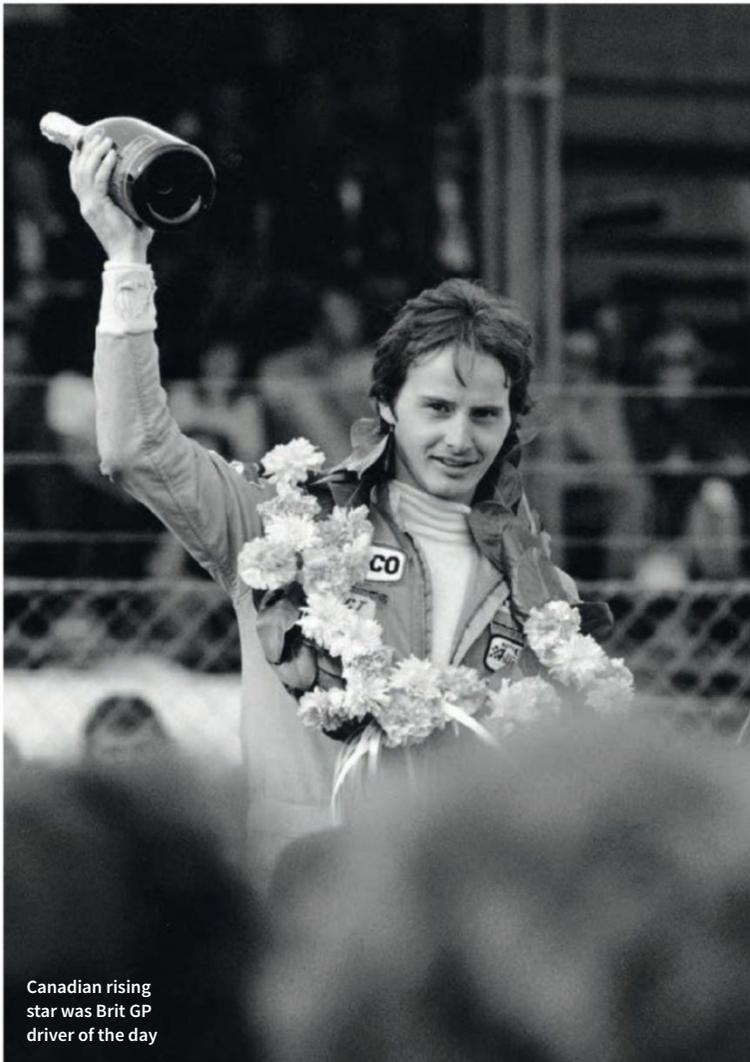
Top left: Villeneuve topped pre-qualifying in McLaren, and became new sensation

Top middle: Attempt to get through pre-qualifying ended in disaster for Purley

Top right: Ex-para Purley loved racing, but testing bored him

Above middle: McLaren one-off put Villeneuve on the F1 map

Above: Villeneuve ran as high as seventh early on at Silverstone



Canadian rising star was Brit GP driver of the day



McLaren opted not to sign up Villeneuve



Trois Rivieres win was F1 calling card



race a third McLaren in selected races, with an option for '78.

Villeneuve adored driving racing cars, and Harrison said that he would have tested every day had funds allowed. He devoured motorsport magazines and books, and in that respect was very different from Purley who, according to Earle, “loved racing, but wasn’t what you’d call an enthusiast”. He’d refer, for example, to “the bloke with the red helmet driving the red car”, needing the team to point out that he meant Niki Lauda.

“We knew each other but I didn’t know him,” says John Watson, who lived near Purley in Bognor Regis. “I’m an introvert, whereas David was a more flamboyant character. He built up the LEC team with Mike and, for a small team, you’d have to say that they did well, but it’s difficult to assess someone’s ability if they’re not in the best car. He only wanted to race, though – he was bored by the minutiae of testing.”

“He hated testing,” agrees Earle. “We’d make changes to the car, then I’d phone him up and say that we could hire Goodwood, which I think was £30, or £35 if you wanted an ambulance. He’d say, ‘Do I have to?!’ If we had the circuit all day, it was a job to keep him there after lunch...”

Purley arrived at Silverstone having briefly played a starring role in the wet-dry Belgian GP, finding himself in the lead when the frontrunners pitted for slicks. Lauda had trouble relieving him of that position and later remonstrated with Purley, explaining that ‘rabbits’ like him ought to stop to let aces through. Emphatically not a man to be intimidated, Purley replied by advising the Austrian exactly what he could do with

“We’d hire Goodwood. It was £30, or £35 if you wanted an ambulance”

the finger he was wagging, and also that he wasn’t such an ace if he couldn’t pass a rabbit in a LEC.

The size of the British GP entry meant that both Purley and Villeneuve had to take part in Wednesday pre-qualifying. Villeneuve had been given an older McLaren M23 – regular drivers Hunt and Jochen Mass would be in M26s – and although he’d tested it the week before, there was little time to get used to his surroundings. He regularly spun while learning both Silverstone and the car, but his times rapidly came down. By the end of the day, he was fastest on 1m19.48s.

“All I could think about was getting out of Atlantic, making it in Europe, getting into Formula 1,” he would later say. “I needed to impress everyone in that race. For me, the quickest way to learn the limits of the M23 was to go quicker and quicker through a corner until it spun. Then I knew how quick was too quick.”

“I was aware of Villeneuve because of his performances at Trois Rivieres,” says Watson. “Other drivers came back raving about him. He did an outstanding job [at Silverstone], but that M23 was probably a better car than the M26 in that it would have been working with him.”

Purley, meanwhile, hadn’t done enough in the morning session to make it through. His LEC suffered a brief engine fire, but it was soon put out and he tried again in the afternoon. Disaster struck as he arrived at Becketts – the remains of the extinguishant had solidified and prevented the throttle mechanism from closing. The LEC hit the barrier and stopped from 108mph in little more than two feet.



Watson denied after ding-dong duel with Hunt

THE HUGE CROWD AT Silverstone had its ideal front row – James Hunt had put his McLaren on pole position with a time of 1m18.49s, while John Watson lined up alongside him in the Brabham-Alfa. Debutant Gilles Villeneuve qualified ninth, two places ahead of Jochen Mass in the latest M26.

At the start, Hunt could feel his clutch dragging

and he was jumped by Watson, Niki Lauda and Jody Scheckter. Villeneuve rose to seventh, but pitted when his engine temperature went off the scale. A faulty gauge was diagnosed and he tore back out, attached himself to the leading pack and circulated with them to the end.

Hunt soon got past Scheckter, and after 15 laps the top three were running

together. When the reigning champion got past the Ferrari on lap 23, it was a British one-two.

“I’d got the lead and could control the race,” says Watson, “but James was very competitive. Silverstone’s natural flow played to the Brabham’s strengths. On some parts of the circuit, I had the advantage; on others, he did. The cars were

very evenly matched.”

Sadly, their epic duel came to an end on lap 50. The Brabham had a fault with its fuel pick-up – Watson stopped to take on more fuel but the problem persisted. Eventually, the Alfa engine went off-song due to running lean, and Hunt took a comfortable victory from Lauda’s Ferrari.

“I remember a journalist afterwards saying to

James, ‘Well, you’d have won anyway, wouldn’t you?’” recalls Watson. “And James replied, ‘No, that was John’s race.’”

Given that ‘Wattie’ had been robbed of victory at the previous round in France by running out of fuel on the final lap, it was a cruel result. Four years later, and by then with McLaren, he’d make up for it by claiming a popular win.

Earle’s team drove out to Becketts to help free him, and a doctor asked him to engage a fading Purley in an argument to keep him awake: “I asked him what on earth he’d done, and he said that the brakes had failed. I said they hadn’t because I could see the black marks on the road. There was quite a crowd up on the bank and they must have thought I was really heartless! He asked if the car could be ready by the morning. I said that, if he was ready, the car would be ready.”

While Villeneuve was making his mark during the race, Purley was in intensive care with a dislocated collarbone and heels, seven broken ribs, five fractures to his pelvis, eight breaks in his left leg, two breaks in his left foot and seven breaks in his right leg. His heart stopped six times, too, but somehow he’d survived the 179g impact. Among those to regularly ask after him was his Zolder adversary Lauda.

Purley briefly led the Belgian Grand Prix at Zolder – then had a run-in with Lauda

Having undergone a gruelling recuperation, Purley returned to racing in the 1979 Aurora F1 championship, finishing fourth at Snetterton despite being in so much discomfort that afterwards he had to be helped from the car. Having done that, this determined character felt able to retire, as Earle puts it, “on his own terms”.

McLaren decided not to take up its option on Villeneuve, but salvation came in the form of a phone call from Maranello. By the end of the season in which Purley retired, he was firmly ensconced in the hearts of the tifosi. Six world championship grand prix wins is not considered representative of his ability.

Villeneuve died during qualifying for the 1982 Belgian GP, and three years later Purley, too, was gone – a technical fault in his Pitts Special prevented the aircraft from pulling out of a dive, and it plunged into the sea off Bognor Regis.

The nature of both men, and their apparent disregard of danger, led some who misunderstood their addiction to motor racing’s adrenalin rush to suggest that they must have had a death wish.

“They were both fearless,” concludes Watson, “but in different ways. Purley was aware of the threat to his life and he seemed to thrive on that. He wasn’t a gung-ho driver but he was very courageous.

“Villeneuve was more like a hyperactive child in a racing car. Had he been in a British team, with more discipline, he could have been even more successful, but he had a raw talent and *joie de vivre* that fitted the image of Ferrari.”

Even in the 1970s, Purley and Villeneuve were often considered men who were born too late, who perhaps would have been better suited to the motorsport scene of the ‘50s or ‘60s. What they would have made of 21st-century F1 is anyone’s guess. ❄





F1'S GREATEST TITLE SHOWDOWNS

There have been some great world championship finales over the years. In the first of a two-part piece, we look back at three of the best



1964 Mexican Grand Prix

Hill v Surtees v Clark

A three-way title fight not decided until the final lap after an incredible turn of events has to make anyone's list of great championship showdowns.

Arriving in Mexico for the 10th and final round of the 1964 campaign, Graham Hill led on 39 points, John Surtees was second on 34 and reigning champion Jim Clark was on 30.

Clark's Lotus had dominated the early part of the season before hitting reliability problems, while Ferrari man Surtees had experienced the opposite. Hill had been consistent for BRM.

Clark comfortably took pole, with Surtees struggling into fourth with engine issues, and the Lotus cleared off from the start. Surtees's engine was still playing up as he left the line and he fell into the midfield.

But Surtees held his nerve and, once hot, the eight-cylinder engine started to work properly. He began his charge through the field.

Surtees soon caught the fight for third between his team-mate Lorenzo Bandini and Hill, which was getting ever more fraught. Eventually they clashed, leaving 1962 world champion Hill out of contention.

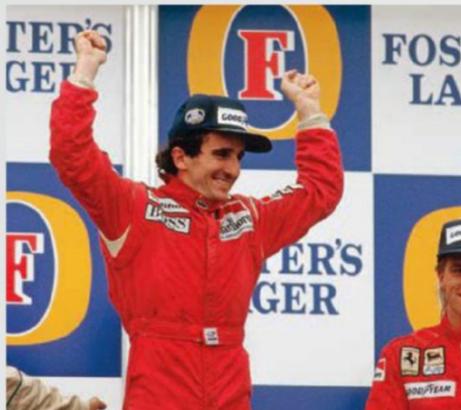
But Clark was still well out in front, chased by Dan Gurney's Brabham, with Bandini and Surtees next. That would be enough to allow Clark to win his second successive crown.

Then an oil line broke on the Lotus. Gurney swept into the lead on the penultimate lap as Clark slumped to fifth. Bandini moved aside for his team leader, allowing Surtees to finish second – and take the title by a single point.

"The 158 suffered quite a bit from being late and not having quite as much dedication into the package as we would have liked," said Surtees in 2014.

"I had some good fortune that Jim had that problem, but I think that balanced it up!"

His determination in the face of problems, both in the race and earlier in the season, had been rewarded in a remarkable finale.



1986 Australian Grand Prix

Mansell v Prost v Piquet

"There has probably never been a world championship showdown as dramatic as this," concluded Nigel Roebuck in Autosport's report. And it remains for many the ultimate. Adelaide, Nigel Mansell and exploding tyres all have entered folklore.

In 1986 Williams-Honda shot to dominance; Mansellmania did similar. Come the final round he needed only third place, and only if team-mate Nelson Piquet or McLaren's Alain Prost won. Prost's faint chance was preserved mainly by driving brilliance.

Mansell took pole, but in the race appeared content to hang back. First Piquet led, then the astonishing Keke Rosberg passed and scampered clear, in his final race and with a McLaren for about the only time that year handling to his taste. "He was," in Roebuck's words, "paralysing them".

This was good news for his team-mate Prost, even more so as he climbed to second (helped by Piquet spinning). But just before halfway he appeared shot when he toured into the pits to replace a flat tyre.

From then it was atypical Prost; running fourth he went for abandon and closed quickly on the Williams pair. Before three-quarters distance the three protagonists were in formation – "who scripted this thing?" asked an incredulous Roebuck.

But within minutes everything changed; again all about tyres. Leader Rosberg's right-rear flailed and he parked, thinking the noise was a broken engine. This left Mansell set fair, but then... the famous tyre disintegration and shower of sparks.

His race and championship were done. Ironically it was the examination of Prost's discarded set that had convinced Goodyear that non-stop runs were possible.

Williams, spooked, pitted Piquet for new rubber, leaving Prost in the lead he needed. It didn't look like Piquet would catch up with him, but his earlier abandon might. Had his fuel read-out been correct he'd have run out before the end. This time it was wrong.

He crossed the line first, in disbelief. It's possibly the last time the title was won not in the best car.



2010 Abu Dhabi Grand Prix

Alonso v Webber v Vettel v Hamilton

A finale like no other. It had four drivers in contention – a record. Unusually, neither of its two chief protagonists triumphed. They boxed each other into a corner; the eventual champion leaped from a distant third. While, conversely, the era's absurdity was underlined.

Arriving in Abu Dhabi, Ferrari's Fernando Alonso led Red Bull's Mark Webber by eight points. That year Red Bull had been mainly quickest, but wasteful. Alonso's late run got him ahead. The chances of Webber's team-mate Sebastian Vettel, 15 back, seemed purely mathematical.

In qualifying things got better for Alonso as Webber started fifth to his third. Poleman Vettel looked untouchable; McLaren strong. Yet with Webber behind, fourth would be enough. A lap-one safety car tilted matters. The medium tyre could run interminably so many midfielders made their solitary stop, including Nico Rosberg's Mercedes and Vitaly Petrov's Renault.

Webber pitted on lap 11. Ferrari, spooked by Webber's speed and reckoning the supersofts were about to 'fall off', brought Alonso in on lap 15. He remained ahead of Webber, but fell behind Rosberg and Petrov, and needed to clear both to be champion.

But this version of F1 did not allow it. Alonso sat in Petrov's trails for the remaining 40 laps, neither passing nor having the possibility to. He finished seventh, one spot ahead of Webber.

Vettel stayed out, led and won, becoming the sport's youngest champion. "When I crossed the line," Vettel said, "I did not know if it was enough or not. To be on that list with drivers like Ayrton Senna, Michael Schumacher..."

The emotion came not just from Vettel. There was, typically, Ferrari recrimination. "We did not take into consideration the difficulty of passing cars on track," said team principal Stefano Domenicali with sang froid.

Moreover it was a watershed. This was the first time Vettel had led the world championship ever, let alone that season. It heralded his four titles in a row. Alonso's title number three remains unclaimed.

Be sure to catch this season's F1 finale in Abu Dhabi on November 26 with the **Etihad Package**.

Selling price: £1090

Total value: £1408 – **30% saving!**

THE ETIHAD PACKAGE INCLUDES:

- Flights to and from Abu Dhabi from London
- Three nights' accommodation (three-star)
- Two-day Abu Dhabi Hill ticket
- Saturday & Sunday concert access
- Etihad pack – F1 limited-edition cap, shirt and backpack
- Unlimited access to Yas Waterworld & Ferrari World Abu Dhabi – on the Saturday & Sunday

www.etihadholidays.co.uk or call **0345 600 8118**

EXTRAORDINARY FLIGHT & HOTEL PACKAGES FROM **£1,090**

- **FLIGHTS*** LONDON – ABU DHABI – LONDON
- **HOTEL** – 3 NIGHTS
- **#AbuDhabiGP TICKETS** – SAT & SUN
- **AFTER-RACE CONCERTS** – SAT & SUN
- **RACE PACK** – F1 LTD EDITION SHIRT, BAG & CAP
- **THEME PARKS** – UNLIMITED ACCESS TO
FERRARI WORLD ABU DHABI & YAS WATERWORLD

* FLIGHTS FROM MANCHESTER AND EDINBURGH AVAILABLE

BOOK NOW

Visit etihadholidays.co.uk
or call 0345 600 8118

#AbuDhabiGP **New rules**

2017 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX

Oliver Rowland



Proving himself on the path to F1

Briton's highest-placed driver on the Formula 2 grid bids for glory at Silverstone this weekend in a resurgent season in the second-tier category. But is this his last chance to get to F1?

By Alex Kalinauckas, Assistant Editor

[@Nauckas](#)

The first racing engines to fire into life for the 2017 British Grand Prix weekend at Silverstone will be the V8 powerplants of the Formula 2 championship, which take to the track for the first time in free practice on Thursday afternoon. Two British drivers are on the support series' grid and one – the DAMS team's Oliver Rowland – is the closest challenger to Prema Racing's Ferrari Formula 1 junior and current championship leader Charles Leclerc.

Rowland scored his first F2 victory by winning the feature

race at Monaco in May, and has so far racked up five podium finishes this season, already surpassing the rostrum count he collected during a difficult year with MP Motorsport in what was then called GP2 in '16.

The most disappointing aspect of the Sheffield racer's first full season in GP2 was the inability to match the reputation he carried from sweeping the '15 Formula Renault 3.5 series at a canter. "Obviously I wanted to keep the momentum I had from winning the 3.5 – I dominated it and it was a good way to win – and I was probably one of the favourites going into last year," he explains. "But during the winter things weren't dealt with in the right way and I wasn't in the right situation to win. >>



“I think that’s as simple as it gets – the tough times, you always learn from them.”

The 24-year-old’s career has had its ups and downs: a year after leaving the McLaren junior programme and the sudden death of his father Dave in 2010, he finished second in the Formula Renault UK standings – earning a reputation as an exciting overtaker in the process – and won the prestigious McLaren Autosport BRDC Award. Third and second in Formula Renault Eurocup in ’12 and ’13 was followed by his graduation to Formula Renault 3.5 in ’14, where he finished fourth. He joined the Renault F1 academy for ’16, but that was followed by the only winless season of his career so far.

So does Rowland see 2017 as his last chance to make it into F1? His response is one of a driver completely at ease with their situation: “I suppose at the back of my mind there is always that, but... F1 is a long way away, even from F2. I had a clear goal [this year] – I wanted to achieve a target with DAMS; they had a poor year last year too. The goal was to recover, from everybody’s point of view.

“I needed to prove myself again; they needed to prove themselves again. So that target was there and there was no pressure that we had to come in and win. The target has to be: just go out and show what I can do. So far I’m reasonably happy. I still wouldn’t say I’ve done the perfect job – I still need to improve a little bit.”

The year got off to a good start when Rowland was announced as an official Renault F1 development driver. He scored three rostrum visits in succession before his Monaco win, which came on a weekend where Leclerc hit mechanical trouble and then ran into Norman Nato, and barely added to his points tally.

But just after his breakthrough F2 win, disaster struck in Baku. First Rowland crashed in practice at the city-centre circuit, which compromised his qualifying, but he recovered to fourth in the race. But in the hours that followed he was handed

a 10-second penalty and demoted to seventh for failing to slow for yellow flags. The penalty – which Rowland accepted – was particularly severe as he could demonstrate that he had backed off sufficiently when passing the yellows, but thanks to Baku’s long sectors he set a personal best time at the end of the second segment and was therefore guilty under the letter of the law.

Although the demotion cost him crucial points to race winner Leclerc, it meant he would be starting second in the sprint race. Rowland duly grabbed the lead with a forceful move at the second corner, but retired with a gearbox failure a few laps later. “It was a pretty unlucky weekend,” he reflects. “In

Top left: Rowland cleaned up in FR3.5 in 2015...

Above left: ...but his first full GP2 season was disappointing

Above: The Renault protege’s maiden GP2/F2 win came in Monte Carlo

“Prema have the sweet spot; we’re looking for it. Somewhere there is an answer for us”

Monaco we had a little bit of luck in the feature race [where the safety car ruined Leclerc’s strategy and he then retired with a suspension problem] and then in Baku, none whatsoever. You just think, ‘It’s probably not meant to be.’”

Getting the brakes into a narrow operating window has also caused Rowland problems so far this season, and he has identified qualifying consistency as a critical area where he and DAMS need to make progress. “That’s what we need to improve on a little bit,” he explains. “But we’ve got a win, we’re second in the championship and if I hadn’t been unlucky in Baku I think we’d be an awful lot closer in quite a comfortable



LAT IMAGES

second – there are plenty of positives.”

Ahead of Rowland in the standings is Leclerc. The 2016 GP3 champion – already being linked with a future Ferrari F1 seat – has taken four wins, and is looking exceptionally strong. His team, Prema, has enjoyed considerable success since joining GP2 at the start of '16 – it won the drivers' title, with Pierre Gasly, and the teams' championship in its debut year – and Rowland reckons the Italian squad has found a set-up advantage that is aiding Leclerc's charge, although he says that takes nothing away from his rival's performances. “They've got the sweet spot, and we're looking for it,” he explains. “He's got the same car and all the basics are exactly the same – he doesn't have anything different, so somewhere there is an answer for us.”

But for Rowland, the 2017 F2 title remains within reach: “If I qualify on pole and get fastest lap in race one and he has a DNE, that's 30 points. I'd then be starting eighth for the sprint race and he'd be starting last. That's the way I look at it. At the moment, I need to focus on improving my qualifying, because I'm not going to beat him if I don't do that. That needs to be number one priority, but it's definitely not over – 100%.”

Rowland's Renault relationship has not proved to be a distraction from his main aims – “There's absolutely no pressure from them” – but that arrangement inevitably leads to questions about his plans for '18 and desire to be on the F1 grid. “My goal is to try and be in Formula 1 in a race seat,” he says. “My dream isn't to be a reserve or test driver. But if it takes that to get into Formula 1, then fine.”

When his development driver role was revealed, Rowland hoped it would include some F1 seat time. But while that is still to be decided, the straight-talking Briton, who knows he must use his talent to earn a living from motorsport – outside the F1 sphere if necessary – is happy to let his results do the talking. “I need to prove my worth,” he says. “If I don't, I completely accept that I don't get into F1. And that's that.” ❄

THE MASTER AND THE APPRENTICE



Leclerc and Rowland on F2 podium, three years after working together

BACK IN 2014, FORMULA 2 TITLE rivals Oliver Rowland and Charles Leclerc were team-mates of sorts at British squad Fortec Motorsports. Rowland was competing in his first year of Formula Renault 3.5, while Leclerc was making his car racing debut in Formula Renault 2.0.

Rowland was given the task of coaching Leclerc through the step up from karting to single-seater competition.

“He helped me learn the basics that are very important,” says Leclerc. “Very easy things like brake shapes that are completely different from karting. After three or four years of car racing these basics are obvious, but when you arrive from karting they are the most important things to learn. It's also thanks to him I have this level today because he [taught] me good things when I was younger.”

Rowland, who believes in maintaining a good relationship with his racing rivals, has been

impressed by Leclerc's start to life in F2 – if the Monegasque driver wins the title he will become the first rookie series winner since Nico Hulkenberg in 2009. The 19-year-old has also had to deal with the sudden death of his father Herve, just three days before qualifying got under way in Baku.

“I know him well from back then and I've followed him and watched what he's done,” says Rowland. “I respect him as well – I have a lot of time for him. And what he did at the weekend in Baku after a difficult week was pretty special and it shows a strong character.”

That respect is mutual from Leclerc, and a healthy competitive spirit is clear from both drivers. “We know each other very well,” adds Leclerc. “We know our strengths and we know our weaknesses. It's definitely a good battle and it's nice to be fighting him. I think we are good friends, but also rivals.”





Latifi reduced Leclerc's lead with rapid late-race pace

DAMS makes record-chasing Leclerc sweat

FORMULA 2
RED BULL RING (A)
JULY 8-9
ROUND 5/11

HAD THE FORMULA 2 FEATURE RACE AT the Red Bull Ring lasted just a few laps longer, championship leader Charles Leclerc's "very happy" overall outlook on the weekend might have been rather different.

The 19-year-old Prema Racing driver left Austria with a 49-point standings lead (up from 42), a fifth consecutive pole (just one off the category's record), and the main race win. But, because F2's top two squads in the teams' championship made totally opposite strategy calls, the feature event built to a thrilling conclusion in which DAMS's Nicholas Latifi nearly snatched Leclerc's victory away, and then race two went disastrously wrong.

In the first encounter, Prema opted to start both of its drivers on the prime soft tyres for a long first stint, whereas DAMS put Latifi and Leclerc's title rival Oliver Rowland on the less durable super-soft option rubber.

"That's the safest option in terms of a safety car," explained Rowland. "If you get a safety car, you win and we thought that if you damaged the

soft too much at the start with heavy fuel then you might be slow throughout."

But during the early stages, where Leclerc led away from pole in front of his team-mate Antonio Fuoco, it looked from the outside like the decision had backfired on DAMS. First Rowland got a poor start from fourth owing to a "problem with the clutch", and he fell behind Nobuharu Matsushita and Latifi, and he then lost time battling in the pack behind.

Leclerc extended his advantage and all looked serene for the Ferrari Formula 1 junior driver when the DAMS pair pitted on laps seven and eight of the 40-lap event, with Latifi coming in first. But when they began making the most of their fresh rubber – switching order when Rowland got by on lap 13 – things started to get uncomfortable for Prema.

"My engineer came to me on the radio to tell me the pace of Oliver and Nicholas," said Leclerc, who now had to abandon his tyre management and push. By upping his pace, he opened a clear gap to Fuoco, but it *still* did not seem as if his win was under threat. But that changed when Prema brought its drivers in and they discovered just how fragile the super-soft tyres were.

Rowland and Latifi had circulated at such a rate that they vaulted not only ART Grand

AT A GLANCE

RACE 1

- 1 Leclerc Prema
- 2 Latifi DAMS
- 3 Fuoco Prema

RACE 2

- 1 Markelov Russian Time
- 2 Albon ART
- 3 Rowland DAMS

 P57 RESULTS



Latifi's podium helped him move to fourth in the points



Markelov leads flat-spot man Albon to reversed-grid glory

Prix pair Matsushita and Alexander Albon, who had started third after Sergio Sette Camara's post-qualifying penalty for failing to provide sufficient fuel for a sample (a pre-session engine change led to higher than anticipated fuel consumption) dropped him from second to the back row. Rowland was also ahead of Fuoco when the Italian rejoined after his late stop.

Fuoco was expected to rocket back past when his tyres warmed up, and he duly dispatched Rowland with seven laps remaining, but he did not pull away as anticipated.

Rowland had locked a front tyre early in his soft stint, and changing his brake bias backwards hurt his rears, so he "didn't have anything left at the end". That meant it was Latifi – who is enjoying a rich vein of form with four podiums from six races – who led the DAMS charge.

First he passed his team-mate and then seized second from Fuoco with two tours remaining. The Canadian homed in on Leclerc, who said later that he was "never worried to the point of saying 'we're going to lose the race'", but it was a close-run thing.

In the end Leclerc, whose pace after the early radio call netted him a crucial advantage before his own stop, took his fourth win of 2017 by 1.3s in a nailbiting finish for Prema. Fuoco finished

third to score his first F2 podium,

Race two was tense for Leclerc and his team for an altogether different reason. First he had to contend with the slow-starting front-row man Ralph Boschung, who barely moved after not having "enough throttle application", which combined with high engine water temperatures to stop his launch. After avoiding Boschung by a whisker – series returnee Raffaele Marciello did not, prompting the safety car to be deployed – Leclerc's race ended dramatically when he collided with Fuoco at Turn 4 just after the restart.

Fuoco had been attacking Rowland, who in turn was trying to disrupt Albon's work to keep hold of second, around the outside of the downhill right-hander. The pair went wide – naturally they later disagreed over whether Rowland was too aggressive or Fuoco was too ambitious – and, when the Italian rookie stepped off the gas momentarily, it caught Leclerc by surprise. He clipped his team-mate's right-rear wheel, breaking a wishbone.

"It's a shame," Leclerc said with the philosophical demeanour of a driver enjoying a healthy run of success and a points lead. "I think a podium could have been possible."

The stewards felt no one was to blame, and also absolved Rowland of a double move just

before the incident. "I was actually trying to pass Albon or at least scare him," he explained.

With reversed-grid polesitter and eventual winner Artem Markelov – who should still not be discounted as a title threat – away and clear, attention turned to whether Rowland could deprive Albon of second.

The Thai driver – racing with a broken right collarbone – had locked up heavily at the restart and was concerned that the huge flatspot he had created would cost him: "I thought the race was finished because the vibration was huge." But he pushed on and held Rowland at bay, and pronounced himself "really happy" to secure his first F2 podium 1.4s adrift of Markelov, with a charging Luca Ghiotto fourth and Fuoco fifth.

So Leclerc, as scintillating as always, heads to Silverstone this weekend delighted with his pace and performances, but in the strange situation that things could have been both much better and much worse. Rather different indeed.

With his home race up next, Rowland, who took back 10 useful points with third place in race two, vowed to put all his recent lessons to good use in front of his home fans. "Hopefully it's all going to come together," he concluded. "Silverstone would be a nice place to do it."

ALEX KALINAUCKAS



Russell kept Aitken at bay in ART 1-2-3-4

LAT IMAGES

Start study spurs Russell to victory

GP3 SERIES
REDBULL RING (A)
JULY 8-9
ROUND 2/8

WITH AN EIGHT-WEEK GAP between the opening two rounds of the 2017 GP3 season, ART Grand Prix driver George Russell did not sit idly by – as if a Mercedes Formula 1 junior could.

No, with a test at the Hungaroring between the races at Barcelona and the Red Bull Ring, Russell had a chance to fix the “little mistakes” he said he had encountered during his first GP3 event.

After losing two places at the beginning of both races at Barcelona, chief among those issues was his starts. Russell had to work on adapting to his ART-run car’s hand clutch – an unfamiliar system compared to the foot clutches he had worked with for the first three years of his racing career.

That work paid off. After securing pole position at the Red Bull Ring by just 0.072 seconds over team-mate Jack Aitken, Russell made a decent start to race one. “It wasn’t as good as I thought,” he said, but he held the lead off the line by defending hard, but fair, according

to Aitken, on the run to Turn 1.

The ART pair raced clear as Arden International duo Leonardo Pulcini and Steijn Schothorst pushed third-place starter Dorian Boccocacci down the order heading up to Turn 3, and things were looking promising for the British squad. “That soon changed,” said an understandably furious Arden team boss Julian Rouse afterwards.

With Russell and Aitken scampering through the tight uphill right of Turn 3, their team-mate Anthoine Hubert made an ambitious dive down the inside of Pulcini and Schothorst that ended in disaster for Arden. Hubert hit the right side of Pulcini hard and the unfortunate rookie, who again displayed excellent speed in qualifying to secure fourth place on the grid, clattered into his team-mate and was out on the spot. Schothorst kept going for a few laps, but he too retired with damage sustained in the incident, for which Hubert was given a 10s penalty.

Arden could not catch a break in Austria. Seconds before the Turn 3 calamity, Niko Kari had been punted around by Julien Falchero at the first corner, the incident causing

engine damage that eventually halted the Finn, and caused his car to briefly shut down in race two.

Up front, Aitken shadowed Russell but could not get close enough to mount a move, and fell back in the closing stages after damaging his tyres following in his team-mate’s wake.

Russell took his first GP3 win by 2.3s, with Nirei Fukuzumi capitalising on the chaos to move up to fourth from 10th on the grid – “I was not happy with my qualifying,” he said – which became third with Hubert’s penalty. ART driver Fukuzumi managed to pull out enough of a margin to stay ahead of a gaggle of cars headed by Ryan Tveter.

Race two, dominated by reversed-grid polesitter Raoul Hyman from lights to flag, was a tamer affair – at least until the final lap. Hyman’s Campos Racing car was followed home by Giuliano Alesi, Fukuzumi, Tveter, Aitken and Russell, but the last four livened up the race as Boccocacci barrelled over the back of Alessio Lorandi under braking for Turn 4 and flipped three times in the gravel trap. He was able to climb out unharmed – unlike Bruno Baptista, who stopped his DAMS car because of back pain following an airborne moment going over the kerbs at Turn 9 early on. DAMS boss Francois Sicard explained that the Brazilian was not seriously hurt and expects to be fit for Silverstone this weekend.

But for Russell, it was all about getting going: “[The win is] a monkey off your back, really. We knew our main issue was the starts, and going to Budapest really paid off for us.” The 19-year-old is now just one point off the lead in the standings heading to his home race.

ALEX KALINAUCKAS

AT A GLANCE

RACE 1

- 1 Russell ART
- 2 Aitken ART
- 3 Fukuzumi ART

RACE 2

- 1 Hyman Campos
- 2 Alesi Trident
- 3 Fukuzumi ART

→ P57 RESULTS



Hyman led every lap in race two

Keeping you On Track.....



Insurance products available

- ✓ Accident damage On Track
- ✓ Rally damage On Event
- ✓ Storage and transit
- ✓ Liability
- ✓ Personal accident
- ✓ Track day



- ✓ Competitive premiums
- ✓ A-Rated Insurers
- ✓ Fast claim payments
- ✓ Simple quote form
- ✓ Bespoke cover
- ✓ Knowledgeable staff

Complete an online quote request form at

www.ryanmi.com

Email us: info@ryanmi.com Call us: +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services registration number is 312026.

DEAN MACDONALD



DEAN MACDONALD

Don't let his age fool you – he may only be 16, but Scottish star Dean MacDonald is already something of a veteran racer.

When his move into the British GT Championship's GT4 division with McLaren was sealed for this year, he became one of the youngest drivers in championship history. However, believe it or not, MacDonald has almost 15 years of karting experience to draw from, albeit some of those were spent on the kitchen floor of his family home.

MacDonald's father Jonny – himself a successful karter – bought Dean his first chassis for his first birthday and it resided in the kitchen. He'd sit in it almost daily, checking to see if he could reach the pedals and get out on track for real.

That moment finally came when he was three, and MacDonald could begin testing before being old enough to race Bambino karts at age five.

Since then MacDonald has become one of the most successful domestic karters of his generation, having racked up honours in Scottish club racing before shining in British Super One, with titles in Cadets and MiniMax making him a double British champion.

Now, though, he's a McLaren man, racing a 570S GT4 in Europe's most competitive domestic GT4 championship. That's a long way from that kitchen floor.

"Whatever I've raced, I've always started it very young, so people don't necessarily know the level of experience I have," says MacDonald.

"To have my first kart when I was one, and be testing since the age of three, when I first started racing I already had a good understanding of how things worked, and I've always carried that forwards."

MacDonald is also well-versed on the technical side of the sport. He works for his father's Shox Performance business, which encompasses both a kart team and an engine-building business.

His technical knowledge landed MacDonald a key role in developing the current IAME Gazelle engine, which replaced the long-running Comer unit used in the British Cadet classes in 2012. It was a shift change in karting, and MacDonald was a part of it.

"I believe that the technical side of the sport is just as important as the driving side," he says. "Developing the IAME engine helped broaden my knowledge. I'd do back-to-back testing of the IAME and the Comer, and drive them in different ways to try to find flaws. Doing testing like that definitely helps you as a racer as you learn to expect what an engine or a kart is going to do in any given situation."

During 2015, though, MacDonald got an opportunity to move into cars by becoming part of the McLaren GT Driver Academy. While F1 was always his career aim, the uncertainty around a single-seater career path meant he chose to join one of F1's most famous brands, but in GT racing instead.

Backed by his prime sponsor, Advance Construction Scotland, MacDonald made the jump from karts into GT4 after a successful first test at Rockingham aboard the McLaren.

"Adapting to the McLaren was like starting all over again," he says. "Everything is different – the weight, the sheer size of the car, the pitch and roll of the chassis. It even took me a while to get a proper seating position so I could see properly over the steering wheel!"

"My experience in karting definitely helps with racecraft, but the driving technique is very different. It's about managing the weight and understanding things like how much pressure to put on the brakes at different corners."

Results so far have been impressive. He and Garage 59 team-mate Akhil Rabindra have been on the fringes of the podium twice already, and sit seventh in the championship table.

"I've never really had a proper team-mate until this year," adds MacDonald. "I'm really enjoying having somebody to compare data with and that pushes me on. There will always be somebody who does certain things better, and being able to compare with Akhil and the drivers in the sister car [fellow Scotsmen Ciaran Haggerty and Sandy Mitchell] really helps me fine-tune my driving. I'm learning a lot."

British GT is MacDonald's immediate focus, with a second season in GT4 likely before he climbs the ranks.

"I've come into GT racing young, just like when I started karting, and I won most of the series I did there," he adds. "Hopefully I can have some of the same success in my car racing career."





PROFILE

AGE 16

NATIONALITY Scottish

HOBBIES Racing, Formula 1, football

RESULTS

- 2017** British GT with Garage 59 McLaren 570S GT4. Member of the McLaren GT Driver Academy
- 2016** Super One Senior OK Championship, second; MSA Kartmasters Grand Prix, third
- 2015** Super One Rotax Max Junior, second
- 2014** Super One British Mini Max **champion**; Rotax Max Euro Challenge, third
- 2013** KFJ O Plate, second; Rotax O Plate, second; Rotax Mini Max British Championship, 11th; World KFJ Super Cup, fourth
- 2012** British MSA Cadet Karting **champion**; British Kart Masters **winner**
- 2011** PFI Winter Series **champion**; Rowrah Club **champion**; WSKC Club **champion**

CONTACT INFO

-  deanmacdonaldracing.com
-  twitter.com/deanomac51
-  Deanomac51@gmail.com

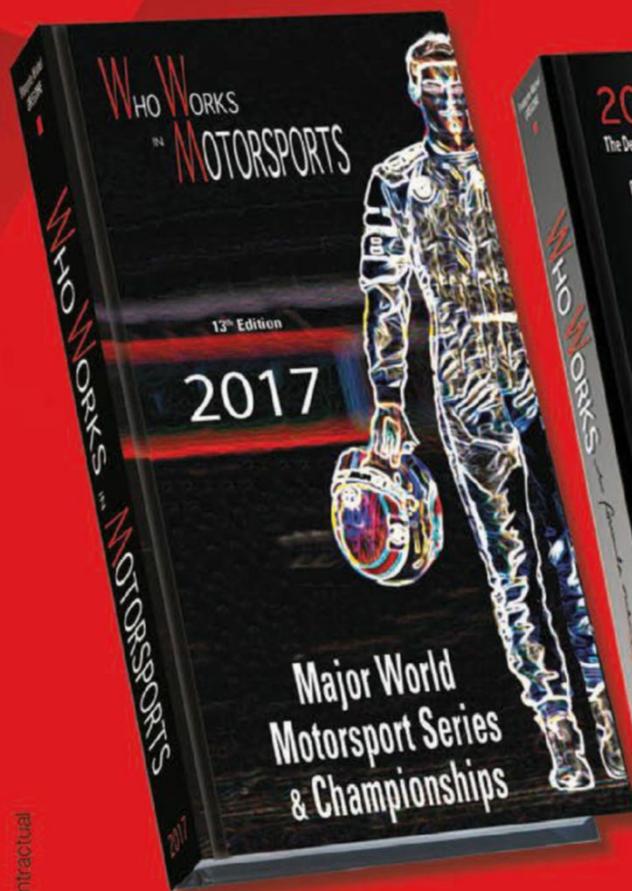
IN ASSOCIATION WITH



The Motorsport bibles

Reference guides & mobile applications

Your shortcut to the right people !



Who Works in Motorsports



Who Works in Formula One



Book covers not contractual

Each new edition 100% researched & updated

Everything in the books is available via the app just a click away.

Contact details with direct links to email addresses, websites, phone numbers, Facebook and Twitter accounts. Plus information on teams, drivers, cars, key people, engineers, sponsors, suppliers, marketing, PR and press officers, photographers, journalists, tracks and officials.

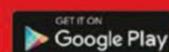
10.000 names with positions, 3600 detailed contacts, 430 companies, 190 teams, etc.

All you need to know about the 2017 racing season !

Books & applications available from our website at the start of the season



Tel: +44 (0) 20 71930 686 - Email: orders@whoworksin.com



Order on www.whoworksin.com

Late caution can't stop Truex sweep

NASCAR CUP
KENTUCKY SPEEDWAY (USA)
JULY 8
ROUND 18/36

MARTIN TRUEX JR CAME OUT ON TOP of all three segments in Saturday night's race at Kentucky Speedway as he swept to his 10th career NASCAR Cup win by leading 152 of the 274 laps.

After winning the first two stages, Truex sailed off and his Furniture Row Racing Toyota had built up a 15-second lead over Kyle Larson going into the last lap. But his victory celebrations were delayed when the race's eighth caution – caused by Kurt Busch's blown engine – sent it into an overtime period.

At the restart, Larson's Chip Ganassi Racing Chevrolet pushed ahead entering Turn 1, but Truex recovered to hold a 0.659s lead after the first lap. A multi-car wreck then erupted behind him in Turn 4, which secured his victory under caution.

Behind Larson, who had started from the back of the field, Chase Elliott was the top Hendrick Chevy driver in third, making his way up the order in the closing



LAT IMAGES

stages. The Joe Gibbs Racing Toyotas of Denny Hamlin and Kyle Busch were next, Busch having fought for the lead with Truex in the first two segments before slowing with oversteer in the final one.

With his three overall victories and 13 stage wins, Truex has collected 28 playoff points, 12 more than fellow three-time winner Jimmie Johnson. "I'm so excited to win here," said Truex. "It felt like we had a shot last year and it got away from us on fuel mileage. [I] just wanted to win here so bad after that – this is sweet redemption."

JIM UTTER

Truex lost a 15s lead due to a late caution sending the race into overtime

RESULTS

1 Martin Truex Jr (Toyota Camry) 274 laps in 2h57m55s; 2 Kyle Larson (Chevrolet SS); 3 Chase Elliott (Chevy); 4 Denny Hamlin (Toyota); 5 Kyle Busch (Toyota); 6 Erik Jones (Toyota); 7 Jamie McMurray (Chevy); 8 Joey Logano (Ford Fusion); 9 Kevin Harvick (Ford); 10 Ryan Blaney (Ford).

Playoff qualifying 1 Truex 709/3 wins; 2 Jimmie Johnson 519/3; 3 Larson 710/2; 4 Brad Keselowski 536/2; 5 Ricky Stenhouse Jr 418/2; 6 Harvick 599/1; 7 Blaney 462/1; 8 Kurt Busch 419/1; 9 Ryan Newman 414/1; 10 Austin Dillon 341/1; 11 Kyle Busch 609; 12 Elliott 560; 13 McMurray 545; 14 Hamlin 538; 15 Clint Bowyer 495; 16 Matt Kenseth 478.

McLaughlin and Whincup change face of title fight

AUSTRALIAN SUPERCARS
TOWNSVILLE (AUS)
JULY 8-9
ROUND 7/14

THE SUPERCARS TITLE FIGHT WAS given a huge shake-up in Townsville over two races last weekend. Scott McLaughlin and Jamie Whincup took over as clear favourites with a win each, while former points leader Fabian Coulthard tumbled down the order.

On Saturday it was all about

McLaughlin, the DJR Team Penske Ford driver battling off an early challenge from Whincup to take a four-second lead that put him to the head of the championship at the expense of team-mate Coulthard.

McLaughlin carried his red-hot form into Sunday by securing his ninth pole of the season with the first-ever sub-1m12s lap of the Townsville street circuit in the top-10 shootout.

But when it came to the second 200-kilometre race, it was all Whincup. The Triple Eight Racing Holden star

Whincup leads McLaughlin. Both have leapfrogged Coulthard in the points, and McLaughlin now leads

did enough around the first stops to jump early leader McLaughlin, before putting in a flawless drive to lead the Kiwi home by 1.6s.

It was Whincup's first win of the 2017 season, after taking a string of podiums, and with it he scored the 105th victory of his Supercars career.

While McLaughlin and Whincup are now split by just six points at the top of the leaderboard, Coulthard's title chances took a massive hit in Townsville. Not only did he lose the series lead, but he left the venue 158 points behind McLaughlin after qualifying struggles contributed to an 11th and a 21st from the two races.

ANDREW VAN LEEUWEN

RESULTS

Race 1 1 Scott McLaughlin (Ford Falcon) 70 laps in 1h28m19.7419s; 2 Jamie Whincup (Holden Commodore) +4.0955s; 3 Mark Winterbottom (Ford); 4 Chaz Mostert (Ford); 5 Cameron Waters (Ford); 6 Craig Lowndes (Holden). **Race 2 1 Whincup** 70 laps in 1h28m12.5243s; 2 McLaughlin +1.6494s; 3 Shane van Gisbergen (Holden); 4 Winterbottom; 5 Mostert; 6 Garth Tander (Holden). **Points 1 McLaughlin 1608;** 2 Whincup 1602; 3 Fabian Coulthard 1450; 4 van Gisbergen 1377; 5 Mostert 1257; 6 Winterbottom 1173.



Ishiura became
the fourth
winner of 2017



ISHIHARA

Ishiura finds 'winn-Ing' habit

SUPERFORMULA

FUJI (J)

JULY 8-9

ROUND 3/7

HIROAKI ISHIURA CLAIMED VICTORY FOR the Cerumo-Ing team at Fuji Speedway.

Cerumo-Ing had dominated in qualifying the day before, and Ishiura's team-mate, reigning champion Yuji Kunimoto, clinched his maiden pole position in Japan's top single-seater category. Alongside him on the front row was Ishiura, with Team Impul's Yuhi Sekiguchi third and TOM'S man Kazuki Nakajima in fourth. The top four cars all had Toyota engines, with Naoki Yamamoto (Team Mugen) the top Honda runner in fifth.

Kunimoto converted pole into the race lead with a growing margin over a chasing cluster led by

Sekiguchi, Nakajima and Ishiura. Back in the pack, Andre Lotterer made a great start from 12th on the grid. The German veteran had been unlucky not to progress beyond Q2 owing to a red flag, and he showed his class by passing five cars over the course of the first lap to climb to seventh before coming into the pits to refuel – without changing tyres – after nine laps of the 55-lap race.

Leader Kunimoto pitted after 31 laps to refuel and take on four fresh tyres, but just two laps later he had to return, having reported a problem with his right-front suspension. The team worked frantically to fix it but he had to retire.

Ishiura stopped after 38 laps having fallen behind Kamui Kobayashi. The ex-Formula 1 driver came into the pits himself at the 42-lap mark, but unfortunately a maiden SF win went begging when the KCMG star stalled his engine

and dropped out of contention.

Ishiura therefore took the victory ahead of Felix Rosenqvist, who had shown great race pace and benefited from strategic calls to rise from 10th on the grid and claim his first podium in the series for Team Le Mans. Lotterer (TOM'S) rounded out the rostrum ahead of Sekiguchi and Team Mugen's Red Bull junior Pierre Gasly.

JIRO TAKAHASHI

RESULTS

1 Hiroaki Ishiura (Dallara-Toyota) 55 laps in 1h20m09.046s;
2 Felix Rosenqvist (D-T) +7.269s; 3 Andre Lotterer (D-T); 4 Yuhi Sekiguchi (D-T); 5 Pierre Gasly (D-Honda); 6 Takuya Izawa (D-H); 7 Kazuki Nakajima (D-T); 8 Jann Mardenborough (D-T); 9 Koudai Tsukakoshi (D-H); 10 Tomoki Nojiri (D-H). **Points 1 Ishiura 20.5;**
2 Lotterer 18; 3 Sekiguchi 15; 4 Kazuki Nakajima 13; 5 Rosenqvist 10.5; 6 Naoki Yamamoto 10.5.

Campbell ends Ammermuller's dominant run

PORSCHE SUPERCUP

REDBULL RING (A)

JULY 9

ROUND 3/8

MATT CAMPBELL BROKE MICHAEL Ammermuller's stranglehold on the 2017 Porsche Supercup season by winning in convincing style from pole position on the morning of the Austrian Grand Prix at the Red Bull Ring.

The Australian was never headed and even kept his cool when a late safety car cost him the advantage he'd worked hard to build up.

Mattia Drudi ran ahead of Ammermuller and Dylan Pereira in a tight battle for second until lap 14, but that changed when the Italian lost

momentum coming out of the uphill right-hander of Turn 3. Ammermuller and Pereira managed to clear him just in time, as up ahead yellow flags were now waving at Turn 4 for Briton Mark Radcliffe's beached 911 GT3.

Just one lap of the race was left after Radcliffe's car was removed, but 2016 Australian Carrera Cup champion Campbell calmly maintained his edge to ensure he scored a maiden victory in the senior series. Ammermuller, victorious in the first three rounds at Barcelona and Monaco – including a double at the Circuit de Catalunya – maintained his points lead with a second-place finish ahead of Pereira and Drudi.

Britons Josh Webster and Dan Cammish were sixth and eighth and they will be hoping for

better at the next round on home territory when the Supercup reconvenes at Silverstone this Sunday morning.

Ammermuller's closest challenger in the points is Dennis Olsen, who finished fifth at the Red Bull Ring aboard his 911, with Campbell moving ahead of Cammish to sit third in the championship standings

DAMIEN SMITH

RESULTS

1 Matt Campbell 16 laps in 25m44.247s; 2 Michael Ammermuller +0.556s; 3 Dylan Pereira; 4 Mattia Drudi; 5 Dennis Olsen; 6 Josh Webster; 7 Robert Lukas; 8 Dan Cammish; 9 Steven Palette; 10 Philip Morin. **Points 1 Ammermuller 78;** 2 Olsen 64; 3 Campbell 60; 4 Cammish 56; 5 Lukas 40; 6 Pereira 36.



Takaboshi, here leading Palou, took a race win

ISHIHARA

Takaboshi extends points lead

JAPANESE FORMULA 3
FUJI (J)
JULY 8-9
ROUND 6/9

MITSUNORI TAKABOSHI AND SHO TSUBOI shared the wins across the two races at Fuji.

In qualifying, the Team TOM'S squad dominated both sessions to secure a pair of front row lock-outs with its Toyota proteges, as Tsuboi claimed two pole positions with his rookie team-mate Ritomo Miyata alongside him at the head of the pack.

In race one, though, the leading duo touched at the first corner – Miyata fell down the order but continued while Tsuboi retired. B-Max Racing's Takaboshi therefore led easily and he powered his Volkswagen-engined car to his seventh win of 2017 ahead of Honda-backed Hiroki Otsu and Alex Palou.

In the second event, Tsuboi was able to convert pole into the race lead, while Miyata made a poor getaway and dropped to fifth.

Tsuboi tried to press home his advantage but Takaboshi closed in halfway through the 21-lap

race. Takaboshi pushed the leader hard and got within 0.5 seconds before Tsuboi gathered himself and forged ahead again. The decisive moment came with three laps to go as Tsuboi sliced by three back markers with more alacrity than Takaboshi, in effect ending the battle for the lead.

The Drago Corse-run, ThreeBond/Tomei-engined car of Palou had held third position but the Spaniard began to struggle for grip as his tyres wore and he was overtaken by Toda Racing's Otsu. Miyata tried to challenge both Otsu and Palou, but an optimistic dive at the final corner pitched him into a spin that dropped him to eighth. He recovered to fifth behind Palou.

JIRO TAKAHASHI

RESULTS

Race 1 Mitsunori Takaboshi (Dallara-Volkswagen F312)

15 laps in 24m06.559s; 2 Hiroki Otsu (D-Toda F316) +2.715s; 3 Alex Palou (D-Tomei F314); 4 Sena Sakaguchi (D-Toda F316); 5 Ai Miura (D-Volkswagen F312); 6 Ritomo Miyata (D-Toyota F314).

Race 2 1 Sho Tsuboi (D-Toyota F317) 21 laps in 33m35.057s;

2 Takaboshi +1.229s; 3 Otsu; 4 Palou; 5 Miyata; 6 Sakaguchi.

Points 1 Takaboshi 108; 2 Palou 82; 3 Tsuboi 67; 4 Miyata 50; 5 Otsu 37; 6 Sakaguchi 17.



Campbell led the 32-strong grid from pole

PORSCHE

IN BRIEF

IMSA

Whelen Racing's Eric Curran and Dane Cameron took their first victory of the season for Cadillac in a wet-dry race at Mosport. A sudden downpour in the final hour meant most of the Prototype cars came in for wets, but the points-leading Cadillac of Ricky Taylor and Jordan Taylor stayed out and climbed to first as the track dried. It looked as if they would take their sixth win of 2017, but Jordan clashed with the Corvette of Tommy Milner with 21 minutes left, bringing out the safety car. Cameron passed him at the restart and then fended off the ORECA of Stephen Simpson and Misha Goikhberg. GTLM honours for the second round in succession went to the BMW of Bill Auberlen and Alexander Sims, who pipped team-mates Martin Tomczyk and John Edwards.

STCC

KMS drivers Fredrik Blomstedt, Fredrik Ekblom and Johan Kristoffersson, all in VW Golf GTIs, split the Scandinavian Touring Car Championship victories at Falkenberg on a day dominated by punctures. Blomstedt claimed his maiden series win in the first race but was unable to convert his first career pole in race-three after a heavy crash in the second race, caused by a tyre blow-out, left his car irreparable. Kristoffersson won the final race after race-two winner Ekblom crashed out.

NASCAR XFINITY

Kyle Busch won Saturday's rain-delayed NASCAR Xfinity race after starting from pole position. But at the end he had to hold off a charging Ryan Blaney, who rallied back from a pitlane penalty to finish second. The win at Kentucky Speedway was Busch's second in five starts in the second-tier NASCAR series this season. Erik Jones finished third, Kevin Harvick was fourth and Ty Dillon ended up in fifth position.

NASCAR TRUCK SERIES

Christopher Bell earned his third NASCAR Truck Series win of the 2017 season last Thursday to continue a streak where all have come on 1.5-mile tracks. When Kaz Grala and Ryan Truex crashed on lap 114 of 150 at the night event at Kentucky Speedway, Bell moved into the lead and spent the remainder of the race fending off a stern challenge from Brandon Jones.

GERMAN FORMULA 4

Marcus Armstrong (Prema), Felipe Drugovich and Frederik Vesti (both Van Amersfoort Racing) shared the spoils at Oschersleben. In race one, Armstrong picked up his second win of the season in front of Jonathan Aberdein and Drugovich, who took race-two honours from Armstrong and Fabio Scherer. Vesti picked up the reversed-grid win ahead of Michael Waldherr and points leader Juri Vips.

TRACKDAY NÜRBURGRING FRIDAY 4TH AUGUST

ADVANCED BOOKING ESSENTIAL - RESERVE TODAY!



**7 HOURS OF OPEN PITLANE
TRACK DRIVING**

ENTRY FEE
€895
(1 CAR, 1 DRIVER)



**WILL YOU TAKE ON
THE GREEN HELL
(AND SURVIVE)?**



RSR Nürburg
WWW.RSRNURBURG.COM

FOR MORE INFO:

RSRNurburg Trackdays • Tel.: +49 2691 931 952
sales@RSRNurburg.com • www.RSRNurburg.com

Morbidelli returns to winning ways with double



TCR INTERNATIONAL
OSCHERSLEBEN (D)
JULY 8-9
ROUND 7/10

GIANNI MORBIDELLI LEFT GERMANY with a maximum-points haul after taking pole and winning both races for WestCoast Racing.

But while the Italian veteran was “really happy, and also quite proud

of myself”, Attila Tassi and Roberto Colciago, who had led the standings heading to Oschersleben, did not enjoy any success, and Pepe Oriola scored just a single point in qualifying. The trio’s woes meant that Jean-Karl Vernay retook the points lead.

In race one, polesitter Morbidelli led from lights to flag, scoring his first race win since the Estoril round in April 2016. “It wasn’t easy, but everything

Morbidelli hadn’t scored a TCR race win in 15 months – then two came along at once

went well,” he said afterwards.

It wasn’t easy because of the safety car intervention to allow Tassi’s Honda Civic to be recovered from the gravel after he clashed with Vernay, who was later given a drivethrough penalty. Tassi was black-flagged for receiving mechanical aid to exit the gravel. The safety car erased Morbidelli’s lead, but he restored it to win by 2.3 seconds ahead of British pair Daniel Lloyd and Rob Huff.

Morbidelli left it late to win race two, diving up the inside of Mat’o Homola at the penultimate corner on the final lap. Vernay completed the podium.

Colciago, Oriola – who was also given a drivethrough in race one after making contact with Jaap van Lagen – Huff and James Nash were eliminated in a huge accident, while Tassi finished 11th.

RESULTS

Race 1 Gianni Morbidelli (Volkswagen Golf GTI TCR) 19 laps in 31m28.263s; 2 Daniel Lloyd (SEAT Leon TCR) +2.314s; 3 Rob Huff (Volkswagen); 4 James Nash (SEAT); 5 Giacomo Altoe (Volkswagen); 6 Stefano Comini (Audi RS3 LMS TCR). **Race 2 1 Morbidelli** 15 laps in 23m29.470s; 2 Mat’o Homola (Opel Astra TCR) +0.434s; 3 Jean-Karl Vernay (Volkswagen); 4 Lloyd; 5 Comini; 6 Frederic Vervisch (Audi). **Points 1 Vernay 153**; 2 Attila Tassi 151; 3 Roberto Colciago 145; 4 Comini 144; 5 Pepe Oriola 110; 6 Nash 86.

Pryce’s fuel issue hands Ahlin victory

BRITISH RALLY CHAMPIONSHIP
NICKY GRIST STAGES (GB)
JULY 8-9
ROUND 5/7

OSIAN PRYCE DOMINATED THE Saturday gravel leg of last weekend’s Nicky Grist Stages, before a fuel-related problem forced his Ford Fiesta R5 into retirement and gifted the victory to Fredrik Ahlin.

The Skoda Fabia R5 driver had already reduced Pryce’s overnight advantage of 19.2 seconds to 8.1s after the leader hit a sheep and a chicane in separate incidents on Sunday morning. But by SS12 it was all over for Pryce, and Ahlin was left with a huge cushion.

The Swede had struggled on Saturday morning’s gravel tests, believing he was losing time in Pryce’s dust, while Pryce reckoned he was losing time sweeping the road. After the first loop, the organisers changed the gaps between cars from one to two minutes, which helped to alleviate



the problem. Ahlin was quicker on four stages in the afternoon before Pryce’s fuel issue proved to be the final blow.

The result is key for the championship battle because Ahlin now holds a 22-point lead over Pryce, who had been on top after the previous round at Ypres last month.

Matt Edwards followed up his career-best second-place finish in Belgium with a repeat of that result aboard his Fiesta R5. Next up, Rhys Yates scored his first BRC podium in just his third full year of rallying. He prevailed in his family-run Fiesta during a late battle with the similar

car of Marty McCormack, whose usual Fabia wasn’t ready in time after he crashed out of the Ypres event.

JACK BENYON

RESULTS

1 Fredrik Ahlin/Torstein Eriksen (Skoda Fabia R5) 1h45m50.2s; 2 Matt Edwards/Phil Clarke (Ford Fiesta R5) +47.5s; 3 Rhys Yates/Alex Lee (Ford); 4 Marty McCormack/David Moynihan (Ford); 5 Jamie Anderson/Ross Whittock (Ford); 6 Callum Devine/Keith Moriarty (Opel ADAM R2). **Points 1 Ahlin 88**; 2 Osian Pryce (Fiesta) 66; 3 Edwards 54; 4 Keith Cronin (Ford) 49; 5 Yates 46; 6 McCormack 42.

Ahlin scored his third BRC win of 2017 after early leader Pryce dropped out

Lydden Hill

TRACK DAYS AND TESTING

RACING EVENTS

SPONSORSHIP

EVENT HOSPITALITY

Advance race event ticket prices start **from £10**
Children 12 and under go **FREE**

For a full list of our race events please visit the website.

01304 830557 [WWW.LYDDENHILL.CO.UK](http://www.lyddenhill.co.uk)

Lydden Hill Race Circuit @LyddenHill @Lyddenhill

demon tweeks

CUSTOM DESIGN YOUR OWN SUIT



Limited only by your imagination!

For more information on this unique suit customisation service please go online or call today. From £825.00 Plus VAT

0844 375 2196

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

MEDIA CODE: N2252A

www.demon-tweeks.co.uk

2017 SEASON

THE VINTAGE SPORTS-CAR CLUB PRESENTS

PRESCOTT VINTAGE SPEED HILL CLIMB

A ROUND OF THE VSCC SPEED CHAMPIONSHIP
PRESCOTT HILL, NR CHELTENHAM, GLOUCESTERSHIRE

ADMISSION
SAT £25 ON THE DAY
SUN £25 ON THE DAY
WEEKEND £40
OR BOOK IN ADVANCE AND SAVE!
CHILDREN U16 GO FREE!

TRACK ACTION FROM 9AM EACH DAY

AND DON'T MISS THE VSCC 'LONG COURSE' HILL CLIMB ON SAT 23 SEPT

SAT 5 - SUN 6 AUG

THE WORLD'S PREMIER PRE-WAR HILL CLIMB SINCE 1938

PLUS: MUSIC | PICNICS | AUTOJUMBLE | TRADE AREA
VINTAGE CAR PARK | CAMPING | CHILDREN'S BICYCLE RACES
ENTERTAINMENT | FREE PARKING

FOR MORE INFORMATION AND HOW TO JOIN VISIT www.VSCC.co.uk OR FOLLOW US  

***ADVANCE BOOKINGS**

NON-MEMBERS IN ADVANCE SAT £20 / SUN £20 / WEEKEND £30
VSCC MEMBERS IN ADVANCE SAT £15 / SUN £15 / WEEKEND £25 BOOK AT vsccl.co.uk OR CALL 01 608 644999



OUR PRINCIPAL ASSOCIATES:

Bonhams
HAGERTY
CLASSIC CAR INSURANCE

THE OLD POST OFFICE | WEST STREET | CHIPPING NORTON | OXFORDSHIRE OX7 5EL

+44 (0)1608 644777 | info@vsccl.co.uk |  The Vintage Sports-Car Club |  @vintagecarclub

RESULTS ROUND-UP

FORMULA 2 CHAMPIONSHIP

ROUND 5/11, RED BULL RING (A), JULY 8-9

RACE 1 (40 LAPS – 107.245 MILES)

1	Charles Leclerc (MC) <i>Prema Racing</i>	52m21.629s
2	Nicholas Latifi (CDN) <i>DAMS</i>	+1.345s
3	Antonio Fuoco (I) <i>Prema Racing</i>	+5.160s
4	Oliver Rowland (GB) <i>DAMS</i>	+5.682s
5	Alexander Albon (T) <i>ART Grand Prix</i>	+9.846s
6	Nobuharu Matsushita (J) <i>ART Grand Prix</i>	+12.179s
7	Ralph Boschung (CH) <i>Campos Racing</i>	+19.400s
8	Artem Markelov (RUS) <i>Russian Time</i>	+20.385s
9	Jordan King (GB) <i>MP Motorsport</i>	+30.481s
10	Sean Gelael (RI) <i>Arden International</i>	+33.662s
11	Robert Visoiu (RO) <i>Campos Racing</i>	+35.636s
12	Gustav Malja (S) <i>Racing Engineering</i>	+36.011s
13	Nyck de Vries (NL) <i>Rapax</i>	+44.145s
14	Luca Ghiotto (I) <i>Russian Time</i>	+46.896s
15	Sergio Canamasas (E) <i>Rapax</i>	+48.883s
16	Sergio Sette Camara (BR) <i>MP Motorsport</i>	+50.940s
17	Louis Deletraz (CH) <i>Racing Engineering</i>	+53.423s
18	Nabil Jeffri (MAL) <i>Trident</i>	+56.881s
19	Raffaele Marciello (I) <i>Trident</i>	-1 lap
R	Norman Nato (F) <i>Arden International</i>	5 laps-driveshaft

Winner's average speed 122.892mph. Fastest lap Matsushita 1m15.854s, 127.337mph.

QUALIFYING

1 Leclerc 1m13.396s; 2 Fuoco 1m13.776s; 3 Albon 1m13.888s; 4 Rowland 1m13.903s; 5 Matsushita 1m13.922s; 6 de Vries 1m14.034s; 7 Ghiotto 1m14.180s; 8 Latifi 1m14.193s; 9 Nato 1m14.203s; 10 Boschung 1m14.363s; 11 Deletraz 1m14.377s; 12 King 1m14.384s; 13 Canamasas 1m14.489s; 14 Markelov 1m14.534s; 15 Gelael 1m14.555s; 16 Marciello 1m14.643s; 17 Visoiu 1m14.653s; 18 Jeffri 1m14.672s; 19 Malja 1m15.121s; EX Sette Camara 1m13.736s.

RACE 2 (28 LAPS – 75.048 MILES)

1 Markelov 40m32.190s; 2 Albon +1.458s; 3 Rowland +2.055s; 4 Ghiotto +5.840s; 5 Fuoco +6.629s; 6 King +10.515s; 7 Nato +13.656s; 8 Latifi +15.922s; 9 Canamasas +15.979s; 10 Sette Camara +16.282s; 11 Gelael +18.849s; 12 Jeffri +20.948s; 13 Deletraz +21.301s; 14 Matsushita +22.443s; 15 Malja +1m07.922s; 16 de Vries 26 laps-accident damage; 17 Visoiu 25 laps-accident damage; R Boschung 15 laps-accident damage; R Leclerc 4 laps-accident; R Marciello 0 laps-accident.

Winner's average speed 111.082mph. Fastest lap Markelov 1m16.119s, 126.894mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Leclerc 151; 2 Rowland 102; 3 Markelov 99; 4 Latifi 72; 5 Ghiotto 66; 6 Matsushita 62; 7 Albon 59; 8 Nato 45; 9 de Vries 45; 10 King 43.



Marciello's second race did not last long

LAT IMAGES

GP3 SERIES

ROUND 2/8, RED BULL RING (A), JULY 8-9

RACE 1 (24 LAPS – 64.316 MILES)

1	George Russell (GB) <i>ART Grand Prix</i>	34m13.306s
2	Jack Aitken (GB) <i>ART Grand Prix</i>	+2.390s
3	Nirei Fukuzumi (J) <i>ART Grand Prix</i>	+5.646s
4	Anthoine Hubert (F) <i>ART Grand Prix</i>	+14.051s
5	Ryan Tveter (USA) <i>Trident</i>	+23.181s
6	Giuliano Alesi (F) <i>Trident</i>	+23.885s
7	Alessio Lorandi (I) <i>Jenzer Motorsport</i>	+24.363s
8	Raoul Hyman (ZA) <i>Campos Racing</i>	+24.930s
9	Dorian Boccia (F) <i>Trident</i>	+25.920s
10	Arjun Maini (IND) <i>Jenzer Motorsport</i>	+26.229s
11	Kevin Jorg (CH) <i>Trident</i>	+28.975s
12	Marcos Siebert (RA) <i>Campos Racing</i>	+29.198s
13	Tatiana Calderon (CO) <i>DAMS</i>	+30.489s
14	Bruno Baptista (BR) <i>DAMS</i>	+31.654s
15	Julien Falchero (F) <i>Campos Racing</i>	-1 lap
R	Niko Kari (FIN) <i>Arden International</i>	14 laps-accident damage
R	Santino Ferrucci (USA) <i>DAMS</i>	3 laps-suspension
R	Steijn Schothorst (NL) <i>Arden International</i>	2 laps-accident damage
R	Leonardo Pulcini (I) <i>Arden International</i>	0 laps-accident

Winner's average speed 112.762mph. Fastest lap Hubert 1m21.298s, 118.810mph.

QUALIFYING

1 Russell 1m19.114s; 2 Aitken 1m19.186s; 3 Boccia 1m19.255s; 4 Pulcini 1m19.258s; 5 Schothorst 1m19.292s; 6 Alesi 1m19.412s; 7 Tveter 1m19.425s; 8 Hubert 1m19.440s; 9 Kari 1m19.479s; 10 Fukuzumi 1m19.484s; 11 Lorandi 1m19.493s; 12 Maini 1m19.530s; 13 Hyman 1m19.561s; 14 Falchero 1m19.596s; 15 Jorg 1m19.680s; 16 Baptista 1m19.778s; 17 Ferrucci 1m19.789s; 18 Siebert 1m19.832s; 19 Calderon 1m19.872s.

RACE 2 (18 LAPS – 48.217 MILES)

1 Hyman 24m34.848s; 2 Alesi +0.938s; 3 Fukuzumi +5.799s; 4 Tveter +7.107s; 5 Aitken +7.949s; 6 Russell +8.997s; 7 Hubert +9.172s; 8 Lorandi +14.677s; 9 Jorg +15.310s; 10 Siebert +15.890s; 11 Falchero +16.487s; 12 Calderon +16.926s; 13 Ferrucci +17.106s; 14 Pulcini +17.867s; 15 Schothorst +18.673s; 16 Maini +20.459s; 17 Boccia -1 lap; 18 Kari -1 lap; R Baptista 9 laps-back pain.

Winner's average speed 117.694mph. Fastest lap Maini 1m21.252s, 118.878mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Fukuzumi 54; 2 Russell 53; 3 Hubert 38; 4 Lorandi 32; 5 Aitken 28; 6 Hyman 25; 7 Maini 22; 8 Boccia 22; 9 Alesi 20; 10 Pulcini 18.



Fukuzumi keeps title-chase lead – by one point

LAT IMAGES

Castroneves ends drought with a rout

The Penske veteran hadn't won since 2014, but rarely looked like losing this one

By David Malsher, IndyCar Correspondent

[@David Malsher](#)

Helio Castroneves, triumphant three times in the Indianapolis 500, has famously never won an IndyCar championship in 19 years of trying, despite 17 of those seasons being spent at Team Penske. Since the wins for the #3 Dallara-Chevrolet dried up after the second leg of the Detroit double-header three years ago, it became very fashionable to knock him, ignoring the fact that from 2014 through '16 he finished second, fifth and third in the title race.

But team-mate Will Power wasn't making team-friendly, throwaway remarks when he suggested in '14 (and several times since) that the veteran Brazilian "is getting faster with age". He meant it — and the stats bore him out. Since that Detroit '14 win, Castroneves has amassed 12 pole positions, the most recent of which — at fearsome Road America last month — was the 50th of his career.

It is for this reason, the regular proof of Castroneves's pace, that his team-

mates seemed genuinely pleased for him ending his drought with victory at Iowa Speedway last Sunday. Sure, they'd have preferred to be getting showered with confetti themselves. But, as the 'old man' of the team surged into second in the championship, just eight points shy of Chip Ganassi Racing's Scott Dixon, Castroneves's team-mates hid their disappointment well.

Power, who took his fourth pole of the season but had one rough oversteer-filled stint and finished fourth, commented: "We got another solid finish and scored some important points. But the story of today is Helio. I'm mega-happy for him.

"It's really kind of ridiculous that it has taken this long, with how good they've been. Something always seemed to bite them, but not today."

Josef Newgarden, the 2016 Iowa race winner, had to climb from 16th on the grid and finished sixth but remarked: "I really couldn't be happier for Helio. He's been so close so many times."

Simon Pagenaud, like Newgarden, had gotten an early draw in one-by-one qualifying when the track was still slick and did well to start 11th. He went on to have a somewhat subdued race to



Castroneves leads from Penske team-mate Power, who was fourth

seventh, wrestling with front-tyre degradation, but made sure he ran to publicly congratulate Castroneves as soon as he'd parked. "I feel awesome for Helio," he said, "just super-happy. Instead of concentrating on me today, I think we all should congratulate Helio. He's been waiting for this win since 2014 and it's kind of unfair considering how competitive he has been."

Such was the goodwill floating around for Castroneves, who is being linked to a full-time switch to Penske's new sportscar project for 2018, that he would have been forgiven if he'd lucked into victory at Iowa. Instead, however, he was up front for 217 of the 300 laps of the 0.894-mile oval, which has some fearsome bumps to rattle the bones of the drivers, and a highly abrasive track surface that will rapidly play havoc with the tyres the more a driver tightens the radius of the turns. In other words, making your car work on the high line becomes a must.

Castroneves passed second qualifier JR



Brazilian winner has been waiting a long time to do trademark spiderman fenceclimb



“Everything was really, really good, and when you have a day like this, you’ve got to execute”

Hildebrand at the start of the race and moved smoothly into second, and on lap 20 wrested the lead away from Power.

He then held the lead for the next 76 laps, having retained it through the first round of pitstops, which occurred under yellow after Mikhail Aleshin lost control of his fourth-placed Schmidt Peterson Motorsports Dallara-Honda and smacked the Turn 2 wall hard on lap 56.

But on lap 97, Hildebrand hit the front. The Californian, who finished third on IndyCar’s previous short oval at Phoenix in April, had crunched his Ed Carpenter Racing car at Iowa’s Turn 2 in first practice but rebounded well to qualify second. Now here he was showing

the same confidence again, with a car that came on increasingly strong in the second half of a stint. Having passed Power, Hildebrand muscled past Castroneves and retained the lead until the second round of stops, which again came under yellow-flag conditions on lap 135 following a mild but long brush with the wall on cold tyres by Carlos Munoz.

Castroneves, whose pole at Road America had earned him the prime pit-exit box at Iowa, was turned around perfectly by his crew. He pitted in third, having been passed by Power in the previous stint, yet emerged at the head of the field, and Hildebrand would lose second to Power on the restart. The ECR

machine again looked like the fastest car in the place as tyres got chewed and moved back ahead of Power, but Hildebrand’s plans to pass Castroneves once more were stymied by another yellow, caused when Conor Daly hit the wall coming onto the front straight.

Naturally, this prompted a third round of stops, but only around 40 laps after the previous ones. And so with rain threatening, the Chip Ganassi Racing #83 crew elected to leave Charlie Kimball out to take the lead, ahead of Castroneves, Power, the Andretti Autosport Dallara-Honda of Ryan Hunter-Reay, who provided much of the race’s entertainment as he rose from 15th on the grid, and Hildebrand. As the race restarted Kimball was soon tumbling down the order, but within just 14 laps the yellows were out yet gain, this time for track moisture caused by sprinkles from some very sparse clouds. A dozen yellow-flag laps later, during which Newgarden, Pagnaud and Dixon all pitted, the race was red-flagged and the cars parked up in pitlane for just under 10 minutes as the clouds passed and the track dried.

At the restart Newgarden and Pagnaud charged into the top 10, showing off the benefits of their extra stop for new tyres. Now fully aware of the advantage of fresh rubber and knowing how strong the #21 car was in the second half of a stint, ECR elected to bring in Hildebrand early for his final stop with 54 laps remaining, and he immediately started to charge. Castroneves and Hunter-Reay remained out for seven more laps, while Power extended the stint another couple of laps – enough to lose him third to Hunter-Reay. But in the lead now was Hildebrand.

When he got badly baulked by a couple of backmarkers, Hildebrand soon had his mirrors full of #3 Penske entry, and Castroneves was able to box him in behind a tailender with 32 laps to go, grab the lead for the final time, and come home a richly deserving winner.

Hunter-Reay’s podium and Graham Rahal’s fighting fifth ahead of Newgarden highlighted that Ganassi – eighth, ninth, 14th and 15th, for Dixon, Tony Kanaan, Max Chilton and Charlie Kimball respectively – aren’t yet up to speed with the Honda aerokit for all types of track.

But last Sunday was mainly about one man, and his work with race engineer Jonathan Diuguid and one gratified quarter of the Team Penske personnel line-up. “It was a long time [between wins],” said a garrulous Castroneves afterwards, “but you can never stop believing, and my team never stopped supporting me.

“Everything went great. We didn’t have a yellow at the wrong time, we didn’t have issues with the tyre or anything else or mechanical. Everything was really, really good, and when you have a day like this, you’ve got to execute.”

And that’s exactly what he did. »

Rockingham

DUNLOP MSA

BRITISH TOURING CAR CHAMPIONSHIP

26/27 AUGUST 2017



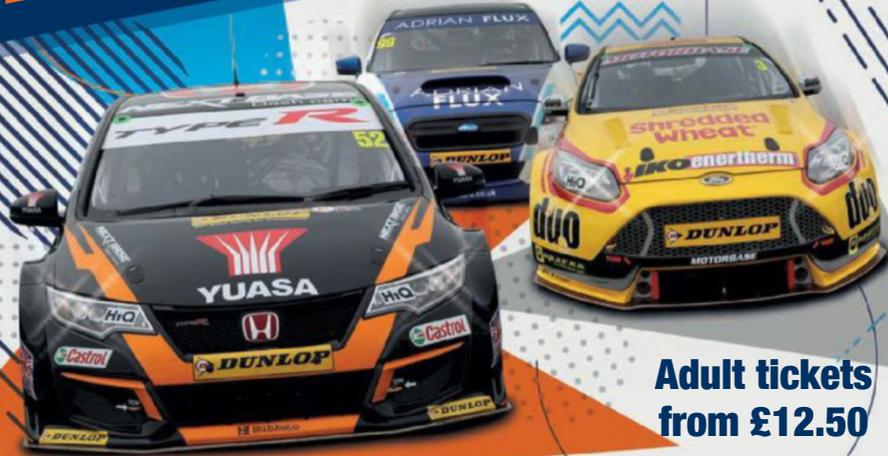
Kids under 15yrs get in FREE



- > Kids entertainment
- > Support race package
- > Pitlane walkabout
- > Autograph session

Follow us on:

/RockinghamUK



Adult tickets from £12.50

Call our ticket hotline 01536 500 500 or visit www.rockingham.co.uk

EVERYONE LOVES THAT FAST CAR SMELL.



NOW ANYTIME CAN BE GO-TIME.

K&N® high-flow air filters are designed to increase horsepower with up to 50% more airflow. And with five-minute installation, better performance doesn't get much easier. Order yours online today.

KNFILTERS.COM



SUPERIOR AIRFLOW. SUPERIOR PERFORMANCE.™



On-form Hildebrand took second place

LAT IMAGES

RESULTS ROUND 10/16, IOWA SPEEDWAY (USA), JULY 9 (300 LAPS – 268.200 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Helio Castroneves (BR)	Team Penske · Dallara-Chevrolet	1h55m11.2807s
2	JR Hildebrand (USA)	Ed Carpenter Racing · Dallara-Chevrolet	+3.9647s
3	Ryan Hunter-Reay (USA)	Andretti Autosport · Dallara-Honda	+4.5845s
4	Will Power (AUS)	Team Penske · Dallara-Chevrolet	+5.7403s
5	Graham Rahal (USA)	Rahal Letterman Lanigan Racing · Dallara-Honda	+10.1811s
6	Josef Newgarden (USA)	Team Penske · Dallara-Chevrolet	+11.0500s
7	Simon Pagenaud (F)	Team Penske · Dallara-Chevrolet	+12.2562s
8	Scott Dixon (NZ)	Chip Ganassi Racing · Dallara-Honda	+14.3653s
9	Tony Kanaan (BR)	Chip Ganassi Racing · Dallara-Honda	+15.1184s
10	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports · Dallara-Honda	+15.8243s
11	Alexander Rossi (USA)	Andretti Herta Autosport · Dallara-Honda	-1 lap
12	Ed Carpenter (USA)	Ed Carpenter Racing · Dallara-Chevrolet	-1 lap
13	Esteban Gutierrez (MEX)	Dale Coyne Racing · Dallara-Honda	-1 lap
14	Max Chilton (GB)	Chip Ganassi Racing · Dallara-Honda	-1 lap
15	Charlie Kimball (USA)	Chip Ganassi Racing · Dallara-Honda	-2 laps
16	Takuma Sato (J)	Andretti Autosport · Dallara-Honda	-2 laps
17	Marco Andretti (USA)	Andretti Autosport · Dallara-Honda	-2 laps
18	Ed Jones (UAE)	Dale Coyne Racing · Dallara-Honda	-3 laps
19	Conor Daly (USA)	AJ Foyt Enterprises · Dallara-Chevrolet	168 laps-accident damage
20	Carlos Munoz (CO)	AJ Foyt Enterprises · Dallara-Chevrolet	130 laps-accident damage
21	Mikhail Aleshin (RUS)	Schmidt Peterson Motorsports · Dallara-Honda	56 laps-accident

Winner's average speed 139.702mph. **Fastest lap** Castroneves 18.1486s, 177.336mph.

QUALIFYING

1 Power 185.210mph; **2** Hildebrand 183.811mph; **3** Castroneves 183.712mph; **4** Carpenter 183.503mph; **5** Sato 182.653mph; **6** Aleshin 182.454mph; **7** Kanaan 182.394mph; **8** Jones 182.290mph; **9** Hinchcliffe 181.187mph; **10** Rahal 181.138mph; **11** Pagenaud 181.137mph; **12** Rossi 181.136mph; **13** Chilton 180.927mph; **14** Kimball 180.863mph; **15** Hunter-Reay 180.716mph; **16** Newgarden 180.343mph; **17** Dixon 180.302mph; **18** Gutierrez 179.389mph; **19** Daly 178.613mph; **20** Andretti 171.710mph; **21** Munoz no speed.

CHAMPIONSHIP

1 Dixon 403; **2** Castroneves 395; **3** Pagenaud 372; **4** Power 350; **5** Newgarden 347; **6** Rahal 337; **7** Sato 337; **8** Kanaan 295; **9** Rossi 290; **10** Chilton 268.

MEARS PRAISES HELIO



INDYCAR LEGEND RICK MEARS MIGHT HAVE SEEN Helio Castroneves slip past his tally of 29 wins, but he was delighted to play a small role in the Brazilian's 30th IndyCar victory, as his spotter. And he has nothing but admiration for a driver prepared to still give his everything at the age of 42 – the age at which Mears himself retired.

"Helio has taken his game to a whole new level, all year," said Mears (above), "and it's showing. He's had three poles this year, and I'm impressed he still has that desire to put it all on the line like that. There was one race weekend this year – might have been Detroit – where he literally did not put a wheel wrong all through the days. Not even a single locked tyre. That, to me, shows his huge focus this year, his concentration on eliminating mistakes.

"I think Helio's trying to prove he's not really 42 and some of the cracks about being an oldtimer have kind of motivated him into proving he's not ready to go off and do something else.

"When I started feeling I didn't have the motivation, that's when I told Roger [Penske] I was gonna quit at the end of the season. To stay competitive and stay on the curve I was on, I was going to need to recommit, and that's what I couldn't do. But Helio has done that; he's applying himself and learning things and going to a new level where he's finally putting all the pieces together.

"I think he's going to fight for the championship, absolutely. He's learning so much and proving he's able to apply it on track, and he's also keeping calm and building up his points score by being consistent right across all types of track. There's no really obvious flaws, and if there were, he'd be busy correcting them."



WEB DIRECTORY

AWNINGS



aireshelta
No1 for Inflatable Structures.
With you from the Paddock to the Podium.
www.aireshelta.com

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

HELMET GRAPHICS



visit: www.liquidcolourdesign.com
Studio: +44 028 93378525
Mob: +44 0770 9442894
liquidcolourdesign
HELMET PAINT | Design | Airbrush | Custom PAINT

Mike Fairholme Designs
Sole approved painter of Aral helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA



FINAL LAP
For Everything Formula One
www.finallap.net WE BUY AND SELL
+44 (0) 1245 287588 / 07771 920345

MOTORSPORT LEGAL ADVICE

Motor Sport Legal Advice
Tudor Alexander, LL.B Solicitor
tudor@fletcherday.co.uk 07887 713512
Fletcher Day 56 Conduit St
Mayfair London W1S 2YZ

MOTORSPORT CONTRACTS AND LEGAL ADVICE
(NATIONAL AND INTERNATIONAL)
CALL JAMIE CHAMPKIN
07880 965001
info@champkin.uk.com - www.champkin.uk.com

RACE PARTS



JJC race and rally
PASSIOANTE ABOUT MOTORSPORT
www.jjcraceandrally.com

RACE PARTS



ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE RADIO

Pit to Car **Autotel**
Radio solutions **Digital Race Radio**
0044(0)1508 528837
www.raceradio.co.uk

RACING



MARDI GRAS MOTORSPORT
www.mardigras.co.uk

RACING



CARTEK
MOTORSPORT ELECTRONICS
info@cartekmotorsport.com
021 80 487747
www.CARTEKMOTORSPORT.com

PORSCHESHOP
10% off with website
voucher code **AUTOTEN**
Or Call: 0121 585 6088



demon tweeks
www.demon-tweeks.co.uk

RACING

www.mcracecars.co.uk
phone: 07771 762145
MCR's for sale
arrive & drive packages

AUTHORISED DISTRIBUTOR
OMP **YBRACING**
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

RALLY PREPARATION



exe-tc competition
SUSPENSION
World Championship winning suspension - designed and built in UK
Including: Porsche GT3 996/997 - Classic Porsche P1
Ford Escort MK3
Mitsubishi Evo 7 - Subaru - Mini - Honda - Toyota
VW - BMW - Saab - Lotus and many applications.
All suspension supplied with technical support.
Web: exe-tc.co.uk Email: jules.delaney@exe-tc.co.uk
Tel: +44(0)1392 444099 join us on Facebook and Twitter

TRAILERS & TRANSPORTERS



Signature RV.co.uk
RV SALES AND SERVICE

BRIAN JAMES TRAILERS
» Connected to you
www.brianjames.co.uk

www.EMPIRE RV.co.uk
Living the high life
Tel: +44 (0) 1761 300 489
www.EmpireRV.co.uk ■ info@EmpireRV.co.uk



TO ADVERTISE IN THE WEB DIRECTORY
PLEASE CALL **0203 405 8109**
OR EMAIL ads@autosport.com

BRIAN JAMES TRAILERS

» Connected to you



www.brianjames.co.uk

Black-and-White

The benefit of a protective transport is always valued when moving precious vehicles. Its now over 20 years since Brian James Trailers were the first to design a stylish, light and durable enclosed trailer using a GRP body construction, the original Race Shuttle.

The Race Transporter range is the third generation in the lineage and for the double decade landmark in MY2017 trailers we have introduced a host of new features, including a professional vehicle restraint system as well as fresh external styling.

Choosing a Brian James Trailer as your enclosed transport solution has always guaranteed black-and-white certainty.

Race Transporters are now available in Black or White.

Range starts from £ 6,750 + vat

BJT also offers a wide range of open trailers.
For more information on our trailer range or to find your nearest dealer visit:

www.brianjames.co.uk/dealer



T +44 (0)1327 308 833

For more information and details on the Brian James Trailers range, please contact our head office.

RACE TRANSPORTER 6

QUALITY THAT WE ARE PROUD OF

Woodford GRP covered trailers - Value for money. Superior in design, quality and finish



DEALERS WANTED - All Woodford Trailers have full European Type Approval



WOODFORD TRAILERS DEALERS UK

POTSMOUTH
BLENDWORTH TRAILER CENTRE
Tel: +44(0)2392 412731
E: sales@blendworthtrailers.co.uk
W: www.blendworthtrailers.co.uk

LONDON
VINTAGE & PRESTIGE FINE
MOTORCARS
Office ++44 (0) 1442 236711
Mobile ++44 (0) 7967 260673
E: richard@vandp.net
W: www.vandp.net

LONDON-KENT
SOUTHEAST TRAILERS
498 London Road
Ditton, Kent
me206bz.
Tel: 07933842719
E: ellisviner@btinternet.com
W: www.southeast-trailers.co.uk

SOUTH LONDON
SOUTH LONDON TRAILER CENTRE
Hackbridge Station Depot
London Road
Wallington, Surrey, SM6 7BJ
Tel: 0208 647 0110
Mob: 07836 224250
E: steve@sltc.co.uk

WINCHESTER
TRAILERTEK LTD
Warren Farm
Micheldever Station
Winchester, Hampshire
SO21 3AS
E: info@trailers.co.uk

SLOUGH
BERKSHIRE COUNTY TRAILERS
Mobile: 07853263484
Tel: 01628 559782
E: sales@berkshirecountytrailers.co.uk
W: www.berkshirecountytrailers.co.uk

ESSEX
1 STOP TRAILERS
Tel: +44 (0)1787 249737
Tel: +44 (0)7850 554776
E: 1stoptrailers@mail.com
W: www.1stoptrailers.co.uk

BRIGHTON
HALF MOON BAY (LEISURE) LTD
Smart-Trailers.co.uk
Monastery Lane
Storrington, West Sussex
RH20 4LR
Tel: 07950 968348
E: Alan@Smart-Tow.com
W: www.smart-tow.com

LEICESTER
MARSDEN BARN TRAILERS
Unit 1
Marsden Barn
Huncote Road
Stoney Stanton
Leicester
LE9 4DJ
Tel: 01455641367
Mob: 07968888624
E: marsdenbarntailers@gmail.com

NOTTINGHAM
APPLEYARD TRAILERS
The Kennels
Main St
Strelley
Nottingham
NG8 6PD
Tel: 01159293901
Mob: 0785075014

MID WALES
HUMPHREYS & FOULKES
Unit 6
Lion Works
Pool Rd,
Newtown
Powys
SY16 3AG
Tel: 01686 628144

LEEDS
ROTHWELL TRAILERS
126 Wakefield Road
Rothwell
Leeds
LS26 0SB
Tel: 01132887179
E: sales@rothwelltrailers.co.uk
W: rothwelltrailers.co.uk

READING
LOVELL TRAILERS
James Farm
James Lane
Grazeley Green
Reading
RG7 1NB
Tel: 01183240403
E: sales@lovelltrailers.co.uk
W: www.lovelltrailers.co.uk

NORTHERN IRELAND
MONTGOMERY MOTORSPORT
Tel: 0044(0)2885549851
W: www.montgomery-motorsport.co.uk

www.WOODFORDTRAILERS.com

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Woodford Trailers Limited • 14 Great Central Way • Daventry • Woodford Halse • Northants • NN11 3PZ

Telephone: 01327 263384

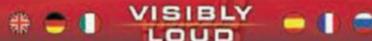
LUXURY MOTORHOMES BY VISIBLELY LOUD



ARTICULATED DREAM • GENERATION II • LUXURY MOTORHOME

STATE OF THE ART FEATURING LATEST TECHNOLOGIES & MATERIALS • TAILORED FLOORPLANS • TAILORED VEHICLE DESIGN
 2, 3 or 4 SLIDEOUTS • **STAINLESS STEEL BODYWORK** • GALVANISED STEEL SKELTON STRUCTURE
 CUSTOM BUILT "HEAVY DUTY" HIGH GRADE STEEL CHASSIS (MANUFACTURED IN HOUSE - OPTION OF GALVANISED)
 EU CONFORMITY • CLIENT DOMAINS TO DATE INCLUDE FORMULA 1, MOTO GP AND GT RACING

WITH MORE THAN 55 YEARS MANUFACTURING EXPERIENCE, 25 YEARS IN F1 AND NEARLY 20 YEARS MOTORHOME MANAGEMENT,
 WE OFFER OUR CLIENTS ONE OF THE FINEST "HIGH END" USER FRIENDLY LUXURY MOTORHOMES CURRENTLY AVAILABLE ON THE MARKET.
WE ALSO UNDERTAKE THE MANUFACTURE OF RACE TRAILERS (WITH AND WITHOUT SLIDEOUTS)



TEL: +44 3333 44 55 15 • WWW.LUXURY-MOTORHOMES.EU • 2017@LUXURY-MOTORHOMES.EU

TRAILERS & TRANSPORTERS / MARKETPLACE

TRAILERS & TRANSPORTERS

**2007 WORKHORSE WINNEBAGO LUXURY MOTORHOME
FOR SALE IN PERFECT CONDITION
NEWPORT, SOUTH WALES**



£39,995

Length - 34ft

Left hand drive, automatic

Engine size: 8100

Safety Features: ABS, Back seat safety belts, driver airbag, immobiliser, passenger airbag, safety belt pretensioners

Other features: 12v lighting, 240v lighting, air con, alarm, heating, generator, cooker, double glazing, fixed double bed, grill, mains hookup, oven, satellite dish, tv.

One private owner - never hired

White with beige details with a grey leather interior

Always fully maintained and serviced

Cleaned regularly and kept in a building

Sleeps 8 with a separate shower and toilet

Petrol powered

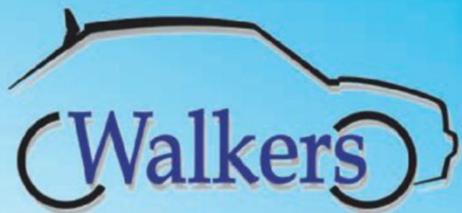
No HGV licence

New MOT

Either contact Debbie Bainbridge at debbie@rh-properties.com or Anest Pearce at anest@rh-properties.com or call 01633 682882 to enquire



RACE PRODUCTS



Walkers Garage Ltd.
Northallerton DL7 9HT
0044(0)1609 777221
www.walkersgarage.co.uk
www.teknofibra-racing.co.uk
www.walkers-radiators.co.uk
www.tecno2.co.uk
www.energa-batteries.co.uk

Heat resistant material
to 1000 °C



Teknofibra Heat
Material



Competition
Specification Wheel
Studs and Nuts

- Importers & Manufacturers
- Teknofibra heat resistant materials
- Lightweight Lithium Batteries
- Walkers Competition Radiators
- Tecno2 Performance Products
- Competition wheel studs & nuts

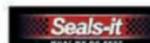


RACE PRODUCTS

THINK Automotive



Think Automotive are specialists in oil cooling systems and all aspects of vehicle plumbing. We are the manufacturer and distributor of Mocal® products.



We stock and distribute the finest automobile products, such as oil coolers, hosing, hose fittings, filler caps, water pumps, oil pumps, heaters, gauges and more.

Tel: 020 8568 1172

Web: www.thinkauto.com

Email: info@thinkauto.com



MARKETPLACE

BUSINESS FOR SALE



FOR SALE

AWARD WINNING KARTING AND MULTI-ACTIVITY CENTRE IN THE NORTH EAST OF ENGLAND

All enquiries call Jan Dale (Agent) 07781426277



RACE PRODUCTS



TI Automotive
High Performance



GLENCOE LTD

TI UK distributor

Made in the USA

MOTORSPORT
'OUT OF TANK'
From **£96.05**
325 LTRS/HR
5 BAR FUEL PUMP
(270 LTR / HR @ 3 BAR)

From **£85.25**
400 LTRS/HR
MOTORSPORT
Upto **600 BHP**
Pt.No. GST400 (PUMP ONLY)
GST400K (PUMP KIT)

From **£64.82**
MOTORSPORT
'IN TANK PUMP'
190 LTRS/HR
Upto **350 BHP**

From **£69.85**
255 LTRS/HR
Upto **500 BHP**

From **£105.64**
450 LTRS/HR
MOTORSPORT

ORIGINAL EQUIPMENT ON DODGE HELLCAT 700+ BHP - ON YOU TUBE

Upto **750 BHP**
Pt.No. GST450 (PUMP ONLY)
GST450K (PUMP KIT)

www.glencoeltd.co.uk Tel: +44 (0)1784 493 555

MARKETPLACE

RACE PRODUCTS



demon tweeks
sparco

0844 375 2196 www.demon-tweeks.co.uk
LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

MEDIA CODE: NZ252A **EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY**

HOSPITALITY



**DEDICATED CAMPSITE
FOR MOTORSPORT
EVENTS AT SILVERSTONE**

HAMILTONFIELDS
silverstonecamping

- Campsite open for British Grand Prix, Moto GP and Renault World Series events
- Attractions within campsite include bar, catering and live entertainment
- Glamping, pre-erected tents and electrical hook ups available. Contact us for details



www.hamiltonfields.co.uk
Email bookings@hamiltonfields.co.uk



AUTOSPORT

If you wish to advertise your products and services with Autosport in print and online please contact Benjamin.kavanagh@motorsport.com or call **0203 405 8109**

MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA & AUTOGRAPHS

We buy and sell F1 items
AYRTON SENNA specialists

Call **CHRIS GRINT**

01763 274448

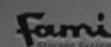
email:- sales@f1collectors.com

STORAGE



SYSTEM
STORE
SOLUTIONS LTD

SETTING THE STANDARD IN MOTORSPORT WORKSHOP DESIGN & STORAGE



Working with teams and companies in classic/historic racing right through to Formula One.

We provide everything from single cabinets to a total design, layout and installation service, including project management, consultation, technical advice and no obligation site surveys.



- ✓ Race bays
- ✓ Machine shops
- ✓ Stand-alone workstations
- ✓ Transporters
- ✓ Mobile storage units



01622 859522 | SALES@SYSTEMSTORESOLUTIONS.COM | SYSTEM-STORE.COM

BEEF REGISTRATIONS

THE ULTIMATE REGISTRATION COMPANY

Dateless numbers wanted!



5 GCP

£5,900

WILLIAMS

£125,000

SIRAL

£36,100

777 DC

£12,800

MRT 4N

£125,000

CJ 4

£45,900

D 98

£30,500

SI2

£135,000

700 A

£20,200

CC 18

£26,500

50 GP

£14,900

8 CBW

£6,500

400 CG

£6,400

6 CDP

£6,500

A 6000

£12,500

8 TJC

£7,800

17 JV

£9,000

26 JV

£8,400

800 NS

£8,500

LI54 COX

£6,800

Tel: 01455 882885

www.beefregistrations.co.uk

MARKETPLACE / MOTORSPORT JOBS

RACE PRODUCTS

London Motorsport Showroom
www.msar.co.uk



Order Hotline: 020 8655 7877
msar UK agent for SCHRITZ RACING

Visit Us At Our New Larger Showroom

STRAKKA RACING

No. 1 Mechanic

Strakka Racing is a leading GT racing team competing in the Blancpain GT Series. As part of our continued expansion, we are looking to recruit an experienced No. 1 Mechanic.

- The successful candidate will have a minimum of 3 years experience in a similar role at GT/LMP/GP2/GP3/FR3.5/F3 level.
- A valid passport and driving licence is required.
- Willingness to be an active member of a pit stop crew is vital.
- Experience of GT3 wheel changing would be advantageous.
- Flexibility in hours and approach is essential, along with a positive can do attitude.

If you feel you have the necessary attributes for this position, please apply with your current CV, salary expectations and notice period to recruitment@strakkaracing.com

All applicants must have the right to work in the UK on application. No agencies.

Volkswagen Motorsport



Software engineer electrics / electronics (m/f)

Are you ready for the world of motorsports?

Since 50 years Volkswagen Motorsport is successfully on its way on racing tracks and rally stages across the globe. There is hardly a more fascinating, exciting and versatile field of deployment. A world that requires a high level of commitment – and gives a lot in return. Being successful means above all: having a real great team. Therefore, we are looking for employees who share the passion and engagement of our team, and who want to provide support for us.

Tasks

- Responsible for developing, realizing and integrating the chassis software development into the Engine Control Unit complying with the valid regulations
- Realization of the software homologation with the FIA
- Function and software development for HV systems (safety strategies, diagnostic functions, control strategies, redundancy concepts)
- Configuration and maintenance of measurement systems, and measurement data evaluation
- Participation in motorsports events
- Communication with development partners
- Responsible for electronics in detail, and complete vehicle at events

Requirements

- University or university of applied sciences degree in the technical sector (focus on electrical engineering or informatics) or comparable qualification
- Very good knowledge in C/C++ programming and autocode generation
- Good knowledge in the field of controlling of electric motor
- Experience with software development for HV systems
- Additional qualification as electrically qualified person and experience in motorsports is desirable
- Fundamental technical basic knowledge
- Extended knowledge in Windows and MS Office
- Practical experience with Matlab Simulink
- Good written and spoken German and English knowledge
- High willingness to travel (nationally and internationally)
- Ability to work in an independent, practice-oriented and responsible way

We are expecting a pro-active working style, an outstanding ability to work in a team, as well as a high level of motivation.

We look forward to receiving your full application, sent either by letter or by e-mail to:
Volkswagen Motorsport GmbH jobs@volkswagen-motorsport.com
HR department

Ikarusallee 7a, D - 30179 Hannover, Germany



HR15052017 – CMM INSPECTOR (NIGHTSHIFT)

The role will have responsibility for the detailed inspection of complex components and assemblies to the highest standards. The position will be working in our Mechanical Inspection areas predominantly on our night shift pattern.

The CMM Inspector role will work with both internal and external suppliers to develop supplier quality. Therefore the successful candidate will require exceptional communication skills.

You will also be required to have extensive CMM experience and will be competent with all types of measuring equipment and gauging techniques. A familiarity working with a manufacturing business system, competent Microsoft Office skills, and the ability to present clear, concise and accurate data are additionally all requirements for this role.

Applicants should be apprentice trained, self-motivated, and have excellent experience in precision engineering and manufacture. You will have the ability to deal with challenging situations, time constraints and delivery pressures. The ability and willingness to work to tight deadlines and to take a flexible approach to work patterns is a must. Experience of ISO9000 would be beneficial.

Closing Date for Applications – 23rd July 2017

To apply to these vacancies please visit www.redbulladvancedtechnologies.com



AMG PETRONAS
FORMULA ONE TEAM

Mercedes-Benz has been setting the standard in racing for over 100 years, and the Mercedes-AMG Petronas Formula One™ Team continues the proud history of the legendary Silver Arrows. We have an exciting opportunity at our Championship winning team within our Aerodynamics department.

AERODYNAMICS GROUP LEADER

REF: SW1735

You will provide vision and leadership for a multi-skilled development group, inspiring them to reach their potential. Overseeing aerodynamic development of one area of the car, you will deliver performance and drive capability, managing a portfolio of projects and controlling CFD, wind-tunnel and design resources. You already have demonstrable skills in mentoring and leadership, with a track record of delivering significant and innovative F1 aerodynamic projects.

We invest in our greatest asset: people. They embody our values: Passion, Respect, Innovation, Determination and Excellence.

We succeed when everyone delivers their tenth of a second. No matter which area of the team you work in, you will determine how we perform on and off the track.

Every person here takes immense pride in playing their part to the highest standards. Each and every day. Working here is fast. It demands technical excellence and teamwork. And it calls for great reserves of motivation and resilience.

Own your tenth of a second. Play your part. Join us.

To find out more, visit:

<http://careers.mercedesamgf1.com/>

Closing Date: 27 July 2017

MOTORSPORT JOBS

WILLIAMS MARTINI RACING



BE EXTRAORDINARY. JOIN THE WILLIAMS RACING TEAM TODAY

DATA MODELLER - AERO PERFORMANCE

Wind tunnel data is critical to our performance as an F1 team. Our ability to mathematically model this data dictates how fast we can develop our race car. We need a mathematical model that is good enough that the race drivers step out of the simulator believing they've been on track. To do this we need a talented mathematical modeller who can create high quality, high performance models, which can keep up with our pace of development. Your models will be used by race engineers and aerodynamicists alike, so you need to be ready to understand how they perform and to spend time in the simulator environment. You'll need a degree or PhD in Maths, Engineering, Computer Science or Statistics (or equivalent). Experience of data mining and machine learning techniques would also help, but you don't need aerodynamic experience.

SOFTWARE PROGRAMMER

In F1 Aerodynamics is the key to winning. It's a key performance element. We are dealing with some of the most complex models in Motorsport, translating them into performance gains for our cars. We are permanently looking to up our game using the latest simulation technologies, simulator environments and state of the art aerodynamics tools. So we need programmers with real ability that can handle truly complex problems. If you want to work in a high intensity, fast moving environment where your ability makes a real difference you should talk to us. You'll need a degree in Mechanical Engineering or Computer Science.

Key Skills: C++\C#, QT, WPF, Python and SQL

To apply please visit our website: williamsf1.com/careers | Please note: No agencies please.



Join the newest successful Formula One team! We are a young, dynamic, and expanding team that is building an open, discursive environment full of opportunities for motivated individuals pursuing a challenge.

Haas F1 Team is designed to allow the best and brightest talent to excel within the premier form of racing in the world. Haas F1 Team debuted in the FIA Formula One World Championship in 2016, becoming the first American-led Formula One team since 1986. Founded by industrialist Gene Haas, Haas F1 Team is headquartered in Kannapolis, North Carolina, USA, with team operations in Banbury, UK and Parma, Italy. We have proven to be competitive within our first two seasons with a uniquely-designed team, quickly demonstrating our desire to win!

We are looking to grow our Parma, Italy, location and have exciting positions available in our Aerodynamics division. This is a fast-paced and challenging opportunity to make a substantial impact within a small team.

Aerodynamics Team Leader
Senior Aerodynamicist
Aerodynamicist
Junior Aerodynamicist

All applicants should possess fluent English skills and be knowledgeable of Italian. Apply today to become part of the newest F1 success story!

Successful candidates for all of the above positions will be self-motivated and proactive with the ability to work within a team environment with tight deadlines. Excellent communication skills and working with minimal supervision are also required.

Visit www.HaasF1Team.com for details and requirements, to see other available positions, and to submit your CV and relevant documentation. **NOTE: No agencies, please.**



MOTORSPORT AND EQUESTRIAN TRANSPORT VEHICLE AUCTION

THURSDAY 30TH NOVEMBER

ROCKINGHAM MOTOR SPEEDWAY

Rockingham Motor
Speedway, in association
with City Auction Group,
bring the UK's first public
auction of: Transporters,
Trailers and Boxes, from
across both the Equestrian
and Motorsport world.

Open to
all trade
and private
buyers and
vendors.

SPACES LIMITED

Register your interest by visiting
www.rockingham.co.uk/auction



Rockingham

in association with



Rockingham

[/RockinghamUK](https://www.facebook.com/RockinghamUK)

www.rockingham.co.uk

www.cityauctiongroup.com

**POWER
MAXED™**

DEVELOPED TO BE THE BEST

Power Maxed is a revolutionary new range of automotive products. We have developed our products not just to be better than others but to be the best they can be. As far as we are concerned only quality counts and once you have tried Power Maxed you won't want to use anything else.



FOR
20% OFF
ENTER THE FOLLOWING CODE:
MSN20
VALID UNTIL END OF LINE 17

POWER MAXED CLEANING



POWER MAXED ADDITIVES



POWER MAXED SPRAYS & LUBRICANTS



**MONEY
BACK
GUARANTEE**

**IN THE TRADE?
BECOME A SUPER
STOCKIST & GET A
FREE VAN!**

FOR SPEED, DURABILITY,
RELIABILITY AND PROFESSIONAL
RESULTS WE USE POWER MAXED
CLEANING RANGE, WHICH
HAS BEEN SPECIALLY DEVELOPED
WITH TOP RACING PROFESSIONALS
TO BE THE BEST. POWER MAXED BTCC TEAM



WWW.POWERMAXED.COM

CALL 0871 288 7125 EMAIL SALES@POWERMAXED.COM



CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • HILLCLIMB • TRACK TESTS • FEATURES



TCR UK

TCR UK series gets green light from MSA for 2018 launch

THE TCR TOURING CAR CONCEPT WILL HEAD TO Britain next year after the MSA gave approval for a UK series to run from 2018.

The formula has proved incredibly popular since it was first launched three years ago. Numerous TCR national series have been formed and many other extant championships have adopted the regulations.

So far Audi, Volkswagen, Alfa Romeo, Ford, Opel, SEAT, Peugeot, Subaru, Kia, Honda and Hyundai all have cars racing under the regulations. Autosport understands that another five or six manufacturers are seriously evaluating creating a TCR car.

Autosport revealed last year (December 15) that the viability of a UK TCR series was being investigated. The MSA's Championship Control Panel gave these plans the green light last week. The UK series will be organised by the BRSCC.

Jonathan Ashman, who played a pivotal role in the formation of the revered Super Touring regulations of the 1990s, will be the promoter for the new UK series and says there will be six or seven rounds.

"We use standard engines and one per season, so that means it's cheap to run, and because of our growth rate the second-hand values are fantastic so depreciation isn't an issue," said Ashman, who has worked closely with TCR supremo Marcello Lotti on the concept.

"One of the reasons we haven't been to the UK yet is we've been deliberately waiting to go to the bigger markets, like the UK, Japan and America, because manufacturers haven't been able to build cars fast enough.

"We've had an extraordinary number of people contact us. We've had a lot of companies who are already involved in TCR around the world but based in the UK."

Organisers insist it will not be a rival to the British Touring Car Championship.

"I don't really see it as a rival to the BTCC – the budgets required mean it's a bit more affordable," said BRSCC competitions manager Dominic Ostrowski.

"It fills that gap between touring cars at the elite level in the UK and club-level saloon series, so I think there is room for it.

"It's a good addition to our portfolio of championships."

GOW: TCR UK 'NOT A PROBLEM' FOR BTCC

BRITISH TOURING CAR Championship series director Alan Gow says the introduction of a TCR Series in the United Kingdom would have no impact on the highest level of tin-top racing in the country.

The Australian said that the level at which the TCR UK Series is likely to operate means it would not be in competition with the BTCC, and added that he was not concerned about its impending introduction for the 2018 racing season.

"It's not even on my radar to be perfectly frank," said Gow. "Why should it be? It's nowhere near the same level as the BTCC.

"There could be a knock-on impact into championships that do run at that level, such as the Mini Challenge or the Renault UK Clio Cup.

"But for the BTCC, it isn't a problem."

Gow said the profile of other series taking place on the same race-meeting package that the TCR Series would run on would also have an impact on how big the series was likely to become.

"It might work on something like the British GT package [for which race weekends are operated by the BRSCC, which will organise the TCR UK series], if the other series there were happy with it joining," said Gow. "Outside of that it would be interesting to see where it's placed."

Comprehensive motorsport insurance products to keep you on track;

- Accident damage On Track
- Rally damage On Event
- Storage and Transit
- Liability
- Personal Accident
- Track day

RYAN
MOTORSPORT INSURANCE

Log on to www.ryanmi.com to obtain your online quote
Email – info@ryanmi.com Tel – +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026



MSV expects a decision on its takeover of Donington next month

DONINGTON PARK

MSV's Donington deal yet to be cleared

MSV BOSS JONATHAN PALMER IS HOPEFUL that his bid to take over the lease of Donington Park will be cleared by the British Competition and Markets Authority next month.

In January MSV announced that it had added Donington to its portfolio after striking a deal with owner Kevin Wheatcroft to take over the circuit business and lease the estate for 21 years.

Because this added Donington to a collection of circuits including Brands Hatch, Snetterton, Oulton Park, Cadwell Park and Bedford Autodrome, the deal was referred to the CMA.

Since the CMA officially outlined its interest in the deal on March 3, MSV has not been allowed to be involved in the running of Donington, which

has continued under the pre-existing management, though Palmer said it had funded the resurfacing of part of the paddock at a cost of £400,000.

The CMA inquiry officially began its 'Phase One' investigation on June 19, and a deadline for a decision has been set for August 11.

If the deal does not pass at the first hurdle the checks will go to 'Phase Two', which Palmer said could take "another six months".

"It's quite a long-winded process," he said. "We're waiting for that clearance, which we're hopeful of getting at the end of August. We wouldn't have entered into the deal if we weren't very confident of there being no grounds for it not to be cleared."

The CMA is evaluating whether the deal will lead to "a substantial lessening of competition" in the UK, but Palmer is confident that adding one circuit to MSV's portfolio would not constitute this. "The price of the circuit to rent is determined by location, desirability and the facilities," he said. "So we're optimistic it will get cleared."

Palmer admitted it was "initially frustrating" that MSV had to put its plans for Donington on hold, but said he was now busying himself with his company's project at the former Laon-Couvron military airbase in northern France.

"Most of the work at the moment is on the French site," he said. "We're in the planning stages and getting the authorisations."

BRITISHGT

Haggerty apologises after exclusion for post-race Spa crash

MCLAREN GT RACER CIARAN HAGGERTY has issued an apology for an incident after the finish of the first British GT race at Spa last weekend that earned his car an exclusion from the entire meeting.

Haggerty had taken the finish in fourth place after a tight GT4 battle, but made contact with the third-placed HHC Motorsport Ginetta of Stuart Middleton after the chequered flag

when Haggerty's Garage 59 McLaren steered into the Ginetta along the start-finish straight.

Scotsman Haggerty was called to the clerk of the course and excluded for avoidable contact and driving in an unsporting manner.

The censure ruled Haggerty and team-mate Sandy Mitchell out for the rest of the weekend, and has likely cost them any chance of landing

this year's GT4 title as they have fallen to fifth in the points.

Haggerty said of the incident: "During the race we [himself and Middleton] had contact, which was frustrating. I had a run on him and he squeezed me into the wall going down to Eau Rouge.

"However, after the flag I misjudged how far ahead of him I was and cut across the front making unintentional

contact, which I can only apologise for.

"I regret what happened. I'd like to apologise to my sponsors and the whole team and I hope we can move forward and continue the great battles we have had for the rest of the season."

The exclusion has been appealed by Garage 59 to the Royal Automobile Club Belgium, which had jurisdiction over the races at Spa.

LEADERS IN MOTORSPORT INSURANCE
 A service driven broker for a fast moving world
 www.integrogroup.com

Integro Insurance Brokers Ltd. Authorised and regulated by the Financial Conduct Authority. Registered Office: 100 Leadenhall Street, London EC3A 3BP. Registered Company No. 2957627 England.



Monger was able to regain his race licence last week

FUN CUP

Monger makes return to track

BILLY MONGER DROVE A CAR LAST week for the first time since his crash, stepping into a specially adapted Fun Cup car usually piloted in the championship by Team BRIT, a squad of injured servicemen.

The youngster lost both of his legs after a Formula 4 accident at Donington Park in April. Monger used the outing to regain his race licence, which he did successfully.

He is set to team up with Frederic Sausset – the disabled driver who finished Le Mans last year in an LMP2 car – in VdeV with a view to entering the French enduro in 2020.

“It’s been really good just to get back behind the wheel,” said Monger. “Massive thanks to Team BRIT for sorting out today – I can’t wait to be back again.”

Monger is due to undergo further surgery this week to shorten the bone in his left leg, allowing him to be fitted for a prosthetic limb.

IN BRIEF



JONES

REID BAGS ANOTHER 750MC SERIES WIN

Le Mans podium finisher and British Touring Car hero Anthony Reid took a commanding win during the second Historic 750 Formula race at Anglesey last weekend after overcoming mechanical issues. The 60-year-old, who was making a guest appearance at the weekend aboard an 850cc Time 3B (above), said: “Once I got ahead I had to build enough of a gap to stay there because I felt like the engine could actually conk out.”

SPEEDWORKS BOSS DICK BACK RACING

Speedworks boss Christian Dick has competed in his first race since being injured in a crash at Zandvoort in the 2014 Hankook 12 Hours. He shared John Gilbert’s Evo 3 car with Scott Mansell and Sarah Reader in the Spa Fun Cup 25 Hours, finishing 22nd. They were the top British crew in the race, followed by Mike Humphrey’s entry for Rory Brown, Mark Donaldson, John Stack and Max Girado in 30th.

SCOTS STAR AT KNOCKHILL IN MG TROPHY

Scottish drivers locked out the MG Trophy podium in their home races at Knockhill last weekend. Graham Ross won both contests with Ross Makar and Colin Robertson joining him in the top three. Michael O’Brien and Harry Webb shared the SsangYong Racing Challenge spoils, while Northern Sports and Saloons honours were split between Paul Brydon’s BMW M3 and Andy Robinson’s Ford Falcon.

RICHARD CRESSWELL 1946-2017

Jaguar engineer and successful club racer Richard Cresswell has died at the age of 70. He joined the company as an apprentice in 1966 before becoming the head of vehicle proving. In the early ’70s he designed and built a Clubmans car with which he claimed second in the Shell Clubmans Championship. He worked with Chris Greville-Smith to create the Phantom, with which he claimed the Tricentrol Clubmans Championship in ’74.

RON CARNELL 1936-2017

Ron Carnell, competition manager for Duckhams Oils since the late 1960s, has died aged 81. His work allowed the company’s blue-and-yellow colours to become synonymous with Ralph Firman’s all-conquering works Van Diemens in Formula Ford for more than two decades. His funeral will be held on Friday in Gravesend, Kent.



LAT IMAGES

BRITISH GT

Shunt threatens Ferrari duo’s Spa 24H

BRITISH GT REGULARS DUNCAN Cameron and Matt Griffin face a race against time to get their Ferrari repaired before the Spa 24 Hours, after the car was heavily damaged in free practice last weekend.

Cameron was at the wheel of the Spirit of Race Ferrari 488 GT3 when he lost control at the Blanchimont sweeper.

The impact caused huge damage to the car, ruling it out of any further action in the British GT round and leaving the team rushing to get the chassis repaired for the 24 Hours on July 29-30. Griffin and Cameron are due to share with Aaron Scott and Riccardo Ragazzi in that event.

“It’s a shame but these things happen. The key thing is Duncan is OK,” said Griffin. “It looks like the car hit rear first, so it’s pushed the gearbox back into the engine and

heavily damaged the chassis.”

Cameron added: “I put a wheel off-line on the exit and the rear snapped around. I was on the brakes for ages before hitting the wall.”



EBREVILLAT

Griffin and Cameron’s Ferrari was wrecked after practice crash

BRITISH GT

GT4 winner Ebor plans more races

THE EBOR GT TEAM IS HOPING TO contest further British GT rounds this year after scoring two dramatic wins at Spa.

Ebor recruited European GT4 regular Charlie Fagg to share its Maserati MC GT4 with Matthew Graham for the Belgian round, and both drivers are in discussions to continue with the team.

The pair showed great pace in practice, but a failed gearbox actuator led to the Maserati being stuck in gear and unable to qualify. The

team made an overnight trip to the Netherlands to source a spare, and Fagg/Graham took advantage of a chaotic opening race to win from the back of the grid, before doing the same in race two.

“This is a one-off, but I’d really like to do more and I’ll stay in contact with the team,” said Fagg. “Friday was mad because the repair for the actuator is only about 10 minutes but we didn’t have a spare, so had to make a mad dash to get one. It paid off though.”



narrated by
MURRAY WALKER & DAVID CROFT

The new documentary by
HANNES M SCHALLE

The story of the
NÜRBURGRING

THE GREEN HELL

LEGENDARY DEMANDING DEADLY

DIGITALLY AVAILABLE ON **July 7th** 2017

on **iTunes - Amazon - Sony**
Google Play and XBOX



Cammish's car will be taken by Malvern

CARRERA CUP GB

Malvern's Carrera Cup break

EBREV/LAT

BRITISH GT RACER SCOTT MALVERN WILL deputise for Porsche Carrera Cup GB championship leader Dan Cammish at Snetterton later this month.

Malvern will sub for old Formula Ford rival Cammish on July 29-30 because of the Redline driver's clashing commitment in the Porsche Supercup in Hungary.

Malvern has been driving a Porsche Cayman GT4 in British GT this season, his second year of GT racing. He hopes the Carrera Cup outing could lead to more races in the series.

"Hopefully if I can do a good job this may lead to more

chances in both the Carrera Cup and with Porsche," said Malvern. "I'm really excited as I've been trying to get into the Carrera Cup for a few years now, so I'm hugely grateful to Tim Harvey [Cammish's manager] for the chance. It's a really tight single-make series that races on a great stage, so I want to go in and do well and fight at the front, where the car deserves to be.

"I've never driven a 911 GT3 Cup before, but a lot of people tell me they're similar to a Formula Ford in principal. They've got little downforce, move around a lot and all of your performance is in mechanical grip."

BRITISH FORMULA 4

Hoggard to finally make racing debut for Fortec

KARTING CHAMPION Johnathan Hoggard will make his car-racing debut at the next round of the British Formula 4 Championship on July 29-30.

The 16-year-old has been testing with Fortec Motorsports this season,

but has held off racing until completing his exams.

Hoggard racked up a string of karting successes, including winning the 2016 British Junior title and finishing third in British Junior Max.

With his studies now

finished, Hoggard will join Fortec's three-car line-up at Snetterton. He will race alongside Hampus Ericsson and Oliver York.

"Johnathan has been very impressive with us in testing, so we're looking forward to seeing what he can do in

the races," said Fortec boss Richard Dutton.

"It's been a long wait for him, but you can understand him prioritising exams. He's a bright lad and does everything you tell him to so he improves very quickly."

LMP3 CUP

SUPPORT FOR NEW SILVER GRADING

LMP3 CUP TEAMS HAVE backed the introduction of a new Pro class for Silver-graded drivers.

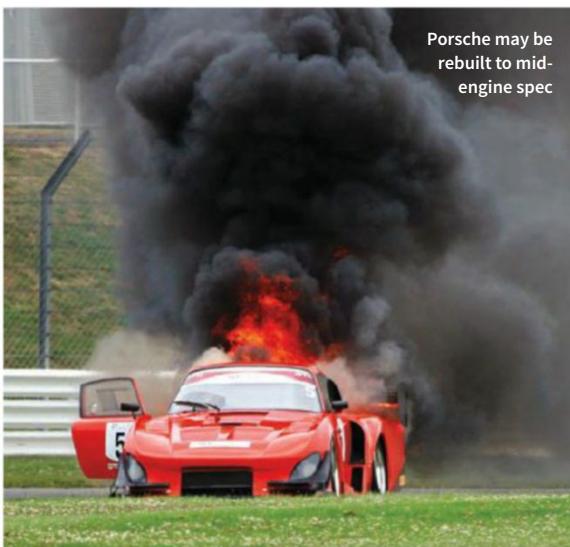
Following a season-low six-car entry at Silverstone, championship organiser Bute Motorsport was granted permission by the ACO and unanimous approval from teams to admit Silver-Silver pairings for the next round at Snetterton in August.

Silver-Silver entrants will carry a mandatory one-minute pitstop penalty to equalise performance against Pro-Am cars and will not score points in the remaining races.

Running as a guest entry, BRDC F3 regular Callan O'Keeffe finished on the podium in both races at Silverstone with Douglas Motorsport. Team boss Wayne Douglas backed the change.

"It's a good move," he said. "LMP3 was basically built for silver-type drivers and there's quite a few in this paddock who want to do it, but couldn't because of the grading rule."

Nielsen Racing team manager David 'Sven' Thompson added: "Instead of looking to gentleman drivers that are going to foot the whole bill, you might get a couple of Silvers from Formula 4 that want to go down the sportscar route."



Porsche may be rebuilt to mid-engine spec

GT CUP

Chamberlain out for the rest of the season after Silverstone fire

RICHARD CHAMBERLAIN WILL MISS the remainder of the GT Cup season after his Porsche 935, which he has campaigned for more than 20 years, caught fire at Silverstone.

Chamberlain suffered a right-rear puncture on the first lap of practice, which ruptured an oil line. The rear suspension and dampers were consumed in the fire.

"We've a lot of work to do, but the good news is it will definitely be back," he said.

"The car is just too good not to be rebuilt.

"The gearbox is OK and the engine turns over, but I'm going to have to get the cylinder

heads and the crank cases hardness-tested."

Chamberlain added that the rebuild may encompass "the biggest change ever"; with a mid-engined configuration in line with the latest 911 RSR under discussion.

"We are considering swapping the engine and gearbox around, then hopefully we'll have a more modern car that can take the fight to the latest GT3s," he said. "If we rebuilt it in the same format, we might have been able to get it out by the end of this year, but I don't think there's any point in doing that because the only way to go quicker is to change it."

PARTRIDGE



Jim Robbins Special was one of the star cars last weekend

MINIFESTIVAL

HOT HATCH ACE MAKES HISTORIC MINI DEBUT

HOT HATCH FRONTRUNNER
Tom Bell made his historic racing debut at the Brands Hatch Mini Festival last weekend, competing in the pre-1966 Mini Cup.

The 2013 750 Motor Club Stock Hatch champion shared a car with fellow Hot Hatch racer Dan Lewis across the three 15-minute bouts and finished an impressive second in his race.

"I knew where I was strong, which was through Druids and Graham Hill Bend," said Bell. "I knew that I could make ground up there and that's what I kept doing."

"They held each other up, which allowed me onto the back of the them before I got past [Nick] Padmore, then I didn't know we were on the last lap otherwise I would have tried a little move on Ian [Curley] into Clearways."

"To come second in a brand new car on my first ever meeting is mega. I've got my Fiesta and had four wins but, with work commitments, I haven't had time to put together more races."

"It's actually Dan Lewis's car and he's just letting me run wild in it."

Bell sat out the last round of the Hot Hatch series at Brands Hatch. He is undecided whether to return for the next meeting at Cadwell Park later this month, citing pressure of work and running cars in Junior Saloons as the reasons for the uncertainty.

CHATEAU IMPNEY

Woodhouse claims the spoils

FIFTY YEARS AFTER THE HAGLEY & DISTRICT LIGHT Car Club's last Chateau Impney sprint, two scintillating runs by Arden International race engineer Jack Woodhouse (Formula Junior Lotus-Ford 20/22) regained the Ken Wharton Memorial Trophy he won for BTD in the same car at the Spollon family's inaugural hillclimb of 2015.

Woodhouse stunned rivals with the first sub-40-second ascent of the 0.549-mile course last Sunday, then pushed victory beyond reach of 2016 winner Martin Jones, who cut 40.53s in his 1600cc Brabham twin-cam BT21.

"I'm surprised at the time; I just tried to keep it tidy," said Woodhouse.

Callum Grant finished third in John Sykes' Merlyn Mk5/7 on 41.00s, with sports car winner David Gidden (Lotus 23B) and Paul Matty (Lotus 35) on his heels. Matty's wife June (Lotus 20/22) won the Ladies' prize with a 43.47s run.

Mark Woodhouse, Jack's father, claimed 1100cc racing car honours in his Elva-BMC 100, splitting the mighty sports-racers of Tom Walker (ex-Chuck Parsons Lola T160/3) and Ian Wright (Chaparral 2) in the top 10. Quickest road-registered car was Robert Bremner's AC Cobra, the Scot's 42.35s netting seventh overall, ahead of Walker.

Two 43.71s runs by Ian Baxter (Alta 61 IS) trumped a host of ERAs, with Nick Topliss (R4D) shadowed by Tony Lees (R4A). Other star cars on a 220-strong entry included the Jim Robbins Special in which Jerry Hoyt started the 1955 Indy 500 from pole, the ex-works/Ecurie Ecosse Jaguar D-type XKD 603 that finished second at Le Mans in '57, and class winner Rod Spollon's F1 BRM P48.



Spollon was a class winner in his BRM P48

SPORTS/SALOONS

Wood targets Dutch Supercars in BMW

RICHARD WOOD PLANS TO run his silhouette BMW M3 in the Dutch Supercar Challenge next year following a heavy upgrade to the car due to take place over the winter.

The CNC Heads Sports & Saloons races at Oulton Park last weekend were Wood's second outings in the BMW after an appearance at Anglesey in April.

Designed and built by French firm Solution F, the car is equipped with a Nissan V6 engine, producing 380bhp.

"My ultimate plan is to put a GTR engine inside, which is 500-1000bhp, and wider wheels, and I think that will transform the car," said Wood. "I'll modify it over the winter and then race it next year."

The car was previously run by WestCoast Racing for Fredrik Larsson in the Scandinavian Touring Car Championship, before the series switched to TCR rules for this year, and features original livery used in the series.

"I like to keep my car fairly original, even when I make a new body panel," said Wood. "It's for the history."



Wood plots Dutch Supercar move in ex-STCC BMW M3



Speed hillclimb fun at Chateau Impney

By Marcus Pye, the voice of club racing

[@autosport](#)

REGRETTABLY, HAVING FOLLOWED THE BRITISH Hillclimb Championship avidly through the 1990s, I don't attend many rounds these days, although I am determined to make the pilgrimage to Shelsley Walsh for the second half of the 70th anniversary celebrations on August 12/13. However, I won't miss Chateau Impney, the third edition of whose spectacular and super-friendly 'historic' extravaganza last weekend drew fans old and new to Droitwich Spa's extraordinary landmark, completed to the commission of salt baron John Corbett in the 1870s.

It's not a retrospective as such, because the annual speed events run by the Hagley & District Light Car Club on the estate from 1957 to '67 were sprints on a short and none-too-tricky course, but the 'modern' hillclimb is ideal as a showcase for machinery ostensibly of the original era. At a tad over half a mile in length, the ascent is plenty challenging enough for drivers of cars from motoring's pioneering era through the first 20 years of the RAC national title race.

Where else can one see a 1914 Peugeot GP car, aero-engined leviathans such as John Dennis's magnificently presented 1907/16 Curtiss OX-engined Berliet, Geoff Smith's Piccard-Pictet Sturtevant and Bentley engineer Dr Robin Tuluie's rampant Riley Menasco Pirate alongside ERAs, Bugattis, Maseratis and the full gamut of bonkers Shelsley Specials slugging it out, and at close quarters in the paddock?

The eclectic entry held something for everybody, from a diminutive 700cc twin-cylinder Berkeley driven by period Formula 5000 ace Mike Walker to Chris Williams' outrageous 42-litre Packard-engined Bentley, via a 500cc F3 'grid' to Tom

Walker's ex-Chuck Parsons Lola T160/3 Can-Am contender.

With an age demographic spanning teenagers to octogenarians, and class winner Sue Darbyshire (Morgan Super Aero) setting the target for a healthy contingent of female entrants on the 220-strong list – none bolder than Annie Scaldwell and Stephanie Wilton, who spun a five-litre GN-JAP and Cooper-Bristol respectively while chasing honours – spectators were entertained splendidly.

As Chateau Impney Hill Climb Club chairman Rod Spollon underlined, having exercised a Bugatti T51 with aplomb and won a class in the ex-Jo Bonnier/Graham Hill/Tony Marsh BRM P48 grand prix car that his late grandfather Bruce (who competed in the inaugural British championship of 1947) acquired many years ago as an unexpected bonus, this is an evolving family event. One that strives to present different feature cars each year while holding true to the traditions of period speed events.

I didn't go to the Chateau back then, but remember hillclimbs in the '60s when Brabham twin-cams and V8 hybrids faced the 4wd Marsh and Hepworth specials in the battle for BTD. Much of the specialist racing car entry comprised obsolete Formula Juniors, older 500cc F3 cars, and their 1100cc vee-twin big sisters, many owing proud owners next to nothing. Different times! The cost of bespoke chassis makes it more difficult for aspiring newcomers to get involved at the pinnacle of today's competitive sport, but if it's purely fun you seek there are still accessible club events and a thriving classic scene, where the cars more than hold their value. Chateau Impney enhances that last arena perfectly. 🏆



YOUNG GUNS DOMINATE IN VINTAGE CARS

Vintage Sports-Car Club young guns dominated the pre-1940 special sportscar class at the Chateau Impney hillclimb. Having battled to replace its propshaft the previous week, Tom Waterfield, 19, flung Tom Walker's 3.3-litre Ford-powered 1922/'28 GN Dragonfly up in 47.62s to claim gold. James Topliss, 21, was a strong second with 50.23s in father Nick's supercharged AC engine 1921 GN Gnome, heading off 1973 BTRDA Gold Star rally champion Richard Iliffe's Riley Elf-Ford.



DRIVESHAFT WOES FOR RESTORED BRABHAM BT23C

Driveshaft failure precluded William l'Anson's superbly restored ex-Gerard Racing Brabham BT23C from running at Chateau Impney last weekend. Supplied to Italian Corrado Manfredini and subsequently raced by Malcolm Guthrie, chassis 12 won European Formula 2 races at Hockenheim and Monza in 1969, driven by Brian Hart and Robin Widdows respectively. "It's a gorgeous car and the FVA engine is fabulous," said disappointed driver Ben Mitchell, whose hillclimb debut was thus deferred.

SPA-FRANCORCHAMPS
BRITISH GT JULY 8

Mixed fortunes catch out title rivals at Spa

PHIL KEEN AND JON MINSHAW took a big step towards securing their first British GT Championship crown with a win at Spa-Francorchamps, only for a tangle in race two to set them back.

The championship picture after Spa looks essentially the same as it did before the weekend. Keen and Minshaw still lead, but only by a handful of points from Team Parker Racing Bentley Continental duo Seb Morris and Rick Parfitt.

It was a weekend of high drama, with highs and lows for all of the title contenders. The two turbulent races were hardly classics, but they served to keep the points battle delicately poised.

Keen and Minshaw dominated race one, and all events therein seemed to conspire to help them do so.

While the Lamborghini was a force in Spa's longer, flowing second sector — where downforce is key — it was challengingly edgy in the first one.

"The car is a nightmare for the amateur drivers at the start of the lap," said Barwell's Mark Lemmer. "We've got a big, heavy engine and an overly stressed rear tyre, so through Eau Rouge it's scaring them to death. The Pros like that feeling of being on edge, for the Ams it's not ideal."

Minshaw did well to line up third on the grid for the first race, for which a monster lap from Parfitt put the Bentley on pole for the second year in succession.

Having won last time out at Silverstone,



Keen and Minshaw took their fourth victory of the season in first encounter

the Bentley had to serve an extra 10 seconds in its stop. Parfitt's mission was to bolt away and earn that time back — but he never got the chance.

The first half was reduced to a lap and a half of action by two safety car periods. Parfitt got into an early scrap with Piti Bhirombhakdi's Ferrari, but eventually nosed ahead, just as the race was neutralised for the first time when Steve Fresle crashed his GT4 Ginetta heavily at Raidillon. After a swift clear-up, the safety car was immediately called back out when Nick Jones' Porsche mounted Anna Walewska's Ginetta at La Source.

When the majority of the field dived in to pit as soon as the race went green, Minshaw — who had no success penalty — handed over to Keen and therefore vaulted from fourth into the lead.

Once ahead, Keen dominated to win ahead of Stuart Leonard/Alain Ferte's WRT Audi and Bhirombhakdi/Carlo van Dam's Ferrari. Ian Loggie/Callum MacLeod took fourth for Bentley, with Parfitt/Morris fifth.

That result was great for Minshaw and Keen in championship terms, and race two looked to be following the same pattern until the final few laps.

With the aim of building a gap sizable enough to neutralise the car's 10s success penalty, Keen shot away from race two pole and built a 14s gap by the pit window.

Minshaw emerged in the lead, but with Loggie's charging Bentley only a handful of seconds behind. Loggie sliced into Minshaw's advantage until he was just a second behind. Then came the flashpoint.

Minshaw became entangled with a GT4 car through Pif Paf and spun, handing Loggie a lead he wouldn't lose.

"It's been a long wait for this win, and it's

really special to share it with Ian, who has improved so much," said MacLeod.

The Minshaw spin also delayed Parfitt, who had been running in third before he tagged the sideways Lambo. Worse was yet to come when the Bentley was handed a drivethrough penalty for straying over track limits in both stints. That dropped them to seventh, while Keen and Minshaw limped on to ninth.

Ferte/Leonard were second again, ahead of the Macmillan Aston Martin of James Littlejohn/Jack Mitchell.

The returning Ebor GT team took a double win in GT4 with Matthew Graham and Charlie Fagg sharing its Maserati. Running as a non-points guest entry, the car enjoyed a noticeable performance advantage and twice flew through the order from the back of the grid to win. The car missed qualifying with a gearbox issue, but both drivers handled it superbly.

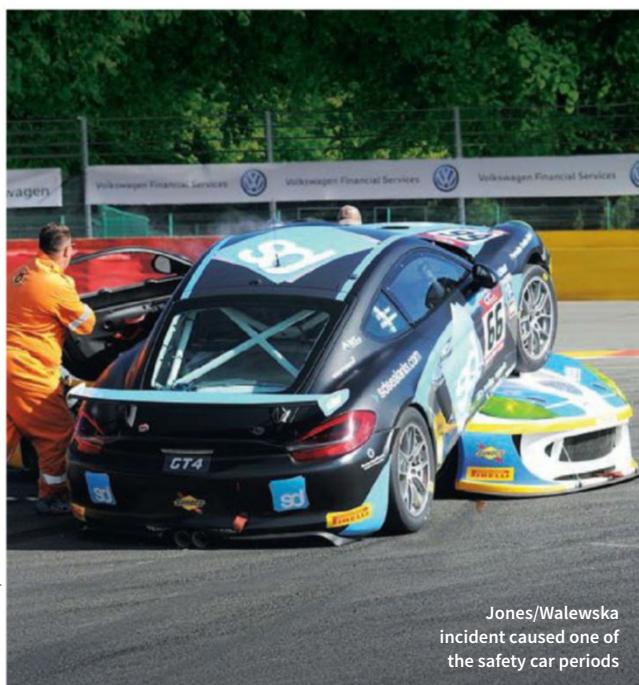
Of the points scorers, Will Tregurtha/Stuart Middleton were the most consistent in the HHC Ginetta. They netted the championship lead after fighting to third in race one and second in race two.

Former points leader Alex Reed and David Pittard did grab a second in race one, but were delayed by two clashes with GT3 cars in race two, which left them sixth.

The Tolman Motorsport team led the way for McLaren. Joe Osborne and David Pattison should have won race one after netting a big lead during the stops, only for Osborne to pick up his third puncture in two races.

The car also showed strongly in race two, in which Osborne led the way initially before Pattison took over and secured a solid third place.

ROB LADBROOK



Jones/Walewska incident caused one of the safety car periods

ALL PICS: EBREVI/LAT



Ahmed was a cut above all weekend

SPA-FRANCORCHAMPS
BRDC BRITISH F3 JULY 8

Championship inches closer for Ahmed

ENAAM AHMED TOOK ANOTHER BIG stride toward this year's BRDC British Formula 3 Championship by completing a near-perfect weekend in Belgium.

His two wins, complemented by a further second place, showed a tactical element to the current points leader's game that is proving tough for anybody to match.

Spa presents drivers and teams with a set-up conundrum. The first and last sectors require strong straightline speed, while the long middle part places a high demand on the downforce.

Ahmed opted to focus on the latter, running more wing than his rivals and banking on the speed increase in the longest sector overturning any deficit down the two long straights that start and finish the lap.

It worked initially, enabling Ahmed to grab pole ahead of Toby Sowery. But the tactic didn't work too well in race one as both Sowery and Ben Hingeley mugged the poleman down the Kemmel Straight on lap one.

Sowery couldn't pull away from Hingeley, and the Fortec man towed onto the rear of Sowery and made a move at the Bus Stop on lap three. Hingeley ran around the outside on the brakes, but the two cars made contact. Hingeley was forced wide, cutting the corner and netting a lead he wouldn't lose. Although the stewards looked into the incident, they ultimately decided against any further action.

Sowery lost momentum in the clash, allowing the opportunistic Ahmed through into second.

But while his race one result may have been a

touch fortuitous, nothing about Ahmed's two wins on Saturday owed anything to good luck.

Starting seventh on the reversed grid, he trimmed some wing off to aid overtaking and shaded everyone with a stunning drive. Ahmed repeatedly dived past cars into Les Combes to work his way up the order before latching on to poleman James Pull, who had performed a fine recovery drive to seventh on Friday after a camber shim problem in qualifying.

Pull couldn't hold off the charging Ahmed, who made a decisive move for the lead out of Raidillon on the penultimate lap.

His fastest lap gave Ahmed pole for race three, but his start was a repeat of the opener as Sowery again drafted past on the run to Les Combes on lap one. This time Ahmed stayed in touch, never dropping further back than 0.4 seconds.

Sowery was struggling with an oily rear-left tyre and couldn't build the gap he needed. Ahmed bided his time until he saw a gap around the outside at Les Combes and snatched the lead away on the penultimate lap. Hingeley trailed Sowery home to complete the podium.

"I was actually planning a move on the last lap because being ahead out of Eau Rouge on the last lap leaves you pretty vulnerable with the tow around here," said Ahmed. "I was watching my mirrors for virtually the entire last lap as I knew Toby wouldn't give up."

"It's been an amazing weekend. I'm still taking each race as it comes, but the title is definitely getting nearer."

ROB LADBROOK

RESULTS

BRITISH GT (21 LAPS) 1 Jon Minshaw/

Phil Keen (Lamborghini Huracan GT3);

2 Alain Ferte/Stuart Leonard (Audi R8 LMS) +14.121s; 3 Piti Bhirombhakdi/ Carlo van Dam (Ferrari 488 GT3); 4 Ian Loggie/Callum MacLeod (Bentley Continental GT3); 5 Rick Parfitt Jr/Seb Morris (Continental GT3); 6 Mark Farmer/Jon Barnes (Aston Martin Vantage GT3). **Fastest lap** Morris 2m18.821s (112.84mph). **Pole** Parfitt.

Starters 13. RACE 2 (25 LAPS) 1 Loggie/

MacLeod; 2 Ferte/Leonard +0.294s; 3 Jack Mitchell/James Littlejohn (Vantage GT3); 4 Farmer/Barnes; 5 Kenneth Heyer/Patrick Assenheimer (Mercedes AMG GT3); 6 Derek Johnston/Jonny Adam (Vantage GT3).

FL Keen 2m21.054s (111.03mph). **P** Keen. **S** 13.

POINTS 1 Keen/Minshaw 152; 2 Parfitt/Morris 140; 3 Mitchell/Littlejohn 104.5; 4 Johnston/Adam 95; 5 Liam Griffin/Sam Tordoff (Huracan GT3) 89; 6 Farmer/Barnes 86.

GT4 (20 LAPS) 1 Charlie Fagg/Matthew

Graham (Maserati MC GT4); 2 Alex Reed/David Pittard (Ginetta G55 GT4) +5.810s; 3 Will Tregurtha/Stuart Middleton (G55 GT4); 4 William Phillips/Jan Jonck (Aston Martin Vantage GT4); 5 Richard Taffinder/Martin Plowman (Nissan 370Z GT4); 6 Will Moore/Matt Nicoll-Jones (Vantage GT4). **FL Graham 2m31.706s (103.27mph). **P** Tregurtha. **S** 20.**

RACE 2 (23 LAPS) 1 Fagg/Graham;

2 Tregurtha/Middleton +35.241s; 3 David Pattison/Joe Osborne (McLaren 570S GT4); 4 Graham Johnson/Mike Robinson (570S GT4); 5 Phillips/Jonck; 6 Reed/Pittard. **FL** Graham 2m32.689s (102.58mph). **P** Osborne. **S** 17.

POINTS 1 Middleton/Tregurtha 135.5;

2 Reed/Pittard 133; 3 Johnson/Robinson 97.5; 4 Adam Balon/Adam Mackay (570S GT4) 94.5; 5 Sandy Mitchell/Ciaran Haggerty (570S GT4) 82; 6 Nicoll-Jones/Moore 70.



RESULTS

BRDC BRITISH FORMULA 3 (ALL 9 LAPS) 1 Ben Hingeley;

2 Enaam Ahmed +1.123s; 3 Guilherme Samaia; 4 Toby Sowery; 5 Jordan Cane; 6 Jamie Chadwick. **FL** Sowery 2m18.350s (113.21mph). **P** Ahmed. **S** 17. **RACE 2 1 Ahmed;** 2 James Pull +1.449s; 3 Sowery; 4 Das; 5 Callan O'Keeffe; 6 Cane. **FL** Ahmed 2m17.568s (113.83mph). **P** Pull. **S** 17. **RACE 3 1 Ahmed;** 2 Sowery +0.797s; 3 Hingeley; 4 Pull; 5 Das; 6 Chase Owen. **FL** Ahmed 2m19.404s (112.34mph). **P** Ahmed. **S** 17. **POINTS 1 Ahmed 399;** 2 Sowery 317; 3 Pull 308; 4 Hingeley 300; 5 Das 299; 6 O'Keeffe 254.

DONINGTON PARK
BRSCC JULY 8-9



Sixty-year celebration for Caterhams

THE MUCH-LOVED CATERHAM Sevens celebrated 60 years in emphatic style at Donington Park with a packed timetable of championships that put on a fitting display for the car's diamond anniversary.

Lee Wiggins and Danny Winstanley left the meeting in exactly the same position as they'd arrived – level on points. And after two breathless Seven 420R races, it was clear to see why there's nothing to divide them.

The two exchanged the lead countless times lap after lap in race one, with Winstanley narrowly managing to hold off his title rival. But heading onto the final lap of race two, it looked like neither would be standing on the top step.

Jack Sales, still looking for his first win, had got ahead of the scrapping duo only to overshoot his approach into Melbourne, leaving the door wide open for Wiggins and Winstanley to barge back through and reverse their earlier roles.

There was mass confusion in the Caterham Roadsport paddock after race two, when the top seven drivers were all given a one-minute penalty for speeding during a lengthy Code 60.

While Pete Walters had made a winning return after losing out to Jay McCormack in race one, the time penalty stripped him of his

fifth win of the season, instead gifting it to a gobsmacked Geoff Price.

Seven 270R debutant Gary Smith made a success of his first weekend having jumped up from the Roadsport category, taking two wins and twice beating championship contender Russ Olivant. "I just took my chances," he said. "I didn't really want to get too involved in the championship fight, but when the opportunity opened up, I went for it."

With two second places, Olivant made up significant ground to championship leader Daniel Quintero, with the Colombian suffering a torrid weekend consisting of a DNF and a 15th.

Academy driver Daniel French was primed for his third win of the season in the Green group, only to outrake himself, lose control of the back end and miss third gear all on the

Wiggins leads title rival Winstanley. Each took a win apiece to stay level on points

penultimate corner of the last lap, which allowed Toby Clowes to earn his first racing victory. The White group victory went to 16-year-old Tom Grensinger.

Chris Rankin headed the same top three in both Seven 310R races ahead of Steve McCulley and Alex Koeberle, while championship leader Lee Bristow had to settle for fifth and sixth after suffering with oversteer brought on by a new set of tyres.

Supersport driver Henry Heaton was another double victor, suggesting that his wins were "as close as it gets" after two lengthy battles with Mike Evans and Timothy Dickens that, on both occasions, could have gone to any of the three.

French Porsche Carrera Cup driver Vincent Beltoise was an unchallenged winner in race one of the French Caterham Cup, with visitors from across the channel also joining in the car's anniversary celebration. In race two it was a similar story, albeit with Jean-Philippe Gossiaux taking the honours after Beltoise's late withdrawal.

The biggest grid yet of an already-extraordinary National FF1600 season complemented the Caterham festivities perfectly. Between the controversy prompted by the plethora of Code 60s, title rivals Luke Williams and Neil MacLennan each took one win, one

Williams and Roe starred at Donington





podium and one frustrating lower-top-10 finish.

Luke Cooper (Swift) overcame chicken pox to take second to Williams's Firman in the spectacular race two, but skittering over the Esses gravel together in race three dropped them off MacLennan's and Keith Donegan's tense lead fight. Donegan's second place concluded a remarkable recovery from a clash that spun him to 32nd on lap one of Saturday's opener.

In only his second event back after pausing racing for exams, Jordan Dempsey topped qualifying and was leading race one when a broken upright pin pitched him out. He too mounted a stirring comeback and was third in race three.

James Roe Jr had been grappling with Dempsey before his problem and duly won that race in the Team Ireland Van Diemen ahead of Castle Combe title chaser Josh Fisher, who had surged from row five. Jumped starts for both in race two set the tone for their Sundays.

National race dramas left a lot of holes in the Northern grid and opened the door for maiden wins for James Scott-Murphy and Nick Barnes, the latter earned with a last-lap move on twice-bridesmaid Luciano Carvalho. Jaap Blijleven was the pre-1990 benchmark in the combined field.

DOM D'ANGELILLO AND MATT BEER

Top: Barnes (#105) enjoyed a maiden win. Above: Beltoise stormed the French Caterham Cup field

RESULTS

CATERHAM SEVEN 420R (BOTH 18 LAPS) 1 Danny Winstanley;

2 Lee Wiggins +0.169s; 3 Jack Brown; 4 William Smith; 5 Luke Stevens; 6 Jack Sales. **Fastest lap** Stephen Nuttall 1m40.598s (89.01mph). **Pole** Wiggins.

Starters 30. **RACE 2 1 Wiggins;** 2 Winstanley +0.716s; 3 Stevens; 4 Brown; 5 Smith; 6 Matt Dyer.

FL Paul Thacker 1m41.881s (87.89mph). **P** Winstanley. **S** 30.

CATERHAM ROADSPORT

(11 LAPS) 1 Jay McCormack; 2 Tom John +4.887s; 3 Ben Gillias; 4 Pete Walters; 5 Caroline Everett; 6 Ben Wilson. **FL** Walters 1m50.007s (81.39mph). **P** Walters. **S** 29. **RACE 2 (10 LAPS) 1 Geoff**

Price; 2 Dave Bullock +0.418s; 3 Michael O'Reilly; 4 Walters; 5 John Shiveral; 6 McCormack. **FL** Gillias 1m51.120s (80.58mph). **P** McCormack. **S** 29.

CATERHAM SEVEN 270R

(17 LAPS) 1 Gary Smith; 2 Russ Olivant +0.217s; 3 William Lloyd; 4 Ardash Radia; 5 Rob Watts; 6 Daniel Martin. **FL** Daniel Quintero 1m48.547s (82.49mph). **P** Andrew Perry. **S** 18. **RACE 2 (16 LAPS)**

1 Smith; 2 Olivant +0.453s; 3 Watts; 4 Alex Jordan; 5 Radia; 6 David Bevan. **FL** Smith 1m49.138s (82.04mph). **P** Smith. **S** 18.

CATERHAM ACADEMY GREEN

(8 LAPS) 1 Toby Clowes; 2 Daniel French +1.657s; 3 Matt Sheppard; 4 Graham MacDonald; 5 Neil Fraser; 6 John Isherwood. **FL** French 1m55.077s (77.81mph). **P** James Murphy. **S** 22.

CATERHAM ACADEMY WHITE

(7 LAPS) 1 Tom Grensinger; 2 Andy Morgan +1.309s; 3 Tom Allen; 4 Oli Pratt; 5 Daniel Halstead; 6 Chris Bates. **FL** Halstead 1m53.895s (78.62mph). **P** Pratt. **S** 26.

CATERHAM 310R (BOTH 17 LAPS) 1 Chris Rankin; 2 Steve McCulley +0.729s; 3 Alexander Koeberle; 4 Lee Collins; 5 Barry

Moore; 6 Lee Bristow. **FL** Koeberle 1m47.017s (83.67mph). **P** Rankin. **S** 24. **RACE 2 1 Rankin;** 2 McCulley +0.211s; 3 Koeberle; 4 Moore; 5 Bristow; 6 Collins. **FL** Koeberle 1m46.815s (83.83mph). **P** Rankin. **S** 23.



MacLennan had a mixed weekend

CATERHAM SUPERSPORT (BOTH 17 LAPS) 1 Henry Heaton; 2 Mike Evans +0.042s; 3 Timothy Dickens; 4 Dan Gore; 5 Alistair Weaver; 6 David Yates. **FL** Gore 1m46.781s (83.85mph). **P** Heaton. **S** 25. **RACE 2 1 Heaton;** 2 Evans +0.500s; 3 Dickens; 4 Ben Tuck; 5 Gore; 6 Weaver. **FL** Evans 1m47.714s (83.13mph). **P** Heaton. **S** 25.

FRENCH CATERHAM CUP

(18 LAPS) 1 Vincent Beltoise; 2 Pascal Wehrlen +7.979s; 3 Henri Bizet; 4 Alain Girardot; 5 Jean-Philippe Gossiaux; 6 Olivier Guerin. **Class winners** Girardot; Frederic Allaire. **FL** Beltoise 1m41.758s (87.99mph). **P** Wehrlen. **S** 29.

RACE 2 (16 LAPS) 1 Gossiaux; 2 Wehrlen +7.557s; 3 Bizet; 4 Alexandre Pinto; 5 Remi Sauget; 6 Girardot. **CW** Girardot; Mayeul Bourdat. **FL** Girardot 1m42.960s (86.97mph). **P** Wehrlen. **S** 27.

NATIONAL FORMULA FORD

1600 (8 LAPS) 1 James Roe Jr (Van Diemen RF99); 2 Josh Fisher (Van Diemen RF99) +1.231s; 3 Luke Williams (Firman RFR16); 4 Luke Cooper (Swift SC16); 5 Joshua Smith (Firman RFR16); 6 Stephen Daly (Ray GR10). **CW** Felix Fisher (Van

Diemen RF02); David Cobbold (Van Diemen RF89). **FL** Williams 1m40.525s (89.07mph). **P** Jordan Dempsey (Van Diemen LA10). **S** 35. **RACE 2 (7 LAPS)**

1 Williams; 2 Cooper +0.419s; 3 Neil MacLennan (Ray GR09); 4 Jamie Thorburn (Ray GR15); 5 Keith Donegan (Van Diemen JL13K); 6 James Scott-Murphy (Van Diemen JL16). **CW** F Fisher; Cobbold. **FL** Scott-Murphy 1m41.656s (88.08mph). **P** Roe. **S** 35. **RACE 3 (8 LAPS)**

1 MacLennan; 2 Donegan +0.938s; 3 Dempsey; 4 Cooper; 5 Thorburn; 6 Ross Martin (Ray RGS17). **CW** F Fisher; Cobbold. **FL** Donegan 1m41.505s (88.21mph). **P** Dempsey. **S** 34.

NORTHERN FORMULA FORD 1600 (BOTH 9 LAPS) 1 James Scott-Murphy (Van Diemen JL16); 2 Luciano Carvalho (Van Diemen RF05) +6.701s; 3 Nick Barnes (Ray GR07); 4 Archie Hine (Van Diemen JL12); 5 Jaap Blijleven (Reynard 88FF); 6 Christopher Stones (Van Diemen RF88). **CW** Blijleven; George McDonald (Swift SC92F); Mario Sarchet (Reynard 86FF). **FL** Scott-Murphy 1m42.446s (87.40mph). **P** Joshua Smith (Firman RFR16). **S** 20. **RACE 2**

1 Barnes; 2 Carvalho +0.283s; 3 Blijleven; 4 McDonald; 5 Stones; 6 Alan Williamson (Van Diemen RF90). **CW** Blijleven; McDonald; Scott Rawlinson (Van Diemen RF85). **FL** Barnes 1m42.925s (86.99mph). **P** Scott-Murphy. **S** 17.



Double 310R winner Rankin leads the field

ALL PICS: WALKER

BRANDS HATCH
MSVR JULY 8-9

Grady ends win drought at Mini Festival

MONKEYS DISAPPEARED FROM many backs during the Brands Hatch Mini Festival. And among those to shed their simians was JCW champion David Grady, who returned to winning ways.

"It's been a long six months", was Grady's relieved response after a bold opening lap from fourth on the grid in the third of an action-packed trio of JCW races provided the platform for him to clinch his first win of 2017.

Breaking a seasonal duck of his own in Kent was Rob Smith, whose race-one victory from pole position was a first since an opening-meeting double in 2015. He withstood race-long pressure from unrelated series leader Brett Smith.

Their duel came to an end one lap prematurely in the second race. Brett Smith switched to an inside line going into Paddock Hill Bend at the start of the final tour, tagging his rival and sending him off into the barrier. "In the heat of the moment these things happen," was Brett's response, while his Rob added: "I was wise to a move from the first race, but he ran wide – the gap wasn't there any more."

A post-race penalty for the contact denied Brett Smith a fourth win of the season, and Charlie Butler-Henderson inherited the victory.

Out of six clean sweeps, one of the most popular was that of Alice Hughes. The Harrogate racer finally broke her Mighty Minis duck on a weekend where driveshaft issues affected title rival Damien Harrington, with Hughes leading home Craig Pendlebury in a bumpdraft-friendly opener.

Starting from a lowly seventh place on the grid in race two, the Agouti Motorsport driver added a second win of the weekend, this time without the additional friendly rivalry of Sarah



HAWKINS

Moore, who was eliminated by engine failure before racing began.

"I tried some bold moves around the outside to keep the leaders in sight", said a delighted Hughes. "It's a drafting circuit, so I couldn't let anybody get away or the chance would have gone."

Aaron Smith sealed his Miglia brace more dramatically, leading over the line by a mere 0.038s on what he described as "the best weekend" of his career.

Buoyed by his local crowd after ending the streak of Rupert Deeth the previous day, Smith took advantage of what long-time leader Kane Astin described as a "schoolboy error" exiting Clearways for the final time. It was a dramatically close conclusion to a frenetic race.

Battery problems meant a reverse in fortune for Silverstone Mini Seven star Darren Thomas. Reigning champion Ashley Davies claimed the double among an enormous grid, batting off Charlie Budd's every challenge in race one, then pulling clear of the pack to win race two by 10 seconds.

Matt Hammond was delighted by a hat-trick in the Cooper Pro class, frustrating Sam Weller's best attempts to deny him in three close contests.

Ben Dimmack almost matched that

Reigning Mini JCW champion Grady took his first victory of 2017 in the final race of the weekend

feat in the Open class with an impressive pair of wins in the first two encounters, but weekend-long rival Rob Austin halted those celebrations in race three.

Less than a second separated the top two finishers in 15 of the 23 races over the weekend, and the pre-1966 Minis provided three such instances. Nick Swift drew first blood to deny former BTCC racer Ian Curley the spoils in race one before Curley hit back in the second, weathering a spirited charge by Stock Hatch champion Tom Bell, a series debutant. Chris Morgan made it three different winners, cutting inside Curley's Cooper at Paddock Hill in the finale.

The experienced Scott Kendall continued his enviable Super Mighty Mini form with a sixth win of the season in the first encounter. Elliot Stafford provided the challenge next time out and clinched his first Festival win in over seven years on a rapid one-off weekend.

An intriguing battle eventuated in the Fastest Mini in the World Allcomers outings between the head-turning Mini Quattro of Chris Slade and Bill Richards's Mini Estate Van (a car given to him in response to Richards's plea to find an alternative to his regular Metro). Equipped with an 870bhp Audi RS3 engine, Slade snatched the first of two victories on the final lap after a differential problem slowed his rival.

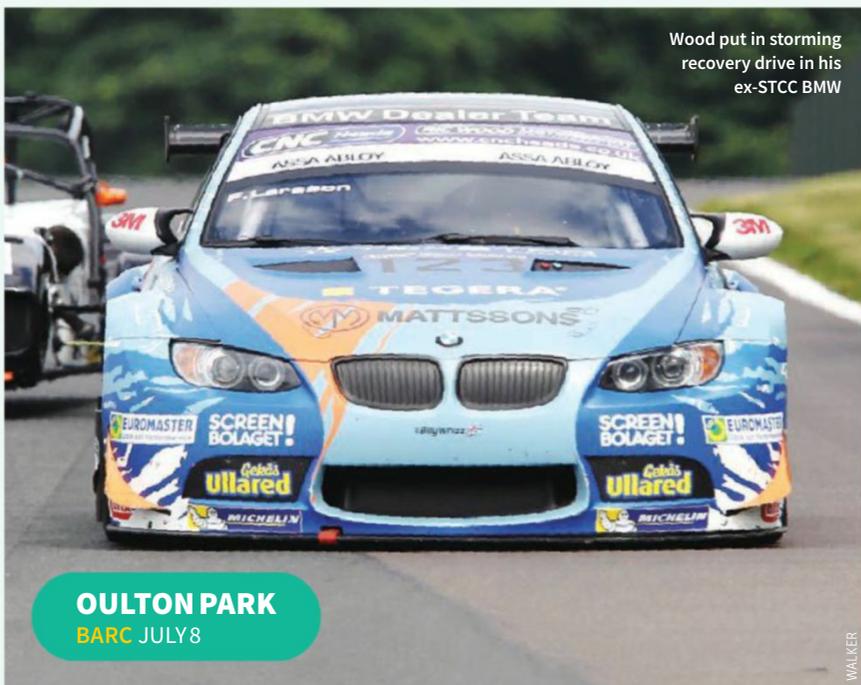
The one diversion from sundry Mini categories was Saturday's Champion of Brands contest, featuring eight Formula Ford entries. A lightning start from pole position propelled Oliver White to victory. His Medina left behind a battle for second that went in favour of the Van Diemen of Keith Wood after Matt Rivett's last-lap retirement.

DAN MASON



White won Champion of Brands from pole

HAWKINS



Wood put in storming recovery drive in his ex-STCC BMW

OULTON PARK
BARC JULY 8

Language no barrier to Wood in 'Swedish' BMW recovery

RIC WOOD WAS ON A MISSION IN his silhouette BMW M3 GT3 at Oulton Park in the race featuring 'special' classes of the CNC Heads Sports/Saloons Championship, starting from the pitlane after qualifying problems. Garry Watson in a Westfield SEW won, but it was Wood's charge to third that caught most attention in a race cut short by a red flag.

"It's a new car to me," said Wood, explaining why he failed to make the grid in the ex-Scandinavian Touring Car Championship machine. "Somebody had jumped in before me and accidentally must have touched the button that switches the gearbox off. It's all in Swedish, so I think I'm going to have to learn Swedish! Eventually, by pure luck, we flicked the button and it all started working."

In second place overall, Class C winner David Harvey landed the Dave Simpson Memorial Trophy, an award presented to a driver who wins a class with the greatest margin, for victory in his Stuart Taylor Locosaki.

In the modified machinery race of the same championship, Garry Wardle, driving a Porsche 997, came out on top after Ilsa Cox had beaten him to pole in her SEAT Leon Cupra Cup. The front-wheel drive car was swallowed at the start by both the Porsche and Alistair Stenhouse's BMW M3 E36. Yet Cox looked strong in the opening stages of the race, as she soon retook second and was ready to pursue Wardle before overheating issues prompted her to back off and settle for second.

Despite a rather small grid of 12 cars, the Classic Formula Ford 1600 Championship produced some of the

closest wheel-to-wheel action of the meeting. Mike Gardner emerged as a double winner in his Crossle, but there was plenty of action behind. In race one Mike Armstrong's last-lap lunge on FF1600 legend Rick Morris enabled him to go through into second place. Halfway through race two the fierce battle for second between Nigel Lingwood, Morris and Stuart Guthrie came to a head as they all collided going through Old Hall and towards Cascades. Lingwood carried on and eventually recovered to finish fourth, while the other two retired.

There were three races for the Kumho BMW Championship. Colin Wells crossed the line first in two of them in his E46 CSL, but a 10-second penalty for a false start in race one put him fourth on the timing screens even as he ran at the front of the field. His challenge was therefore to open a gap big enough to secure net victory. He fell 4.6s short, and the win went to second-on-the-road Piers Reid, with Wells classified second.

Race two honours went to Ben McClelland, who won from third on the grid. "In theory I have two wins," said a not-so-happy Wells, "but I had the first win taken from me with a bit of a close call with what they consider a jumped start."

The Clubmans Championship was a demonstration of James Clarke's superiority. There was no match for the teenager, who outqualified second-fastest Mike Evans by over 10 seconds and lapped the entire field on both occasions. Andrew Gulliford won both races in the Superkart UK Championship.

PIOTR MAGDZIARZ

RESULTS

CNC HEADS SPORTS & SALOONS

CLASSES A, B, C (7 LAPS) 1 Garry

Watson (Westfield SEW); 2 David

Harvey (Stuart Taylor Locosaki)

+18.330s; 3 Ric Wood (BMW M3

STCC); 4 Steve Hall (Audi TT RS);

5 Darren Smith (TVR Tuscan

Challenge); 6 Patrick Smyth (Lotus

Elan S3 Modsport). **Class winners**

Harvey; Wood. **Fastest lap** Watson

1m44.150s (93.05mph). **Pole** Joe

Spencer (Stuart Taylor Locosaki).

Starters 19. **CLASSES D, E, F**

(12 LAPS) 1 Garry Wardle

(Porsche 997); 2 Ilsa Cox (SEAT

Leon Cupra Cup) +44.399s; 3 Robert

Burkinshaw (Honda Integra);

4 Alistair Stenhouse (BMW E36 M3);

5 Piers Grange (Ford Escort Mk2);

6 Philip Morris (Volkswagen Golf GTI).

CW Burkinshaw; Iain Gorrie (Raw

Striker). **FL** Wardle 1m47.705s

(89.98mph). **P** Cox. **S** 28.

BARC CLUBMANS (BOTH 10 LAPS)

1 James Clarke (Mallock Mk27);

2 Mike Evans (Mallock Mk27) -1 lap;

3 Barry Webb (Delapena Mallock

Mk16BW); 4 Morris Hart (Mallock

Mk18 Catchpole); 5 Rodney Player

(Gem Mk2); 6 Brian Hunter (Mallock

Mk16). **CW** Evans; Webb. **FL** Clarke

1m38.676s (98.21mph). **P** Clarke.

S 12. **RACE 2** 1 Clarke; 2 Evans -1 lap;

3 Webb; 4 Hart; 5 Player; 6 David

Barnett (Mallock Mk18). **CW** Evans;

Webb. **FL** Clarke 1m39.442s

(97.45mph). **P** Clarke. **S** 11.

CLASSIC FORMULA FORD 1600

(BOTH 11 LAPS) 1 Mike Gardner

(Crossle 32F); 2 Mark Armstrong (Van

Diemen RF80) +7.600s; 3 Rick Morris

(Royale RP26); 4 Nigel Lingwood

(Van Diemen RF80); 5 Scott Guthrie

(Crossle 25F); 6 Stuart Kestenbaum

(Crossle 16F). **CW** Kestenbaum; Alaric

Gordon (PRS); **FL** Gardner 1m51.164s

(87.18mph). **P** Gardner. **S** 12. **RACE 2**

1 Gardner; 2 Gordon +37.596s;

3 Kestenbaum; 4 Lingwood; 5 Mark

Turner (Jamun T12-B); 6 Stephen

Greenwood (Beattie FF1600).

CW Gordon; Kestenbaum. **FL**

Gardner 1m51.073s (87.25mph).

P Gardner. **S** 12.

KUMHO BMW CLASSES A, SUPER A

(12 LAPS) 1 Piers Reid (E46 M3);

2 Colin Wells (E46 CSL) +4.610s;

3 Oliver Taylor (E90 M3); 4 James

MacIntyre-Ure (M3 E46); 5 Matthew

Fielding (M3 Evo); 6 Mathew Evans

(E46 M3). **CW** Taylor. **FL** Reid

1m47.581s (90.08mph). **P** Wells. **S** 13.

CLASSES B, C, CC, D (10 LAPS)

1 Ben McClelland (E36); 2 Russell

Dack (E46 Compact) +18.338s;

3 Kevin Denwood (E46 Compact);

4 Stephane Jansem (E46 325Ti

Compact); 5 Gareth Montgomery

(323i); 6 Paul Wood (E46 Compact).

CW Dack; Montgomery; Giuseppe

Callari (318is). **FL** McClelland

2m00.309s (80.55mph). **P** Dack. **S** 13.

ALL CLASSES (9 LAPS) 1 Wells;

2 Reid +5.103s; 3 Taylor;

4 MacIntyre-Ure; 5 Lee Frost (E90 V8

WTCC); 6 Fielding. **CW** Taylor; Dack;

Callari; Christopher Cheverall (M3

E36); Nigel Williams (M3 E36);

Montgomery. **FL** Wells 1m47.560s

(90.10mph). **P** Reid. **S** 26.

SUPERKART UK (BOTH 9 LAPS)

1 Andrew Gulliford (Anderson KTM

450); 2 Charlie Johnson (PVP KTM

450) +44.658s; 3 Ben Parkinson

(Anderson KTM); 4 Andy Dean (PVP

FPE); 5 Mark Bramhall (Anderson

SGM); 6 Kevin Ridley (Silverstone

Yamaha). **CW** Dean; Bramhall. **FL**

Gulliford 1m40.714s (96.22mph).

P Gulliford. **S** 27. **RACE 2** 1 Gulliford;

2 Stephen Clark (Anderson KTM)

+3.405s; 3 Bramhall; 4 Ridley; 5 David

Ede (Anderson Rotax); 6 Jonathan

Bell (Anderson IAME). **CW** Bramhall;

Ede. **FL** Gulliford 1m40.853s

(96.09mph). **P** Gulliford. **S** 24.



Gulliford won twice in the Superkart races



ANGLESEY
750 MC JULY 8-9

Surprise Formula Vee victory for Belsey

IT WAS TO PETER BELSEY'S TOTAL surprise that he claimed his first victory of the season in the opening Formula Vee race of the 750 Motor Club's visit to Anglesey.

A penultimate-lap "loss of concentration" for race leader Adam Macaulay in his Sheane FVee allowed Belsey to unknowingly inherit the lead. Having entered his Spyder Mk2 as the series' second reserve for the weekend, Belsey's participation was not assured and so made for an unlikely victory – which he was only informed of upon his return to the paddock.

In race two Macaulay made amends for his earlier mistake, sealing the win with a pass on Graham Gant's GAC Vee into Rocket.

No love was lost between 750 Formula Championship leaders Bill Cowley and Robin Gearing. With Ed Pither winning the first race in his PRS 1B, Gearing attempted a last-corner assault for second place. Cowley, in his eponymous MkIV, left little room and so Gearing's bright orange Darvi P88 was sent into a spin before crossing the line in third.

The battle spilled over on the last lap again in race two with Cowley – this time behind – and Gearing trading paint for the lead through Rocket. Parc ferme was a tense place to be after the race.

Once again plying his trade in a 750 Motor Club meeting, ex-British Touring Car racer Anthony Reid joined the Historic 750 Formula grid. A failing head-gasket deprived his Time 3B of

straightline speed, so John Davies (Rapide Mk1) defended valiantly to take his first series win by 0.1 seconds.

With the help of his fellow competitors, Reid's car was fixed for race two. He survived the same issues recurring in the latter stages to end up winning, 6s clear of Martin Depper's JB Special.

Andy Marston and Brett Evans won the three-hour Club Enduro in their BMW E46 M3. During the third of four safety cars following Bill Forbes's heavy crash into the pit wall, they pitted for a second time in as many laps to fuel the car until the finish. Having effectively gained a free pitstop, their win came two laps ahead of Carl Readshaw and Daniel Taylor, also in an E46.

Yet again this season the Eclipse SM1s were the dominant force in Sport Specials, and Clive Hudson and Paul

Belsey hadn't really expected to take part in the weekend, so victory came as a total surprise

Boyd took a win apiece. Race one was red-flagged when Stewart Mutch rearranged the tyre wall in his MEV MX150R. On the second attempt Hudson racked up a small lead and a new lap record, bettering Boyd's 2012 benchmark by 1.4s.

In race two Hudson looked on for another win until he came to blows while lapping Andy Hiley's Taydec Mk2. The collision and resulting bent wishbone allowed Boyd to win.

Shaun Traynor left Wales with two out of three MR2 wins. In the dying stages of race one he carved a second out of Ben Rowe's lead but, thanks to an earlier red flag to recover the spun and battered car of Paul Cook, the chequered flag came too soon for Traynor. From there the weekend seemed more straightforward. In race two Traynor passed polesitter Rowe on lap one through Peel and took the win. He started the final race strongly, and ended it with another victory.

Bikesports debutant Wade Eastwood (Radical SR3 RS) claimed the win just 0.1s clear of the Radical PR6 of Stefano Leaney in race one. In race two, with Eastwood opting not to take part, Leaney secured his first ever four-wheeled victory, 16s clear of Chris Preen's Radical SR3 RSX.

Departing Anglesey with another three victories ensured that Ben Short maintained his 100% win ratio in the MX-5 Cup this year, taking his total to 12 despite a

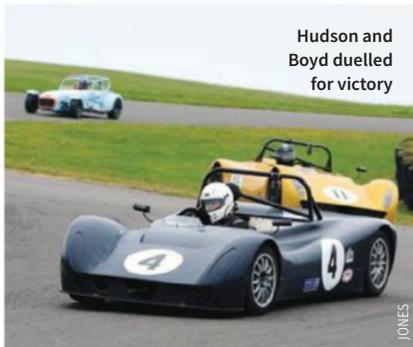


Cowley and Gearing clashed on track and off

JONES



JONES



Hudson and Boyd duelled for victory

JONES

weekend-long challenge from Alistair Bray.

Ben Powney romped to commanding lights-to-flag victories in both Locost races. His closest rival during the weekend looked to be Jack Coveney, who beat him to pole. But a gearbox failure followed by a broken axle forced two retirements.

In the car of his own design (Mittell MC 53), Scott Mittell walked to two RGB victories.

A gearbox issue meant that Mark Higginson had to forgo his Civic Cup pole position. David Vincent inherited the empty grid space and took full advantage to win. In race two James Griffith looked odds-on for top honours until a wishbone failed on the run from The Banking into Church. That cruel blow left Lewis Rowe victorious.

MATT KEW

➔ **P88** FULL RESULTS

SNETTERTON

MSVR JULY 8

Hollyman's Porsche leads all the way

ROBERT HOLLYMAN USED THE greater traction of his Porsche 964 to beat James Hilliard's 968 to the opening corner of the Intermarque race, and was able to keep him at bay until Hilliard's engine failed.

Hollyman was unable to rest as Ed Leigh closed in, but the tyres on Leigh's BMW M3 (shared with Tom Houlbrook) wilted before a challenge could be mounted.

A full field of 38 cars contested the Equipe GTS event, with the TVR Grantura of Rob Cull surging away to take a lead that was never threatened. A safety-car interlude almost allowed Brian Arculus (Lotus Elite) to dislodge Max Cawthorn's MGB from third place in the two-lap dash to the finish. David Beresford was comfortable in second place in his MGB.

Gavan Kershaw set a scorching pace in the Aston Martin GT Challenge, determined to negate a 30-second pitstop penalty for winning the previous race. By the fourth lap he had made up almost half his target time, but an oil-pressure issue forced him to park his Lotus Evora. This allowed the Mark Smith/David Cuff Porsche 997 an easy run while Peter Mangion (Porsche) unseated Christopher Kemp's Aston from second at mid-distance.

In the '50s Sports Cars Tony Ditheridge took his Cooper Monaco past James Paterson (Lotus XI) and the Cooper of Robi Bernberg over the first two laps to lead to the flag. Leading Jaguar XK runner John Burton had to be on his guard over the closing laps as Mark Ellis's MGA chased for fourth place.

In the hour-long Motor Racing Legends Historic Touring Cars, Chris Ward managed to lap the entire field in his Ford Capri. He also set fastest lap as he passed second-placed Steve Dance in his Capri RS two laps from home. Peter Hallford's Boss Mustang was a comfortable third for most of the race until he saw the BMW of Tom Andrew in his mirrors and upped his pace, but he ran wide at Agostini, losing the position.

Chris Williams/Charlie Williams kept Rover SD1 rivals Martin Overington/Guy Stevens in check throughout for fifth.

James Hilliard/James Guess made up for earlier disappointment in the Intermarque event by dominating the Innes Ireland Cup race in their V8-engined Ginetta G10. Martyn Corfield lost second place early on to the Jeremy Cooke/Mike Dowd Lotus Elan.

LEWIS BEALES



Ditheridge was on winning form in Cooper Monaco

STEVES

RESULTS

AMOC INTERMARQUE (20 LAPS)

1 Robert Hollyman (Porsche 964); 2 Ed Leigh/Tom Houlbrook (BMW M3 Evo) +1.150s; 3 Peter Mangion (Porsche 968); 4 Jeremy Cooke/Mike Dowd (BMW M3 GT4); 5 Simon Watts/Roberto Giordanelli (Aston Martin V8); 6 Bob Searles/Tony Jardine (Porsche 944).

Class winners Mangion; Searles/Jardine; Martin Melling/Jason Minshaw (Aston Martin DB4 Lightweight).

Fastest lap Dowd 2m09.527s (82.51mph). **Pole** James Hilliard (Porsche 968 CS). **Starters** 13.

EQUIPE GTS (15 LAPS) 1 Rob Cull (TVR Grantura Mk3); 2 David Beresford (MGB) +4.973s; 3 Max Cawthorn (MGB); 4 Brian Arculus (Lotus Elite); 5 Paul Eales (MGB); 6 Ivan Hayward (TVR Grantura Mk3). **CW** Arculus; Rob Williams (Porsche 911); Paul Kennelly (Austin-Healey 100M); Mike Holbrook (Elva Courier). **FL** Cull

2m25.215s (73.60mph). **P** Simon Cripps (MGB). **S** 38.

ASTON MARTIN GT CHALLENGE

(24 LAPS) 1 Mark Smith/David Cuff (Porsche 997); 2 Peter Mangion (Porsche GT3) +20.496s; 3 Christopher Kemp (Aston Martin Vantage GT4); 4 Tom Black (Vantage GT4); 5 David Tinn/Robert Tinn (Vantage GT4); 6 Edward Leigh (BMW M3 V8 GT4).

CW Kemp; Simon Watts/Roberto Giordanelli (Porsche 968 RS). **FL** Gavan Kershaw (Lotus Evora) 1m57.651s (90.84mph). **P** Kershaw. **S** 14.

AMOC '50S SPORTS CARS (13 LAPS)

1 Tony Ditheridge (Cooper Monaco); 2 Robi Bernberg (Cooper T39 Bobtail) +22.577s; 3 James Paterson (Lotus Eleven); 4 John Burton (Jaguar XK120); 5 Mark Ellis (MGA); 6 Paul Kennelly (Austin-Healey 100M). **CW** Burton; Ellis; Kennelly; Geoff Ottley (Jaguar XK120); Claire Keith-Lucas (Jaguar XK150S). **FL** Ditheridge 2m22.187s (75.16mph). **P** Bernberg. **S** 13.

MOTOR RACING LEGENDS HISTORIC TOURING CAR CHALLENGE (28 LAPS)

1 Chris Ward (Ford Capri); 2 Steve Dance (Ford Capri RS) -1 lap; 3 Tom Andrew (BMW M3 E30); 4 Peter Hallford (Ford Mustang); 5 Chris Williams/Charlie Williams (Rover SD1); 6 Martin Overington/Guy Stevens (Rover SD1). **CW** Andrew; Williams/Williams; Mike Luck/Calum Lockie (BMW 2002 Ti); Tom Pead (BMW 1600 Ti); George Pochciol/Tom Pochciol (Ford Capri); Paul Clayton (Alfa Romeo GTV6); Tony Hart (Renault 5 GT Turbo). **FL** Ward 2m04.885s (85.58mph). **P** Ward. **S** 16.

INNES IRELAND CUP (19 LAPS) 1

James Guess/James Hilliard (Ginetta G10); 2 Jeremy Cooke/Mike Dowd (Lotus Elan) +28.240s; 3 Martyn Corfield (Austin-Healey 3000); 4 John Burton/Christopher Scholey (Jaguar E-type); 5 Marc Gordon (Jaguar XK150); 6 James Cochrane/David Chesney (Elan 26R). **CW** Cooke/Dowd; Corfield. **FL** Guess 2m15.935s (78.62mph). **P** Hilliard. **S** 7.

MONDELLO PARK
CKMC JULY 8-9

O'Hara victor of Vee Festival

KEVIN O'HARA RETURNED to Formula Vee exactly one year after he won the Vee Festival at Mondello Park – and did it again despite the best efforts of team-mate Dan Polley.

Having won both heats, O'Hara had pole for the final but Anthony Cross grabbed the lead when the lights went out. Cross was able to hang on despite O'Hara's best efforts, the pair banging wheels on the main straight on a number of occasions. Then O'Hara made it stick with a last-minute lunge into Turn 1 and looked set to ease away.

Polley, though, was on a charge, climbing to second and slashing the gap to finish on O'Hara's gearbox.

Gavin Buckley took the Vee championship qualifier, while Polley eased away from title rival Colm Blackburn to take the A race with apparent ease.

Owen Purcell won the first Ford Fiesta Zetec race despite pressure from Mark O'Donoghue, who in turn almost lost out to a last-corner dive from class newbie William Kellett. In race two, Purcell hung on for a double despite challenges from Kellett late on.

Detlef Heyer led the pre-1955 historics away in his BMW 328, but soon came under attack from Edmund Cassidy in the MG Iona Special. Once Cassidy assumed the lead he eased away for the win.

Cameron Fenton did the double in Ginetta Junior Ireland, with Patrick Dempsey his closest challenger on both occasions.

Dave Parks took Formula Sheane honours in both races. In race two, Parks dominated, with Brian Hearty charging to second before retiring. Stephen Drury just held off Mark Dunleavy for runner-up spot in a sprint to the line.

Rod McGovern took the opening SEAT Supercup race once Niall Murray had retired in the closing

stages. In race two, relative novice Sam Mansfield took the win despite a late-race challenge from McGovern.

An incredible first lap from Philip Jones gave him the Supercar lead, and he held off former champion Peter Barrable for the duration. Class newcomer Gary Corcoran was third. Barrable dominated race two, from Alan Dawson and Jones.

Alan Auerbach had to work harder than usual for his Irish Stryker win, as an on-form Andy D'Alton set fastest lap in the early stages. Auerbach also took race two, with class stalwart Des Bruton his closest challenger.

David Hammond (Fiat Uno) took Future Classic honours after time penalties were applied to the frontrunners. In the second race Barry Rabbitt battled his way to the front and was first across the line, but once again incurred penalties that dropped him down the order. David Walsh's Mitsubishi FTO was awarded the win from Daniel Byrne's Toyota Corolla, with Hammond completing the podium.

Shane Rabbitt (Mazda RX-7) drove beautifully to win the opening ITCC race, having to dispose of the fast-starting Honda Integra pairing of Rob Savage and Ulick Burke. In race two, Burke grabbed the lead and was easing away when a mistake put him in the gravel at the Esses. This left Rabbitt clear for the double.

Shane McFadden drove away from the Fiesta ST field to take race one, while in the second outing Paul O'Brien won from Michael Cullen and reigning champion Dave Maguire.

Peter Dwyer held off Colm Hynes in a thrilling battle to take BOSS Ireland honours, with Fergus Faherty in third.

LEO NULTY

➔ **P89** FULL RESULTS



O'Hara (second) made it two wins in as many years

CHESTER

RESULTS

BRANDS HATCH MSVR

MINI CHALLENGE JCW (23 LAPS)

1 Rob Smith; 2 Brett Smith +0.193s; 3 Charlie Butler-Henderson; 4 Henry Neal; 5 Mark Wakefield; 6 Lawrence Davey. **Class winner** Neil Newstead.

Fastest Lap Butler-Henderson 52.460s (82.89mph). **Pole** R Smith.

Starters 27. RACE 2 (16 LAPS)

1 Butler-Henderson; 2 B Smith +0.075s; 3 David Grady; 4 Reece Barr; 5 George Sutton; 6 Newstead. **CW** Newstead. **FL** B Smith 52.788s (82.37mph). **P** R Smith. **S 26.**

RACE 3 (23 LAPS) 1 Grady;

2 B Smith +5.360s; 3 Barr; 4 Butler-Henderson; 5 Stuart Gough; 6 Sutton. **CW** Keenan Dole. **FL** B Smith 52.370s (83.03mph). **P** Newstead. **S 27.**

MIGHTY MINIS (18 LAPS)

1 Alice Hughes; 2 Craig Pendlebury +0.146s; 3 Damien Harrington; 4 Simon Carter; 5 Stuart Coombs; 6 Laura Harris. **FL** Carter 1m04.531s (67.38mph). **P** Hughes. **S 19.**

RACE 2 (19 LAPS) 1 Hughes;

2 Pendlebury +1.540s; 3 Coombs; 4 Harrington; 5 Carter; 6 Peter Vemply-Burwood. **FL** Harrington 1m04.847s (67.03mph). **P** Mick Grover. **S 9.**

MINI MIGLIA (BOTH 22 LAPS)

1 Aaron Smith; 2 Rupert Deeth +0.136s; 3 Nick Padmore; 4 Kane Astin; 5 Colin Peacock; 6 Alfie Brown. **CW** Peter Crewes. **FL** Padmore 54.462s (79.84mph). **P** Deeth. **S 23. RACE 2 1 Smith;**

2 Astin +0.038s; 3 Deeth; 4 Dave Drew; 5 Tristen Knight; 6 Peacock. **FL** Smith 54.590s (79.65mph). **P** Padmore. **S 23.**

MINI SETEN (BOTH 20 LAPS)

1 Ashley Davies; 2 Charlie Budd +0.794s; 3 Lewis Selby; 4 Max Hunter; 5 Dom Burger; 6 Joe Thompson. **CW** Shaun Tarlton. **FL** Darren Thomas 59.916s (72.57mph). **P** Selby. **S 34.**

RACE 2 1 Davies; 2 Budd

+9.650s; 3 Selby; 4 Andrew Deviny; 5 Hunter; 6 Thompson. **CW** Tarlton. **FL** Budd 1m00.136s (72.31mph). **P** Thomas. **S 35.**

MINI CHALLENGE COOPER

PRO/AM (ALL 16 LAPS) 1 Matt Hammond; 2 Sam Weller +0.190s; 3 Owen Walton; 4 Jessica Hawkins; 5 Simon Walton; 6 Sarah Moore. **CW** Stuart McLaren. **FL** Hammond 57.607s (75.48mph). **P** Weller. **S 18.**

RACE 2 1 Hammond; 2 Weller +0.586s; 3 Martin Poole; 4 Hawkins; 5 S Walton; 6 O Walton. **CW** Chris Middleton. **FL** Poole 57.750s (75.30mph). **P** Hammond. **S 18.**

RACE 3 1 Hammond; 2 Poole

+7.105s; 3 Hawkins; 4 Weller; 5 O Walton; 6 Moore. **CW** Andy Godfrey. **FL** Hammond 57.642s

(75.44mph). **P** S Walton. **S 18.**

MINI CHALLENGE OPEN

(ALL 16 LAPS) 1 Ben Dimmack; 2 Rob Austin +0.558s; 3 Aaron Reeve; 4 Tim Bill; 5 Kevin Owen; 6 Andy Montgomery. **FL** Dimmack 55.390s (78.50mph). **P** Dimmack. **S 9.**

RACE 2 1 Dimmack; 2 Reeve +0.290s; 3 Austin; 4 Bill; 5 Owen; 6 Chloe Hewitt. **FL** Austin 55.640s (78.15mph). **P** Dimmack. **S 9.**

RACE 3 1 Austin; 2 Dimmack +1.514s; 3 Reeve; 4 Owen; 5 Hewitt; 6 Montgomery. **FL** Reeve 55.631s (78.16mph). **P** Hewitt. **S 8.**

SU CARBURETTORS CUP

(ALL 16 LAPS) 1 Nick Swift (Morris Mini Cooper); 2 Ian Curley (Mini Cooper) +0.260s; 3 Chris Morgan (Austin Mini Cooper); 4 Dan Wheeler (Mini Cooper); 5 Kane Astin (Mini Cooper); 6 Daniel Lewis (Austin Mini Cooper). **FL** Swift 58.073s (74.88mph). **P** Swift. **S 14.**

RACE 2 1 Curley; 2 Tom Bell (Austin Mini Cooper) +0.203s; 3 Nick Padmore (Morris Mini Cooper); 4 Morgan; 5 Bill Sollis (Austin Mini Cooper); 6 Wheeler. **FL** Bell 57.443s (75.70mph). **P** Padmore. **S 15.**

RACE 3 1 Morgan; 2 Curley +0.715s; 3 Astin; 4 David Mountain (Morris Mini Cooper); 5 Barry Sime (Morris Mini Cooper); 6 Lewis. **FL** Morgan 58.208s (74.70mph). **P** Curley. **S 14.**

SUPER MIGHTY MINIS (20 LAPS)

1 Scott Kendall; 2 Elliot Stafford +0.097s; 3 Louise Inch; 4 Adrian Tuckley; 5 David Kirkpatrick; 6 Neven Kirkpatrick. **FL** Stafford 1m00.120s (72.33mph). **P** Stafford. **S 12. RACE 2 (18 LAPS) 1 Stafford;**

2 Kendall +1.658s; 3 Tuckley; 4 Peter Tervet; 5 N Kirkpatrick; 6 Steven Rideout. **FL** Kendall 1m00.549s (71.81mph). **P** Joshua Young. **S 11.**

'FASTEST MINI IN THE WORLD'

ALLCOMERS (BOTH 17 LAPS) 1 Chris Slade (Mini Quattro); 2 Bill Richards (Rover Mini Clubman Estate) +0.116s; 3 Richard Morris (Mini Clubman); 4 Keith Issatt (Mini Cooper); 5 Darren Eaton (Mini 7). **FL** Richards 52.690s (82.53mph). **P** Richards. **S 6. RACE 2 1 Slade;**

2 Issatt +47.657s; 3 Joe Thompson (Mini Libre); no other finishers. **FL** Slade 52.471 (82.87mph). **P** Slade. **S 5.**

CHAMPION OF BRANDS (18 LAPS)

1 Oliver White (Medina Sport JL17); 2 Keith Wood (Swift SC93) +6.575s; 3 Jason Down (Getem Mygale GD515); 4 Kevin Bottomley (Reynard SF88); 5 Adam Fathers (Van Diemen RF93); 6 Innes Hickman (Van Diemen RF89). **FL** White 51.107s (85.08mph). **P** White. **S 8.**

ANGLESEY 750MC

FORMULA VEE (BOTH 12 LAPS)

1 Peter Belsey (Spyder Mk2);

ROUND-UP

2 Maurice Glover (GAC FV) +5.61s; 3 Ian Jordan (Sheane Jordan); 4 Adam Macaulay (Sheane Fvee); 5 Jack Wilkinson (Sheane Mk3); 6 Tim Probert (Storm Formula Vee). **CW** Wilkinson. **FL** Ben Miloudi 1m16.10s (73.32mph). **P** Graham Gant (WEV FV01). **S** 28.

RACE 2 1 Macaulay; 2 Gant +5.81s; 3 Belsey; 4 Wilkinson; 5 Glover; 6 Craig Pollard (Bears GAC).

CW Wilkinson. **FL** Belsey 1m16.43s (73.01mph). **P** Gant. **S** 28.

750 FORMULA (BOTH 12 LAPS)

1 Ed Pither (PRS 1b); 2 Bill Cowley (Cowley MkIV) +5.58s; 3 Robin Gearing (Darvi P88); 4 Chris Gough (CGR2 Evo); 5 Mark Glover (Racekits Falcon); 6 Ian Barley (Racekits Falcon). **CW** Christopher Johnson (Racekits Falcon). **FL** Pither 1m13.70s (75.71mph). **P** Gearing. **S** 16. **RACE 2 1 Cowley**; 2 Gearing +0.42s; 3 Pither; 4 Oliver Collett (Racekits Falcon); 5 Glover; 6 Bob Simpson (SS/F 750F). **CW** Collett. **FL** Gearing 1m13.00s (76.44mph). **P** Gearing. **S** 15.

HISTORIC 750 FORMULA

(10 LAPS) 1 John Davies (Rapide Mk1); 2 Anthony Reid (Time 3B) +0.11s; 3 Christian Pedersen (Austin 7); 4 Alex Myall (Gerrel Mk1); 5 Michael Harvey (JB Special); 6 Martin Depper (Centaur Mk14).

CW Ian Grant (Austin 7 Pigsty Special). **FL** Davies 1m24.80s (65.80mph). **P** James Winstanley 1m25.61s. **S** 14. **RACE 2 (11 LAPS) 1 Reid**; 2 Depper +5.84s; 3 Myall; 4 Pedersen; 5 Harvey; 6 Lyndon Thruston (Historic 750 DNC).

CW Grant. **FL** Reid 1m24.74s (65.85mph). **P** Reid. **S** 14. **CLUB ENDURO (116 LAPS) 1 Andy Marston/Brett Evans (BMW E46 M3)**; 2 Carl Readshaw/Daniel Taylor (BMW E46 M3) -2 laps; 3 Daniel Irving/Jack Harding/Will Stephenson (Ginetta G50); 4 Charles Graham/Wade Eastwood (Lotus Exige 190); 5 Matt Faizey/Mark Hammersley (Porsche 968); 6 Andrew Winchester/Josh Orr (BMW E36 Compact). **CW** Graham/Eastwood; Winchester/Orr. **FL** Irving/Harding/Stephenson

1m15.15s (74.25mph). **P** Irving/Harding/Stephenson. **S** 32.

SPORT SPECIALS (6 LAPS) 1 Clive Hudson (Eclipse SM1); 2 Paul Boyd (Eclipse SM1) +3.26s; 3 Ben Shalders (Caterham R400); 4 Adrian Cooper (Procomp LA Gold); 5 Charles Hall (Locost); 6 Martin Farrelly (Rogue Xenon). **CW** Hall; Micky Scott (MEV MX150R). **FL** Hudson 1m12.29s (77.19mph). **P** Hudson. **S** 21.

RACE 2 (12 LAPS) 1 Boyd; 2 Hudson +5.87s; 3 Shalders; 4 John Moore (FRS Arrow 2); 5 Anton Landon (Cyana Mk2); 6 Cooper. **CW** Stewart Mutch (MEV MX150R); Farrelly. **FL** Hudson 1m12.73 (76.72mph). **P** Hudson. **S** 21.

MR2 (8 LAPS) 1 Ben Rowe (Mk2); 2 Shaun Traynor (Mk2) +0.38s; 3 Chris Thomas (Mk2); 4 Lewis Ward (Mk2); 5 Martin Farrelly (Roadster); 6 Russ Hennessey (Mk2).

CW Farrelly. **FL** Rowe 1m21.40s (68.55mph). **P** William Gallacher 1m10.24s. **S** 23. **RACE 2 (11 LAPS) 1 Traynor**; 2 Rowe +4.09s; 3 Ward; 4 Mick Nicholls (Mk2); 5 Farrelly; 6 Darren Aldworth (Mk2).

CW Nicholls. **FL** Traynor 1m21.00s (68.89mph). **P** Rowe. **S** 26.

RACE 3 (11 LAPS) 1 Traynor; 2 Rowe +0.95s; 3 Paul Cook (Mk2); 4 Ward; 5 Farrelly; 6 Aldworth.

CW Farrelly. **FL** Traynor 1m21.24s (68.69mph). **P** Traynor. **S** 26. **BIKESPORTS (10 LAPS) 1 Wade Eastwood (Radical SR3 RS)**; 2 Stefano Leaney (Radical PR6) +0.11s; 3 Julian Griffiths (Radical PR6); 4 Chris Preen (Radical SR3 RS); 5 Julian Caldwell (Radical SR3 RS); 6 Philip Knibb (Radical SR3 RSX). **CW** Knibb; Richard Webb (Spire GT-F). **FL** Leaney 1m05.78s (84.83mph). **P** Eastwood. **S** 19.

RACE 2 (17 LAPS) 1 Leaney; 2 Preen +15.63s; 3 Griffiths; 4 Caldwell; 5 Knibb; 6 Doug Carter (Radical PR6). **CW** Knibb; Webb. **FL** Leaney 1m05.87s (84.71mph). **P** Leaney. **S** 17.

MX-5 CUP (ALL 12 LAPS) 1 Ben Short; 2 Alistair Bray +3.13s; 3 Ian Tomlinson; 4 Jack Sycamore; 5 Paul Bateman; 6 Marcus Bailey. **FL** Short 1m23.60s (66.75mph). **P** Short. **S** 11.

RACE 2 1 Short; 2 Bray +1.09s; 3 Bateman; 4 Sycamore;

5 Tomlinson; 6 Bailey. **FL** Short 1m22.65s (67.51mph). **P** Short. **S** 11.

RACE 3 1 Short; 2 Bray +6.42s; 3 Tomlinson; 4 Bailey; 5 Bateman; 6 Brian Chandler. **FL** Short

1m25.78s (65.05mph). **P** Short. **S** 11.

LOCOST (10 LAPS) 1 Ben Powney;

2 Ian Allee +5.52s; 3 Stuart Sellars; 4 David Winter; 5 Matt Graux; 6 Steve Paddock. **FL** Powney

1m22.36s (67.75mph). **P** Jack Coveney. **S** 28. **RACE 2 (11 LAPS) 1 Powney**; 2 Lee Emm +9.73s;

3 Winter; 4 Allee; 5 Sellars; 6 James Millman. **FL** Powney 1m22.81s (67.38mph). **P** Powney. **S** 28.

RGB (12 LAPS) 1 Scott Mittell (Mittell MC-53);

2 Danny Andrew (Mittell MC-53) +6.43s; 3 Billy Albone (Spire GT3); 4 Matthew Higginson (Spire GT3); 5 John Cutmore (Spire GT3S); 6 Paul Smith (Mittell MC-53).

CW David Watson (MNR LMP F17). **FL** Cutmore 1m10.24s (79.44mph).

P Mittell. **S** 15. **RACE 2 (13 LAPS) 1 Mittell**;

2 Albone +3.56s; 3 Andrew; 4 Higginson; 5 Smith; 6 Cutmore. **CW** Richard Webb (Spire GT-F). **FL** Cutmore 1m10.24s (79.44mph). **P** Mittell. **S** 15.

CIVIC CUP (BOTH 11 LAPS) 1 David Vincent;

2 Mark Grice +3.83s; 3 Lee Deegan; 4 Danny Hobson; 5 Daniel Reason; 6 Adam Jones.

FL Grice 1m18.26s (71.30mph). **P** Vincent. **S** 20. **RACE 2 1 Lewis**

Rose; 2 Deegan +0.77s; 3 Oliver Withington; 4 Grice; 5 Jones;

6 Reason. **FL** James Griffiths 1m19.57s (70.13mph). **P** Rose. **S** 20.

MONDELLO PARK CKMC

FORMULA VEE FESTIVAL HEAT 1 (12 LAPS) 1 Kevin O'Hara (Leastone);

2 Colm Blackburn (Leastone) +0.843s; 3 Dan Polley (Sheane); 4 Anthony Cross (Sheane); 5 Jack Byrne (Sheane); 6 Stephen Morrin (Leastone).

FL O'Hara 1m01.196s (67.62mph). **P** O'Hara. **S** 22. **HEAT 2 (15 LAPS) 1 O'Hara**;

2 D Polley +5.992s; 3 Blackburn; 4 Morrin; 5 Gavin Buckley (Sheane); 6 Justin Costello (Leastone). **FL** D Polley 1m01.706s (67.07mph). **P** Brandon Polley (Sheane). **S** 20. **FINAL (15 LAPS) 1 O'Hara**;

2 D Polley +0.378s; 3 Blackburn; 4 Morrin; 5 Costello; 6 Mark Reade (Leastone). **FL** D Polley 1m01.436s (67.36mph). **P** O'Hara. **S** 20.

FORMULA VEE CHAMPIONSHIP - B & C RACE (BOTH 15 LAPS) 1 Buckley;

2 Conor Molloy (Leastone) +3.024s; 3 Byrne; 4 Damian Murphy (Leastone); 5 Morgan McCourt (Leastone); 6 Mark Miller (Leastone). **FL** Buckley



Injured BTCC driver Jeff Smith was on Brands grid

1m02.584s (66.12mph). **P** Buckley. **S** 14. **A RACE 1 D Polley**;

2 Blackburn +4.915s; 3 Cross; 4 Kevin Grogan (Sheane); 5 Costello;

6 Morrin. **FL** D Polley 1m02.220s (66.51mph). **P** D Polley. **S** 20.

FIESTA ZETEC (BOTH 13 LAPS)

1 Owen Purcell; 2 Mark O'Donoghue +1.468s; 3 William Kellett; 4 Denis McCrudden; 5 Adam Johnston; 6 Roy Tobin. **FL** Kellett 1m11.944s (57.52mph). **P** Purcell. **S** 16.

RACE 2 1 Purcell; 2 Kellett +0.429s;

3 O'Donoghue; 4 Mark Johnston; 5 Darren Lawler; 6 Wayne Laverick. **FL** Kellett 1m11.812s (57.63mph). **P** Purcell. **S** 16.

PRE-1955 HISTORICS (11 LAPS) 1 Ed Cassidy (MG Iona Special);

2 Dettel Heyer (BMW 328) +9.373s; 3 Kieran White (TRS); 4 Liam Ruth (MG Iona Special); 5 Nick Bennett (Alvis Silver Eagle); 6 Tony Dowling (Austin 7 Special). **FL** White 1m23.078s (49.81mph). **P** Ken McAvoy (Riley Special). **S** 8.

GINETTA JUNIOR IRELAND (BOTH 13 LAPS) 1 Cameron Fenton;

2 Patrick Dempsey +13.579s; 3 Christopher Grimes; 4 Robbie Parks Jr; 5 Hollie Byrne; no other starters. **FL** Fenton 1m09.840s (59.25mph). **P** Fenton. **S** 5.

RACE 2 1 Fenton; 2 Dempsey

+3.394s; 3 Grimes; 4 Parks; 5 Byrne; no other starters. **FL** Fenton 1m08.624s (60.30mph). **P** Fenton. **S** 5.

FORMULA SHEANE (6 LAPS) 1 David Parks;

2 Mark Dunleavy +10.961s; 3 Robbie Allen; 4 Leslie Shaw; 5 John Linnane; 6 Martin Rafferty. **FL** Dunleavy 58.679s (70.53mph). **P** Parks. **S** 10. **RACE 2 (16 LAPS) 1 Parks**;

2 Stephen Drury +6.052s; 3 Dunleavy; 4 Allen; 5 Niall O'Flynn; 6 Linnane. **FL** Brian Hearty 58.460s (70.79mph). **P** Parks. **S** 10.

SEAT SUPERCUP IRELAND (BOTH 15 LAPS) 1 Rod McGovern;

2 John Farrelly +5.494s; 3 Jonathan Fildes; 4 Shane Murphy; 5 Sam Mansfield; no other finishers. **FL** Niall Murray 59.099s (70.02mph). **P** Mansfield. **S** 7.

RACE 2 1 Mansfield; 2 McGovern

+0.491s; 3 Farrelly; 4 Fildes; 5 Murray; 6 Barry English. **FL** McGovern 59.271s (69.82mph). **P** Mansfield. **S** 7.

SUPERCAR (BOTH 15 LAPS) 1 Philip Jones;

2 Peter Barrable +0.929s; 3 Gary Corcoran; 4 Ray Finnegan; no other finishers. **FL** Jones 1m00.991s (67.85mph). **P** Barry Hallion. **S** 7. **RACE 2 1 Barrable**;

2 Alan Dawson +2.123s;

3 Jones; 4 Corcoran; 5 Finnegan; 6 Robbie Parks. **FL** Jones 1m01.166s (67.66mph). **P** Barrable. **S** 6.

STRYKERS (15 LAPS) 1 Alan

Auerbach; 2 Andrew D'Alton +10.319s; 3 Greg Kelly; 4 Paul Yeomans; 5 Roger Welaratne;

6 Des Bruton. **FL** D'Alton 1m01.502s (67.29mph). **P** Auerbach. **S** 13.

RACE 2 (12 LAPS) 1 Auerbach;

2 Bruton +4.613s; 3 Yeomans; 4 Welaratne; 5 Des Meehan; 6 Conal Shipman. **FL** Auerbach 1m02.045s (66.70mph). **P** Auerbach. **S** 12.

FUTURE CLASSICS (BOTH 13 LAPS) 1 David Hammond (Fiat

Uno); 2 Daniel Byrne (Toyota Corolla) +1.970s; 3 Aidan Byrne (Toyota Celica); 4 David Walsh (Mitsubishi FTO); 5 Darryl Scully (Honda CRX); 6 Tommy Byrne (Toyota Celica). **FL** Richard

Kearney (Peugeot 306) 1m08.300s (60.59mph). **P** Barry Rabbitt (Fiat Punto). **S** 17. **RACE 2 1 Walsh**;

2 D Byrne +4.691s; 3 Hammond; 4 Scully; 5 A Byrne; 6 Ken Byrne (Toyota Celica). **FL** John Downey (Peugeot 205) 1m08.570s (60.35mph). **P** Rabbitt. **S** 16.

IRISH TOURING CARS (15 LAPS) 1 Shane Rabbitt (Mazda RX-7);

2 Robert Savage (Honda Integra) +0.722s; 3 Jay O'Reilly (Honda Civic); 4 Ian O'Driscoll (Honda Civic); 5 Keith Campbell (VW Corrado); 6 Alan Healy (Honda Civic). **CW** Healy. **FL** Rabbitt 1m00.946s (67.90mph). **P** Ulick Burke (Honda Integra). **S** 10.

RACE 2 (12 LAPS) 1 Rabbitt;

2 Savage +0.987s; 3 O'Driscoll; 4 O'Reilly; 5 Pa Hudson (Honda Integra); 6 Daniel Faherty (Honda Civic). **CW** Hudson. **FL** Burke 1m00.518s (68.38mph). **P** Burke. **S** 8.

FIESTA ST (9 LAPS) 1 Shane

McFadden; 2 Dave Maguire +1.978s; 3 Brendan Fitzgerald; 4 Michael Cullen; 5 Paul O'Brien; 6 Tom Fahy. **FL** McFadden 1m06.311s (62.41mph). **P** McFadden. **S** 19.

RACE 2 (11 LAPS) 1 O'Brien;

2 Cullen +0.738s; 3 Maguire; 4 Fitzgerald; 5 Fahy; 6 Hugh Grennan. **FL** Cullen 1m07.010s (61.76mph). **P** Fahy. **S** 19.

BOSS IRELAND FORMULA LIBRE (16 LAPS) 1 Peter Dwyer (Lola

T95/50 F3000); 2 Colm Hynes (Reynard 88D) +0.742s; 3 Fergus Faherty (Dallara-Toyota F3); 4 Derek Daly (Tatuus F Renault); 5 Jordan Kelly (Tatuus F Renault); 6 Colin Lewis (Dallara F3). **FL** Hynes 55.114s (75.09mph). **P** Faherty. **S** 8.



Mansfield held off McGovern to win in SEATs

WHAT'S ON



A new flavour for WRX's new British

WITH LIVE MUSIC, E-RACING set-ups and culinary delights, the British round of the 2018 World Rallycross Championship will look a little different next year.

While moving the event from its spiritual home of Lydden Hill to Silverstone was met with dismay from a large group of devoted fans, the championship's promoter hopes a new approach to the motorsport fan experience will encourage more people to make the trip to the Northamptonshire venue.

The SpeedMachine Festival that will accompany the British round next year is a huge departure from WRX's time at Lydden. And while the FIA series may still be the star attraction for many fans who will be in attendance, the event will encompass a number of new elements and the racing will play but one part of a bigger picture.

SpeedMachine will have music and e-gaming areas aimed at attracting the next generation of rallycross fans, alongside test drives on Silverstone's Grand Prix layout, drifting demonstrations, and several street food stands that will round out the event, creating a carnival-like atmosphere.

For WRX promoter IMG, holding a large-scale event that incorporates a round of the world championship is the realisation of a long-held ambition.

"The intention when we got the rights to WRX was always to run our own event," says Paul Bellamy, the championship's managing director, at the festival's launch event at Silverstone earlier this year. "Every one of the 12 events that are on the calendar this year, we sell the rights on, but the big difference with this is we'll be promoting it in a joint venture with Silverstone. We didn't want just another rallycross event, we wanted to do something different to bring in a

Live demos will be a part of the SpeedMachine festival in 2018, but Solberg (below) hopes the racing action will remain a priority

whole new audience to this sport."

It's an idea that WRX race winner Andreas Bakkerud hopes will open up rallycross to a fresh generation of fans.

"I think this new festival could be a great thing," he says. "I did X Games a couple of years ago, which is kind of a similar thing. What I saw there was families coming with their children. At Lydden Hill you had the same audience every year. It's growing a bit but I think some more British fans will come here. At Lydden Hill we have more fans from Belgium, Holland and France, so I really do think and hope we get closer to the British people."

Bakkerud's comparison with X Games



GET YOUR COPY OF **AUTOSPORT** ON THE MOVE

DOWNLOAD IT NOW FROM autosport.com

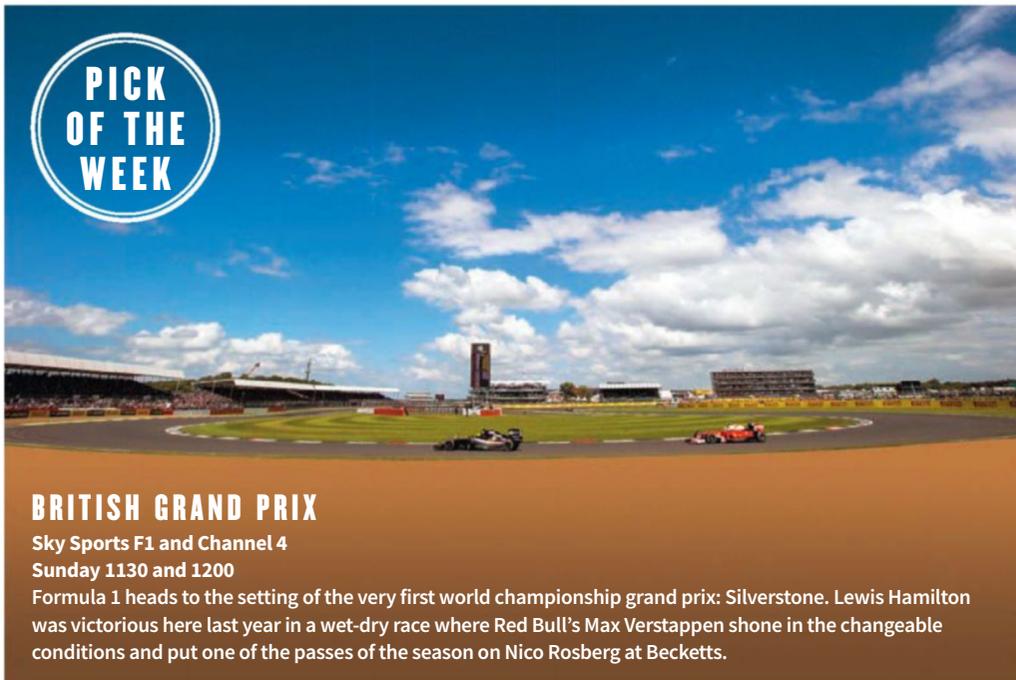


HOT ON THE WEB THIS WEEK

YouTube **WILLIAMS'S STORY HITS THE BIG SCREEN**

Search for: Williams The Film - Trailer

Here's a taster for this summer's cinematic must-see. Based on the 1991 book by Lady Virginia Williams, *A Different Kind of Life*, this documentary by BAFTA-winning director Morgan Matthews is billed as an authentic and revealing portrait of one of Formula 1's best-loved teams. It opens on August 4.



PICK OF THE WEEK

BRITISH GRAND PRIX

Sky Sports F1 and Channel 4
Sunday 1130 and 1200

Formula 1 heads to the setting of the very first world championship grand prix: Silverstone. Lewis Hamilton was victorious here last year in a wet-dry race where Red Bull's Max Verstappen shone in the changeable conditions and put one of the passes of the season on Nico Rosberg at Becketts.

LAT IMAGES

home

is an interesting one. Modern-day rallycross can trace its roots to the US, where Global Rallycross has evolved from X Games, taking festival-like events to cities across North America with DJs, gaming, and action sports demonstrations surrounding the Red Bull-backed championship.

The idea may seem like something of an Americanisation, but Petter Solberg can see similarities between SpeedMachine and established rounds in Scandinavia.

"Sweden has it very similar," says the two-time champion. "They have 45,000 spectators every day in the middle of nowhere, so my expectations here in England, and with the interest in motorsport, are it should be impressive.

"I think it's a good thing as long as they prioritise the world championship. It's an extra boost for everybody else coming here for the food or the atmosphere, the family or camping. I think the total package will be great."

That may well prove to be the key to SpeedMachine succeeding. But while IMG has pressed ahead with the concept to appeal to a much wider demographic of fans, the WRX action must remain the main draw.

DOMINIK WILDE

INTERNATIONAL MOTORSPORT

WORLD ENDURANCE CHAMPIONSHIP

RD 4/9
Nurburgring, Germany
July 16
WATCH ON TV
Live BT Sport/ESPN
Sunday 1200

Live BT Sport 2
Sunday 0945

FORMULA RENAULT EURO CUP
RD 6/10
Nurburgring, Germany
July 15-16

FORMULA E
Rd 8/9
New York, USA
July 15-16
WATCH ON TV
Live Channel 5
Race 2 Sunday 1730

NASCAR CUP
Rd 19/36
New Hampshire Motor Speedway, USA
July 16
WATCH ON TV
Live Premier Sports
Sunday 1900

WORLD SERIES FORMULA V8 3.5

Rd 6/9
Nurburgring, Germany
July 15-16
WATCH ON TV
Live BT Sport 3
Saturday 1500

INDYCAR SERIES
Rd 11/16
Toronto, Ontario, Canada
July 16
WATCH ON TV
Live BT Sport 1
Sunday 2000

WORLD TOURING CAR CHAMPIONSHIP
Rd 6/10
Rio Hondo, Argentina
July 16
WATCH ON TV
Live Eurosport 1
Race 1 Sunday 1900

UK MOTORSPORT

BRITISH GRAND PRIX SILVERSTONE

July 14-16
WATCH ON TV
F1 Live Sky Sports F1,
Friday FP1 0845,
FP2 1245, Saturday
FP3 0945, Qualifying 1200,
Sunday 1230
F1 Live Channel 4

Friday FP1 0855, FP2
1255, Saturday FP3 0955,
Qualifying 1155,
Sunday 1200
F2 Live Sky Sports F1,
Saturday 1455,
Sunday 0920
GP3 Live Sky Sports F1,
Saturday 1625,
Sunday 0810

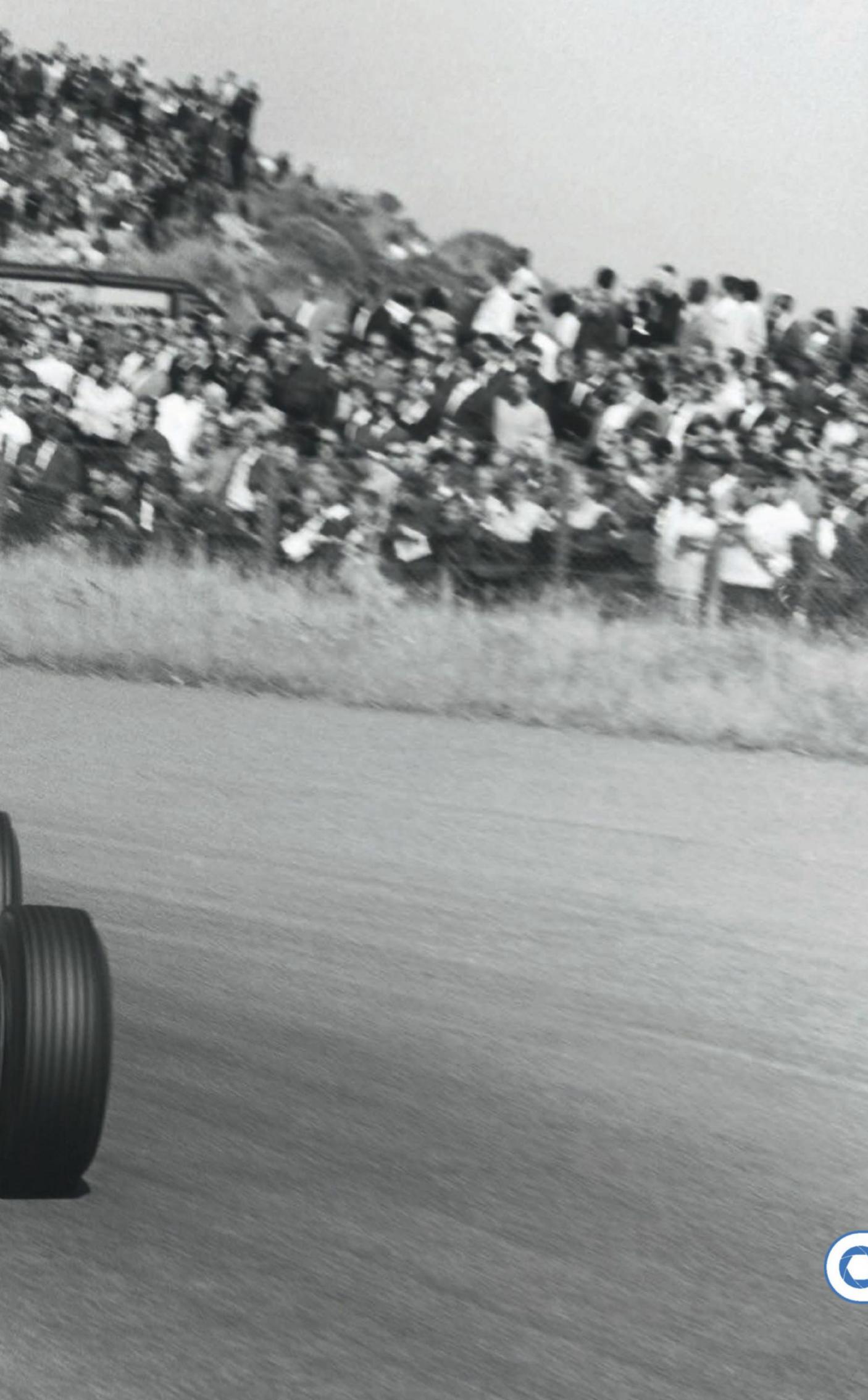
PORSCHE SUPERCUP

Live Eurosport 2,
Sunday 1015
CASTLE COMBE BRSCC
July 15-16
FF1600, Formula 1000,
Porsches, Sports 2000,
TVRs, GTs, BMW Compacts,
Saloons, Production GTs,

HRDC Allstars/Academy/A
Series, Pre '66 Touring
Cars, Coombs Heritage
Challenge

SNETTERTON BRSCC
July 15-16
Open Sports, MX-5s,
Fiestas, Fiesta Juniors,
Alfa Romeo





FROM THE ARCHIVE

Dan Gurney's Eagle-Climax AAR101 is captured in a balletic drift during the 1966 Dutch Grand Prix at Zandvoort. Gurney qualified in fourth place, but retired on lap 27 with an oil leak. The race was won by Jack Brabham (Brabham-Repco BT19), who lapped the entire field.



LAT IMAGES

www.LATimages.com
[@latimages](https://twitter.com/latimages)

TOP FIVE

F1 CAMEOS

Jenson Button made a brief return to Formula 1 earlier this year, retiring from the Monaco GP after a clash with Pascal Wehrlein. But other drivers have turned up for one-off appearances and made a more positive impact.



1 PAUL FRERE – 1956 BELGIAN GP

Frere heads this list because he scored the highest-place finish among our top five, with second in the 1956 grand prix at Spa. When Ferrari driver Luigi Musso was forced out of the race due to injuries sustained in the Nurburgring 1000km, racer-journalist Frere reluctantly agreed to make what would be the last of his 11 F1 appearances. The Belgian rose from eighth on the grid and eventually finished second behind British ace Peter Collins.



2 REG PARNELL – 1950 BRITISH GP

Legendary racer and team boss Parnell scored the only world championship podium of his driving career during a one-off appearance for Alfa Romeo at Silverstone in 1950. Despite hitting a hare during the race, damaging the radiator of his 158 (see left), Parnell finished third behind Alfa team-mates Giuseppe Farina and Luigi Fagioli, and was the final driver on the lead lap.

3 SEBASTIAN VETTEL – 2007 UNITED STATES GP

Vettel had already made waves in F1 by topping practice sessions in 2006 for BMW Sauber (he was contracted to the Munich marque at the time). But he got his big break in a race when replacing Robert Kubica following the Pole's huge crash at Montreal in '07. In what was expected to be a one-off appearance that year – he later replaced Scott Speed at Toro Rosso – Vettel scored a point in eighth.



4 STOFFEL VANDOORNE – 2016 BAHRAIN GP

For the second year in a row, Fernando Alonso missed an early race due to health problems, and at Bahrain in 2016 it was Stoffel Vandoorne who replaced him at McLaren. The Belgian outqualified team-mate Jenson Button on his first F1 race-weekend appearance – during the final running of the series' ill-conceived elimination qualifying system – and then battled his way to 10th to score the team's first point of the year.

5 MARKUS WINKELHOCK – 2007 EUROPEAN GP

Winkelhock's only F1 outing was certainly memorable. Spyker wisely pitted him for wet tyres at the end of the formation lap and when torrential rain then caused havoc for the rest of the pack, he moved up to first. He led for six laps, then fell down the order when the race resumed after a red flag and retired with a hydraulic issue. But he remains the only driver to have led in a sole grand prix outing.



Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF
Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com
Individual email firstname.surname@motorsport.com
Website www.autosport.com **Twitter** @autosport

Editorial

Editor-in-Chief **Edd Straw**
 Editor **Kevin Turner**
 Deputy Editor **Marcus Simmons**
 Grand Prix Editor **Ben Anderson**
 F1 Reporter **Lawrence Barretto**
 Assistant Editor **Alex Kalinauckas**
 Chief Sub-Editor **Peter Hodges**
 Executive Editor **Stuart Codling**
 Group National Editor **Jack Benyon**
 Rallies Editor **David Evans**
 BTCC Correspondent **Matt James**
 Art Editor **Michael Cavalli**
 Office Manager **Joanne Grove**



Photography

Steven Tee
 Glenn Bloxham
 Sam Bloxham
 Zack Mauer

Special Contributors

Gary Anderson
 Alan Eldridge
 Rob Ladbroke
 Stephen Lickorish
 Stefan Mackley
 David Malsher
 Marcus Pye
 Dieter Rencken
 Nigel Roebuck
 Caroline Stammers
 Jim Utter
 Gary Watkins

Autosport.com

Editor **Glenn Freeman**
 Deputy Editor **Matt Beer**
 Autosport Plus Editor **Scott Mitchell**
 International Editor **Jack Cozens**
 Social Media Editor **Fatema Chowdhury**
 Technical Team Leader **Geoff Creighton**
 Senior Digital Designer **Amar Vijay**

Correspondents

Argentina Tony Watson **Australia** Phil Branagan **Austria** Gerhard Kuntschik **Belgium** Gordon McKay **Brazil** Lito Cavalcanti **Finland** Esa Illoinen **Germany** Rene de Boer **Greece** Dimitris Papadopoulos **Italy** Roberto Chinchero **Japan** Jiro Takahashi **New Zealand** Bernard Carpenter **Russia** Gregory Golyshov **Spain** Raimon Duran **Sweden** Tege Tornvall **USA** Bruce Martin, Jeremy Shaw **UK & Ireland** Pete Allen, Lee Bonham, Stephen Brunsdon, Jonathan Crawford, Dom D'Angelillo, Kerry Dunlop, Charlie Eustice, Joe Hudson, Jake Jones, Samarth Kanal, Matt Kew, Mark Libbeter, Stefan Mackley, Dan Mason, Damian Meaden, Lucy Morson, Will Moulton, James Newbold, Jason Noble, Mark Paulson, Brian Phillips, Graham Read, Hal Ridge, Peter Scherer, Ian Sowman, Chris Stevens, Oliver Timson, Ian Titchmarsh, Eddie Walder, Rob Watts, Richard Young

Advertising

Tel +44 (0) 20 3405 8106 **Email** autosport.ads@motorsport.com
 Sales Manager **James Robinson**
 Display Advertising **Don Rupal, Karen Reilly, Jamie Brooker**
 Classified Advertising **Fran Hall, Ben Kavanagh**
 Autosport.com Sales Manager **Fiona Bain**
 Online Advertising **Chris Hermitage**
 Sales Director **Matthew Witham**

Advertising Production

Tel +44 (0) 20 3405 8131
 Production Controller **Abbey Gunner** abbey.gunner@motorsport.com

Subscriptions

UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
Email help@asm.secureorder.co.uk
Back issues 0344 8488817
Sunita Davies +44 (0) 20 3405 8134

Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF. Air Business Ltd is acting as our mailing agent.



CIRCULATION/TRADE ENQUIRIES

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT. Tel: +44 (0) 20 7429 4000. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1EF.

Licensing and Syndication

Stuart Williams

Management

Managing Director **Tim Bulley**
 Publishing Director **Stuart Williams**
 European Editor-in-Chief **Damien Smith**
 Editorial Director **Anthony Rowlinson**
 Group Publishing Manager **Sunita Davies**
 Special Events Manager **Laura Coppin**
 Digital Product Manager **Simon Grayson**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.



©2017, AUTOSPORT MEDIA UK LTD
 Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.

SCHROTH RACING CHAMPIONS CHOICE

SCHROTH[®]
RACING



**NEW FIA Standard 8853-2016
available right now**



**XLT
CARBON**

Wide range of HANS Devices, Harness Belts & Racing Nets

Visit www.schroth.com/racing to learn
more about our products.



Follow us on Facebook
www.facebook.com/schrothracing



THE NEW LEON CUPRA OUR CUP RACER SET FREE



TECHNOLOGY TO ENJOY

THE NEW SEAT LEON CUPRA WITH 300HP.

We've built the new Leon CUPRA with the soul and the parts of our award winning CUP RACER, with a powerful design and a stylish interior to match. Whether you're in the sporty SEAT Leon CUPRA or the Leon ST CUPRA with 4Drive, it's time to take the adventure to the road.

FOLLOW US ON:     [SEAT.CO.UK](https://www.seat.co.uk)

Official fuel consumption for the SEAT Leon CUPRA range in mpg (litres per 100km): urban 31.0 (9.1) – 33.6 (8.4); extra-urban 46.3 (6.1) – 49.6 (5.7); combined 39.2 (7.2) – 42.2 (6.7). CO₂ emissions 164 – 153g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.