

F1 LEWIS MATCHES SCHUEY'S POLE RECORD

 **AUTOSPORT**

BELGIAN GP DUEL

HAMILTON'S RACE FERRARI'S 'VICTORY'

Why Vettel's Spa pace scares Mercedes



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Lewis wins, but Ferrari is not yet defeated

LEWIS HAMILTON MAY HAVE WON LAST WEEKEND'S

Belgian Grand Prix, but the man himself is under no illusions about the task he faces for the rest of the season, which perversely now looks harder than it did before his third Spa victory.

That's because the fast, flowing circuit is one that should have suited Mercedes. There was an expectation that Hamilton (and perhaps team-mate Valtteri Bottas) would be able to waltz off into the distance, just as at Silverstone. But, as Ben Anderson explains in our report (page 14), Sebastian Vettel pushed Hamilton to the limit, showing that Ferrari is keeping up with Mercedes in the development race.

That said, Hamilton's victory was superbly judged, particularly when you consider Bottas's struggles in the other Wo8. And he is now just seven points behind Vettel in the drivers' championship, with eight rounds still to go.

With Bottas 34 points behind Hamilton, the fight for the 2017 world championship looks very much like a duel, with Bottas and Raikkonen in support roles, as many expected after the early skirmishes.

Much can change between now and November's Abu Dhabi finale, but Ferrari's form in Belgium suggests the battle will go down to the wire. And if Ferrari and Mercedes can be this evenly matched at other venues, hopefully we will get to see some proper wheel-to-wheel battles between two of F1's top performers from the past decade.



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COVER IMAGE

Etherington/LAT Images

COVER STORY

14 Belgian Grand Prix report and analysis

PIT+PADDOCK

- 4** Fifth Column: Nigel Roebuck
- 6** Button plans full-time race return
- 8** Alfa Romeo to make BTCC comeback
- 11** In the service park: David Evans
- 13** Feedback: your letters

FEATURES AND REPORTS

- 30** The electric future of rallying
- 34** BTCC: Sutton and Turkington move clear
- 38** MotoGP: Dovizioso wins at Silverstone

RACE CENTRE

- 42** Formula 2; GP3; Porsche Supercup; Super GT; Blancpain Sprint; Formula Renault Eurocup; ELMS; IndyCar; IMSA

CLUB AUTOSPORT

- 63** Three Peugeot 908s for new series
- 64** Ahmed eyes Euro F3 after BRDC title
- 67** Humble Pye: the voice of club racing
- 68** Rockingham; Oulton Park; Snetterton; Kirkistown; Thruxton; Castle Combe; Gurston Down

FINISHING STRAIGHT

- 78** What's on this week
- 80** From the archive: 1975 Spanish GP
- 82** Motorsport memory: F1 testing

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- 83** Sign up and get a FREE Boombar speaker

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NIGEL ROEBUCK

Lost magic

Even at Spa, the essential appeal of F1 is diminished by the latest generation of cars. For the purest spectacle, there's always MotoGP...

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FOR ALL THE MAJESTY OF SPA-FRANCORCHAMPS, for all that it offers more overtaking opportunities than most circuits, still – for no reason I can easily put my finger on – it too often serves up a race that falls short of expectations, and last Sunday's was no exception. Lewis Hamilton and Sebastian Vettel, the two world championship protagonists, made the Belgian Grand Prix weekend their own, both driving beautifully as they qualified – and finished – one-two. And yet...

There was a moment on lap 34, immediately after the post-safety car restart, when they went through Eau Rouge as one, and on the following straight, up the hill to Les Combes, briefly ran side by side, but that was the only truly mesmerising moment in a duel that ran from start to finish. Despite the fact that Hamilton and Vettel were at no stage more than a couple of seconds apart, their battle, while tense, was ultimately frustrating. "He was waiting for me to make a mistake," smiled Lewis, "and I never did..."

True enough, for although both drivers agreed that the Ferrari had a slight edge on the Mercedes, in effect the matter had been settled 24 hours earlier. "If I'd got pole," Sebastian said, "it would have been a different story," and he was right, for then it would have been Lewis who was

marooned in 'dirty air' for an hour and a half.

As it was, save on the restart, Vettel could never get within 0.999 recurring of Hamilton, and that – in today's Formula 1 – is the magic figure, being the trigger for DRS. With use of the system maddeningly beyond his grasp, Seb could only stare at the back of the Mercedes: those who dreamed up this latest iteration of grand prix car had made sure of that.

Don't get me wrong, I understood why there was a desire for change. Since we moved into the world of hybrid power units, the cars had necessarily put on a huge amount of

weight, becoming lazy great things that quietly lapped seconds away from 10 years earlier, and were – by common consent – too easy to drive. Something had to be done to – forgive me – 'Spice Up The

"This emperor of circuits is no longer the supreme challenge it once was"

Show', and that meant speeding up the cars. Heresy in the time of Max Mosley, perhaps, but viewing figures had plummeted, and needs must.

Granted, there wasn't much awry with the sheer horsepower on offer from the terrifyingly expensive and complex engines, but at the same time nor was there anything to be done about their horrendous weight. Therefore, if speeds were to go up, Formula 1 could either increase brute cornering speeds, or – as Patrick Head always advocated – forget any need to justify its existence, in terms of 'improving the breed', and revert to



Marquez at Silverstone: breathtaking

LAT IMAGES



Senna was one of the rare few able to take Eau Rouge flat

SUTTON

lighter cars, with loud, conventional, engines.

The former path was — of course — the one followed, for, apart from anything else, the FIA would never have countenanced a move away from hybrid technology. Therefore the ill-named F1 Strategy Group put its heads together, and imaginatively came up with ‘wider tyres and more downforce’. Duh.

Had they never heard that fundamental truth of motor racing, that ‘more downforce’ means ‘less racing’? Apparently not, but the drivers had, because they’re at the sharp end, and — although they’re never consulted about anything — they know about these things. In February they began testing the new generation of cars, finding them more enjoyable to drive, but lamenting that overtaking would be even more difficult than before. And no-one — save perhaps those in the Strategy Group — was surprised.

At Spa, therefore, Hamilton and Vettel circulated endlessly, never far apart, but always separated by the invisible veil of dirty air that has blighted motor racing, in varying degrees, for more than four decades now.

As expected, the 2017 cars are stunningly quick, but I must say I watched with mixed feelings, for this emperor of grand prix circuits is patently no longer the supreme challenge it once was. How could it be when such as Eau Rouge, Blanchimont — even Pouhon, if you were in a Ferrari — required not so much as a momentary ‘confidence lift’?

Long ago, when the safety crusaders were muttering about inserting a chicane before Eau Rouge, Ayrton Senna was outraged. “If you take away Eau Rouge,”

he said, “you take away why I do this.”

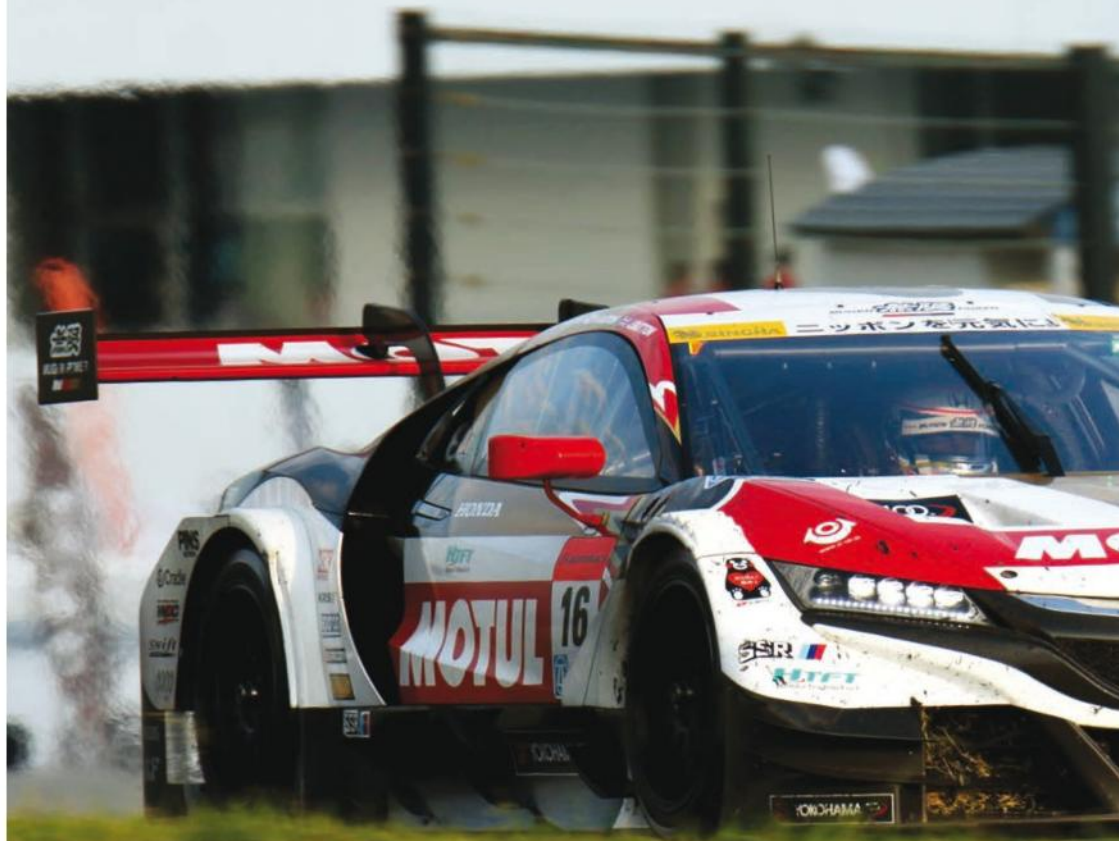
At the time the switchback left-right-left could be taken flat — just — by Senna, Alain Prost and maybe a couple of others, but that was it. Now it is ‘easy flat’ for everyone on every lap, and I wonder what Ayrton would have thought of that. Actually, I think I know.

Indisputably, therefore, the latest cars have an ability to make corners go away, but if you’re one of those paying to watch, this isn’t necessarily to your taste, for *spectacle*, too, is an essential element, and maybe that explains why MotoGP, unlike virtually all forms of car racing, has not lost popularity in the recent past.

Tony Brooks memorably said that “a grand prix car should always have more power than its chassis can comfortably handle”, but if it is 30 years since we saw that in Formula 1, the sight of a MotoGP bike still makes you catch your breath. Last Saturday Marc Marquez — whom I always think of as Gilles Villeneuve on a bike — took pole position at Silverstone, and anyone who saw the heartstopping lap will surely have been blown away by Marquez’s genius and staggering bravery.

It reminded me yet again that absolute speed is not the whole story, that ‘edge’ remains a crucial element in motorsport of all kinds. Marquez’s lap — the first ever under two minutes — was more than *half a minute* from the pole lap at the British Grand Prix, but I know which will linger in the memory. Motorcycle racing remains devoutly unpasteurised, and there’s a lesson for Formula 1. Hope it registers with someone. ✂

The British favourite took 12th in Suzuka 1000Km with Team Mugen Honda



SUPER GT

Button to race full-time in

JENSON BUTTON'S DEBUT IN JAPAN'S Super GT Championship at last weekend's Suzuka 1000Km was never likely to net him a top result – he finished 12th in the Team Mugen Honda NSX – but he ensured himself of the headlines by declaring that he will make a full-time return to racing in 2018.

The 2009 Formula 1 world champion had raced just once so far this season, as understudy to the Indy 500-committed Fernando Alonso with McLaren at the Monaco Grand Prix, but his statements from Suzuka are that '17 is very much a one-off as far as taking a step back from competition is concerned.

Before the action kicked off at Suzuka, Button said: "I will definitely be doing something next year for a full season. Whether it's here or in America or somewhere else, I don't know yet. But the discussions are under way. If it goes well and if I enjoy the weekend, which I think I will, then maybe I could be racing here next year."

With Super GT races normally run over 300km, Button joined full-season Mugen drivers Hideki Mutoh and Daisuke Nakajima at Suzuka's blue-riband event. This has been one of the least

successful combinations in Super GT this season, with Mutoh and Nakajima effectively propping up the points table in the headlining GT500 class. But it did contribute to the car being the third lightest on success ballast, on just 14kg compared with the heaviest 88kg of the pre-weekend points-leading TOM'S Lexus of James Rossiter and ex-Formula 1 racer Kazuki Nakajima (Daisuke's older brother).

Even so, Button's performance in Q1

was impressive in what is one of the most competitive racing series in the world – he ended up ninth out of the 15 GT500 runners, just one place away from taking the car into Q2, and missing the cutoff by just 0.089 seconds.

The tyre war is a critical aspect of Super GT, and it

appeared that the Yokohamas Mugen was running on had a slight – and unexpected – advantage in qualifying at Suzuka, with the company's other two cars taking first and second on the grid, also with light ballast: polesitter Joao Paulo de Oliveira's Nissan was carrying 6kg, with the front-row Lexus of Yuji Kunimoto on 26kg.

The race unravelled for Mugen thanks to a drivethrough penalty for an unsafe release in the pits, another penalty for Button overtaking

"I will definitely do something next year for a full season"



2018 season

behind the safety car, and two separate punctures. It was won unexpectedly by a Honda bearing the hopes of another member of the Nakajima family, father Satoru's team running the victorious NSX of former IndyCar racers Kosuke Matsuura and Bertrand Baguette.

So what would Button's best options for a full programme be, assuming he stays within the Honda fold? The IMSA SportsCar Championship in the United States is on the up, with Team Penske running DPi prototypes next season as the works team of Acura, the country's Honda brand. Penske has already confirmed Juan Pablo Montoya and the cars and style of racing would suit Button well. So too would Japan's headlining Super Formula single-seater category, and a seat will likely open up at Team Mugen for 2018 because the current incumbent, Pierre Gasly, has been parked there for one season by Red Bull. But if Button did this in conjunction with a Super GT programme, that would mean a very busy season of 15 events.

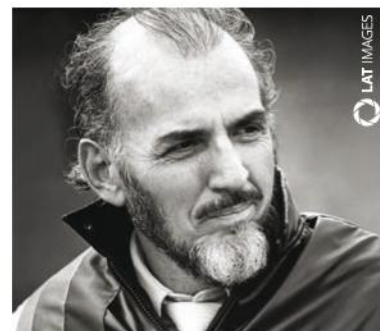
IndyCar with a Honda team cannot be ruled out, while longer shots would be the NSX GT3 programme and the marque's World Touring Car Championship squad. And as rank outsider, the US-based Global Rallycross series has a Honda team, and is the branch of the sport where Button's father John made his name as a driver.

MARCUS SIMMONS AND RACHIT THUKRAL

OBITUARY

Don Nichols

1924-2017



DON NICHOLS, THE BOSS OF THE Shadow Formula 1 squad of the 1970s who died last week aged 92, was first and foremost an ideas man. The American always had a new project on the go, often to the detriment of the team.

The new Shadow-Cosworth DN5, built for the team's third season in F1 in 1975, appeared to be the class of the field early in the season, Jean-Pierre Jarier taking back-to-back poles in Argentina and Brazil and Tom Pryce winning the Race of Champions at Brands Hatch. But the car never delivered on its potential.

The distraction that time was the chance to use the Matra V12 powerplant in place of the Cossie DFV. Jarier drove the DN7 in just two races before reverting to the Cosworth car.

"Don couldn't resist the flirtations of Matra, so we totally re-engineered the DN5 for that V12," recalls Tony Southgate, the designer of nine Shadows over two stints with the team. "But it was no quicker than the original car and had to carry more fuel. After two races, Jarier wanted his DFV car back."

The first idea that Nichols had run with was US designer Trevor Harris's 'tiny-tyre' Can-Am concept. Nichols saw the mock-up, suggested it could do with a Chevrolet engine and set up Advance Vehicle Systems to build and run what would become the AVS Shadow Mk1.

That first Shadow wasn't a success but, after Nichols landed sponsorship from Universal Oil Products to promote its lead-free petrol, a reworked Mk2 version did show form. One of its drivers, Jackie Oliver, sowed the seeds of an F1 entry for

1973 in the minds of Nichols and UOP. Southgate, recruited from BRM as late as October 1972, was horrified to learn that he would also have to design a Can-Am car, and then that Shadow would have to build an extra DN1 for Graham Hill's new Embassy-sponsored team.

"Don had boundless energy," recalls Harris, who parted company with Nichols at the end of 1970. "He was always into some new project – he didn't spend a lot of time looking backwards."

Jarier's early-1975 poles arguably added up to the high point in Shadow's history, Alan Jones's freak victory in the 1977 Austrian GP and the 1974 Can-Am title with Oliver aside. Its history might have been different but for two freak retirements. A crown wheel and pinion failed on the warm-up lap in Argentina and a fuel cam seized in Brazil as the Frenchman led with seven laps to go.

Shadow went into decline after the loss of the UOP money for 1976. A split when the core of its staff, Oliver and Southgate included, left to form Arrows for '78 didn't help, nor did the costly court case that followed when Nichols successfully sued the new team for copyright infringement over the design of its FA1.

Nichols sold his team to Theodore Racing boss Teddy Yip for 1980. He would return to the paddock in the mid '90s and attempted to put various sportscar teams together without success.

The ideas kept coming, though. Just 18 months ago, he was in contact with Southgate about building a Shadow road car "before it's too late".

GARY WATKINS



Shadow favourite Tom Pryce won 1975 Race of Champions at Brands

FORMULAE

JANI DRAGON DEAL 'NOT A TASTER FOR PORSCHE'

LMP1 STAR NEEL JANI SAYS that driving for the Faraday Future Dragon Racing Formula E team does not guarantee him a seat with his employer Porsche when it joins Formula E in 2019.

The 2016 Le Mans 24 Hours winner and World Endurance champion was announced last week as Loic Duval's replacement at the American Faraday/Dragon squad for the '17-'18 season.

Two outings for Rebellion Racing in the IMSA SportsCar Championship at the start of this year – at Daytona and Sebring – have been Jani's only extracurricular activity during Porsche's four-season LMP1 campaign. But Porsche's withdrawal from the LMP1 ranks at the end of this season, ahead of the 2019-20 arrival of its works FE entry, has allowed Jani to put together the independent deal.

"We're finishing the WEC season, then everything will fall into place," said Jani. "It is an advantage that I can have my first steps at Dragon, because they had a difficult season last year and expectations are not that high. I am not learning for Porsche at Dragon, I am learning about Formula E for myself."

Dragon is a race-winning FE team but finished eighth in the 2016-17 championship and scored a best finish of fifth after tying up with Faraday. Jani tested the team's second FE powertrain at Spanish track Calafat earlier this month, and said it was at such short notice that "I even prepared my race seat myself".

SCOTT MITCHELL



BRITISH TOURING CAR CHAMPIONSHIP

Alfa returns to the BTCC

ALFA ROMEO WILL RETURN TO THE BRITISH Touring Car Championship next season through a dealer-team entry to be run by Handy Motorsport.

Handy will field a Giulietta as part of a multi-year deal, with a car already being constructed to the BTCC's NGTC regulations. The front-wheel-drive machine will be fitted with a BTCC TOCA engine in its first season, but a bespoke unit could be developed in future.

The Giulietta will be raced by Rob Austin, who currently races Handy's Toyota Avensis.

"It's been a long project to bring an Alfa Romeo back to the BTCC, with many people working on this exciting development for some time," said Handy team principal Simon Belcher. "It's incredible to have brought everything

to fruition and an honour to be running the Alfa Romeo marque – it's a passionate brand, steeped in heritage. Not only is this huge for Handy Motorsport, and fantastic for Alfa Romeo to see the latest Giulietta represented on the BTCC grid, it's also massive for the BTCC."

Alfa Romeo ran a works team in the BTCC in 1994 and '95, with Gabriele Tarquini claiming the drivers' title in its maiden season, while Andy Rouse took the crown in '83 with a GTV6. The Handy deal will be the first time an Alfa has appeared on the BTCC grid since 2007.

Although the programme will not be a fully fledged manufacturer entry, Alfa's 62-strong dealer network in the UK will be encouraged to support the project.

JACK COZENS



INDYCAR

Bourdais comeback after injury

EX-FORMULA 1 DRIVER AND four-time Champ Car title winner Sebastien Bourdais made his racing comeback in last weekend's IndyCar Series round at Gateway, just three months after being sidelined with multiple fractures to his pelvis and a broken right hip.

Bourdais was the early leader of this year's IndyCar standings following his win in the opening round at St Petersburg, but his

violent accident in qualifying for the Indy 500 in May wrecked his season.

Bourdais's return with the Dale Coyne Racing Dallara-Honda team alongside rookie Ed Jones came after a test at Mid-Ohio, and the Frenchman finished 10th.

He reported no ill-effects, saying: "It wasn't an easy race. We knew the car wasn't perfect and I had some really complicated restarts. I don't know what was going on but I got

loose three times and almost stuffed it so I went to the back of the pack. The guys did a really good job in the pits and got us back in contention there at the end. It's a good way to salvage something this weekend."

The return of Bourdais meant that fellow ex-F1 driver Esteban Gutierrez was stood down from the Coyne seat. The Mexican is working on a full IndyCar campaign for next season.

JIMMY BARRETT JR

IN THE HEADLINES

GELAEL GETS TORO ROSSO FP1 RUNS

Indonesian Formula 2 racer Sean Gelael will drive for Toro Rosso in four Friday FP1 sessions at forthcoming grands prix this season. Gelael, who has taken part in the Bahrain and Hungaroring tests with the team this year, gets runs in Singapore, Malaysia, the US and Mexico.

DE VRIES AND DELETRAZ IN F2 SWAP

McLaren F1 protege Nyck de Vries swapped teams with former Renault F1 junior Louis Deletraz for last weekend's Formula 2 round at Spa. Deletraz switched to replace de Vries at Rapax, with the Dutchman taking the Swiss pilot's Racing Engineering seat. Rapax had a new face in its other seat too, with Roberto Merhi replacing Sergio Canamasas. De Vries scored a second and a fifth, with ex-F1 racer Merhi scoring points in both races too.

CORREA STEPS UP FOR GP3 DEBUT

Formula 4 racer Juan Manuel Correa made his GP3 race debut with Jenzer Motorsport at Spa last weekend. The American-Ecuadorean, a multiple race winner in Italian F4 last season, is ninth in the 2017 German F4 rankings.

COOK TAKEN OFF THE MENU WITH BAN

British Touring Car Championship racer Josh Cook has been handed a one-race ban to serve next time out at Silverstone. The MG man clashed with Mat Jackson and Matt Neal in race two at Rockingham last weekend and was sent to the back of the race-three grid. He then collided with Stephen Jelley in that race, his fourth offence of the season. The Triple Eight-run MG team has appealed the decision.

McRAE SET FOR WORLD RALLYCROSS

Former World Rally Championship contender Alister McRae makes his World Rallycross debut this weekend at Loheac in France. The Australian-based Scot will race the Loco team's Volkswagen Polo hitherto campaigned by Guy Wilks at the final four WRX rounds. "My son has the track on his PlayStation, but I'm not the best at PlayStation so that could be a hindrance rather than a help!" said McRae, who has previous rallycross experience.

ONE SCHUMACHER TO RACE IN F4...

David Schumacher, son of six-time F1 race winner Ralf, will compete in the German F4 Championship next season. Schumacher had his first test recently at the Lausitzring with US Racing, the team run by his dad and ex-Mercedes DTM boss Gerhard Ungar, so unsurprisingly it will be this team the promising karter races with in 2018.

...AND ANOTHER GETS SPA F1 RUN

Meanwhile, David's Formula 3-racing cousin Mick Schumacher drove father Michael's 1994 Benetton F1 car for one lap of the Spa circuit at last weekend's Belgian GP (below), commemorating the 25th anniversary of the first Schumacher F1 win. "I'm just amazed by the car," he said. "It was emotional. There is a lot of history here."



F1 PREVIEW

Italian Grand Prix September 1-3



MONZA

LENGTH 3.600 miles **NUMBER OF LAPS** 53

2016 POLE POSITION Lewis Hamilton 1m21.135s

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

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



TYRE ALLOCATION



UK START TIMES

LIVE ON SKY SPORTS F1

FRIDAY

FP1 0900 **FP2** 1300

SATURDAY

FP3 1000 **QUALIFYING** 1300

SUNDAY

RACE 1300

HIGHLIGHTS ON CHANNEL 4 1745

BBC RADIO 5 LIVE 1300

PREVIOUS WINNERS

2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Lewis Hamilton	McLaren
2011	Sebastian Vettel	Red Bull
2010	Fernando Alonso	Ferrari
2009	Rubens Barrichello	Brawn
2008	Sebastian Vettel	Toro Rosso
2007	Fernando Alonso	McLaren

THEMES TO WATCH

TIFOSI HOME DROUGHT

Ferrari hasn't won its home grand prix since Fernando Alonso's 2010 triumph. After its Spa form, it has a real shot at ending the dry spell.

FORCE INDIA CIVIL WAR

The simmering rivalry between Sergio Perez and Esteban Ocon turned into all-out war at Spa, and they'll likely be on the same piece of track again at Monza.

MORE HONDA HELL

The McLaren-Honda saga endured another difficult chapter last Sunday, so there's every reason to expect more Alonso unhappiness at Monza.



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Making citronade

Citroen's return to the WRC has been fraught, but the signs are that the French manufacturer is getting its act together for next year

By David Evans, Rallies Editor

[@daviddevansrally](#)

CRAIG BREEN'S NOT A DRIVER TO HIDE HIS EMOTIONS.

His heart takes up so much of his sleeve there's barely room for the sponsors' logos on his Citroen Racing overalls. When he got to the end of the Swietajno stage on Rally Poland earlier in the summer, he didn't need to say a word — his face was contorted with anxiety, fear and disappointment.

"I'm petrified..." he said.

This was a first. We've had drivers concerned by the conditions or worried in the wet, but "petrified" was a new one. "...petrified of crashing."

Breen's not afraid of crashing. What he was afraid of was the undeniable unpredictability of the C3 WRC underneath him. From one wet and muddy corner of Mikolajki to the next, he had no idea what it was going to do. At the apex of this right-hander he had good grip at the front; next left, the rear let go mid-corner and demanded lock, lock and more lock to keep it out of the trees. Next bend? Roll the dice. It was that bad.

The groans from deep within Citroen's command centre could be heard from Poland to Paris.

Change had to come. Needed months earlier, the team now stood and stared into the headlights of another juggernaut bearing down on its nose. On the side of this one were four numbers: two, zero, one and eight. 2018. Next year.

A troublesome return season to the World Rally Championship was beginning to cast a shadow over next year — next year being the one when Citroen's dominance of the WRC was scheduled to return, and return at the sort of Sebastien Loeb-inspired mid-Noughties levels the French firm had grown accustomed to.

The time had come to be brave. And we're not talking about the sort of bravery required from Breen or Kris Meeke to give the C3 another gear while offering a silent prayer in the hope that it would stick. No, this time the bravery was demanded from Citroen team principal Yves Matton.

Change was coming, both in terms of the car itself and the hand guiding development, as the man who penned the C3 WRC, Laurent Fregosi, stepped aside to take a more 'technically focused role', with Christophe Besse (Citroen of old, he worked on the Xsara WRC) coming in to replace him.

This is, Matton assures me, part of the new foundations of the team that had been laid after a catastrophic Rally Sweden, when the drivers had reported the car as undriveable.

"We began looking at the suspension then," says Matton. "Since Sweden we have been working harder and harder, and really looking forward to next season — this is where the focus is for the team now."

Citroen has long had a reputation for being conservative in its approach to development. Nothing came on the car until it was signed off by the technical department; drivers have historically played a secondary role to engineers in the advancement of the car — it's the same with Citroen's cross-town PSA Group stablemate Peugeot.

Matton has thrown caution to the wind. "We know we have to take more risks and put more and more new parts on the car with less time for validation," says Matton. "This isn't the way things are done and it's the first time that we have really done this, but it's the only way we can work towards the timetable for the start [of next season]."

Crucial to any fix is a coherent and constructive ongoing relationship with Ohlins. The Swedes have finally been allowed to get stuck into what connects the C3 with the road and we're

starting to see some fruit already. But the five-month road to Monte Carlo is short and Citroen has to get it right this time.

And woven deep into the detail of that journey is the identity of the driver who will stand

out front and lead. That's fodder for another column.

But, while we've got Matton on the line, he makes an interesting point about the general direction of World Rally Championship and its 2018 calendar.

"I think somebody needs to have a global view in the interest of the championship," he adds. "We need somebody to look at which event we need to include or not include; we have somebody who is looking for the financial or the marketing interest, but nobody who is really having the view on which event has the highest value for the championship. At the end, this is the only interest."

Asked if this wasn't the FIA's job, Matton replies: "I don't know. I don't know the FIA's contract with the promoter. We know when the promoter chooses the event, there is normally only one criterion. This is one of the criteria and I don't think it's up to us to judge the value of each of the criteria — but, like I say, this is only one."

And once Matton has aligned the WRC's stakeholders for next season, Citroen's 2018 bed will, presumably, be made in time for a better night's sleep than it has enjoyed recently. 🍷

"Breen was afraid of the unpredictability of the C3 WRC underneath him"

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



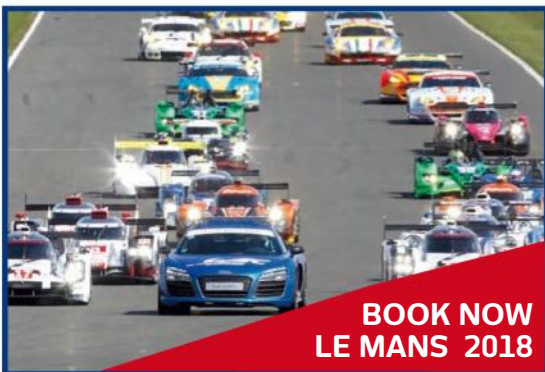
PRE GRAND PRIX ROAD TRIP COMBINED TOUR options

Route 66
Grand Canyon
Monument Valley
Phoenix

POST GP ROAD TRIP

NASA Space Centre

Malaysia + Japan
US Austin + Mexico



LE MANS 24HR - WEC 6HR - US EVENTS

LE MANS 24HR
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FEEDBACK

F1 silly season: Alonso to Williams?



I have to admit, I'm loving the idea of Fernando Alonso at Williams. One of the most, if not *the* most, complete all-round racers going to a team of all-round racers? Sounds pretty good to me.

The great thing is they have something to hook Alonso in – an engine known to be strong. Honda just give him lots of bullshit. And we all know that saying: money talks, bullshit walks.

Yes, OK, Alonso is going to cost a dollar or two, but do you think Martini etc would not chip in a bit more to get a megastar? Might just be exciting to try to get him on a three-year retainer with some tasty bonuses! In any event, Alonso at Williams would have this old-timer hooked right back in.

Just as an aside, I watched some of the coverage from F1 Live in London – and became a Daniel Ricciardo fan. The way he threw that RB7 around showing off to the crowds in a confined space,

the rest of the grid were nearly as invisible as Lewis Hamilton! Please F1, more of this – it was great to see the drivers loving their job. Great for sponsors to get the exposure too!

Daniel Heathcote
By email

Spa sets the bar high

A little known fact that helps one understand Spa's weather: the lowest point of the track is 40 metres higher than the highest point of the M62 near the Yorks/Lancs border!

Jonathan Moorhouse
York

Seeing red over F1 aero

I have just been watching the Red Arrows at Eastbourne Airshow performing brilliantly. If nine jets can fly in formation and perform the stunts they do when only 6ft apart, why on earth can't Formula 1's aerodynamics be redesigned to enable Lewis Hamilton etc

Has Alonso got his eye on a seat at Williams for next year? Reader Heathcote would just love that to happen

to follow a little closer and maybe even overtake? Perhaps then they would again be as exhilarating as watching the Red Arrows.

Dr Richard Thompson
By email

Learn lessons from the USA

I would have to agree with most of what Stuart Warsop said on this page last week. We are the same age, and I had been a fan of Formula 1 since I saw my first GP at Brands Hatch when I was 16. But no more; there were exciting times and Toto Wolff should not be so quick to dismiss them. The technology may be advanced, but it has taken the 'racing' out of motor racing.

For an auditory experience the V10s were good, but can't beat the sound of a full grid at the Indy 500 or even the Daytona 500, both of which I have had the privilege to see first-hand.

We need to learn a few lessons from the other side of the Atlantic about what purpose motor racing actually serves before F1 becomes a distant memory only remembered by a few diehards.

Bruce Bamber
By email

Time flies when you're an F1 fan

Sheesh! One minute Kimi Raikkonen is F1's *enfant terrible*, the next he's the old stager (August 24). I'm feeling my age...

Frances Stewart
London SE12

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Hamilton's race, but Ferrari is the



real winner

By Ben Anderson, Grand Prix Editor [@BenAndersonAuto](https://twitter.com/BenAndersonAuto)

AUGUST 31 2017

15



Poleman Hamilton
clung on to his
advantage at the start

IN THE END THIS WAS THE PERFECT OUTCOME FOR LEWIS HAMILTON'S hopes of overhauling Sebastian Vettel to win the 2017 Formula 1 World Championship. Hamilton converted his Michael Schumacher-equalling 68th pole position into victory at the Belgian Grand Prix, and slashed Vettel's 14-point championship lead in half.

But Hamilton had to fight tooth and nail to get the job done. He said it took "absolutely everything of me" to beat Vettel at Spa, and feels it will take a mighty effort from now until the end of the season for Mercedes to keep him in the title fight.

"I've read lots of stories or heard lots of comments about our car being the best, or we have the fastest car," Hamilton said. "But I think it's very difficult for anyone to truly say that, because there are definitely areas where we're faster and areas where they're faster, and it varies from race to race.

"They've have the most consistent season, hence why they have been in a clear lead in the championship. While we've had a very, very solid, well-put-together weekend, it was only just enough to stay ahead. I hope we have more to come, and we need more to come in order to win this thing for sure."

This was not the way it was supposed to play out here. Spa should have been nailed-on Mercedes territory, the sort of fast-and-flowing track where Hamilton — armed with a new, more powerful, Mercedes engine — should have rammed home the sort of advantage he enjoyed while dominating the British GP in July. There, on the high-speed sweeps of Silverstone, Hamilton was on pole by more than half a second, and could stretch away from Kimi Raikkonen's Ferrari seemingly at will in the race.

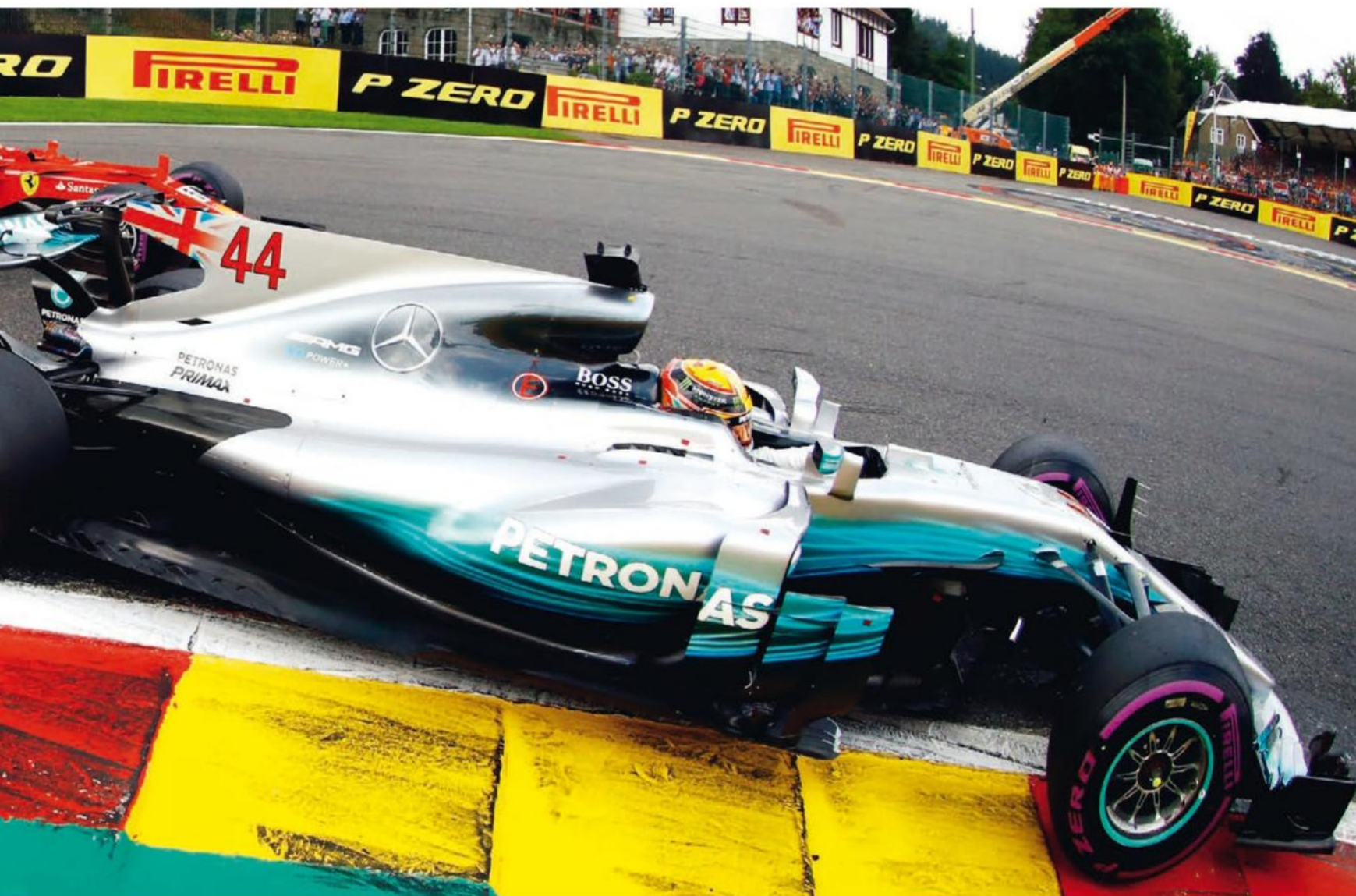
The Ferraris had to work so hard trying to keep up, their front-left Pirelli tyres exploded.

But the events of the Belgian GP suggest that Silverstone was more of a dark false dawn, rather than a terrifying portent of things to come for Ferrari. Vettel reckoned Ferrari underperformed at Silverstone anyway, and a clean weekend at Spa with a car that featured some seemingly very useful aerodynamic and mechanical revisions put the team right in the mix.

Even negating the estimated two tenths of a second Vettel gained from being towed by team-mate Raikkonen in Q3, he qualified within half a second of Hamilton's pole time at Spa — a clear improvement over Silverstone when you consider Mercedes ran new engines in Belgium and Ferrari did not.

Ferrari must surely be planning to throw everything it has at the SF70H for its home race at Monza next time out. If it can close the qualifying deficit to Mercedes with its next development, then Ferrari stands a real chance of becoming an even bigger threat on the remaining high-speed circuits that place a premium on the sort of efficiency Mercedes has become renowned for.

Vettel will most likely need more pole positions if he is to stem the flow of the rising Hamilton tide. Spa was Hamilton's seventh pole in 12 races; Vettel only has two, and pole certainly proved



key to the outcome of this race. Hamilton just about controlled proceedings from the front, after acing the start and successfully repelling Vettel's advances on the first run along the Kettel straight to Les Combes.

The surprising thing is that Hamilton then proved unable to drop Vettel, who spent all but a couple of the 44 laps of this race (excluding the pitstop phase) running within two seconds of his main rival. The truncated long running during Friday practice suggested Ferrari looked strong in race trim, and Hamilton simply couldn't shake Vettel loose, despite running in clean air at the front.

"The car is not quite where we need it," Hamilton said. "It's obviously great in qualifying trim, but in the race generally struggles. But in the last race qualifying trim was not good, and in the race I was very strong. It's strange — it varies from race to

race, but this weekend we definitely didn't have the race pace. He [Vettel] was able to follow way too close, and even on the pushing laps he was able to stay within a tenth. So there was no room for error — that was the smallest bit of breathing space that I had, and I had to try to utilise it."

Mercedes team boss Toto Wolff revealed that his squad deliberately compromised its qualifying set-up for this grand prix in pursuit of strong race pace. This tactic paid off, but required a monumental effort from Hamilton to be quickest of all through the twists of sector two with downforce trimmed out in qualifying, where team-mate Valtteri Bottas was slower than both Ferraris.

"It was particularly difficult because we had to balance our qualifying performance versus the race performance, and we've given up qualifying performance in the second sector in order to >>



Vettel kept the pressure on relentlessly

have that advantage in the race," Wolff explained. "We opted for a set-up that would be the quicker race set-up. We sacrificed downforce for qualifying, [which] means we left lap time on the table in the second sector to have a quicker car in sector one and sector three, and that proved to be the right decision."

Hamilton was 0.063s per lap faster than Vettel on average through the first stint on ultra-softs, but Vettel enjoyed a 0.099s edge during the middle stint on soft tyres. During the final sprint to the flag after the safety-car restart, with Hamilton on soft tyres and Vettel on ultra-softs, Hamilton was 0.181s per lap faster.

This suggests Mercedes judged this race to perfection, giving Hamilton just enough from his car to keep Vettel at bay, despite the compromises made. But we must also consider the Hamilton factor here. Bottas was nowhere near challenging for victory, and ultimately finished a lowly fifth after getting mugged by Daniel Ricciardo's Red Bull and the recovering Ferrari of Raikkonen after the safety-car restart.

Hamilton carried the Mercedes fight single-handed at Spa, where Vettel admitted that Ferrari was a team transformed after the drubbing it suffered at Mercedes' hands at Silverstone.

"Overall the car was very good," said Vettel. "We didn't change too much compared to Silverstone, which shows on the one hand that Silverstone was just a bad weekend, but we improved the car also – especially the race pace, very strong. We were on average a second off, or nearly a second off, at Silverstone, so it's a big step. I'm very, very happy. I think we are on the right track and I don't think we have a circuit we should fear, going from now."

"I am very, very happy. I don't think we have a circuit we should fear"

Although he applied relentless pressure from behind, Vettel's only other real chance to steal this race away from Hamilton came at the safety-car restart on lap 34, with 11 to go. The leaders pitted for fresh tyres under the safety car, which was called so marshals could clear debris from the track after the two Force Indias collided spectacularly on the approach to Eau Rouge.

Hamilton was perturbed by the decision, suggesting it was an "unnecessary"; 'NASCAR-style' call designed to spice up the closing stages of the race, but Wolff reckoned Hamilton's life would have been even harder without it.

"It would have been a less comfortable race because we needed to decide whether to pit Lewis with the blister on the rear tyre," Wolff revealed. "It was not a critical blister, but there were 14 laps left and it would have put us in a very difficult situation. So, as annoying as the safety car looked at first, it was

actually optimum for us at that stage of the race for Lewis."

But Hamilton did not face the restart on the optimum tyre compound. Mercedes had run out of new ultra-softs thanks to making an extra run in Q2, so opted for another set of soft tyres rather than risking used ultras. The Mercedes is very comfortable on the soft compound generally compared to its rivals, but that tyre has a high operating temperature range compared to the super-soft and ultra-soft, which makes it difficult to get working if you're stuck behind the safety car at slow speed...

No doubt this also played its part in Hamilton's ire. Bottas described being on this tyre behind the safety car as "pretty much driving on ice"; and it looked as though Hamilton might lose the



race to Vettel after understeering wide at La Source on those cold tyres after the restart. The Ferrari homed in as they blasted up Eau Rouge and drew alongside on the run to Les Combes, but couldn't quite gain enough momentum to make a crucial pass for the lead.

"My restart in the initial part was too good," said Vettel. "I was too close. We know they have very good straightline speed in their qualifying mode and at the start of the race I obviously felt how strong they were up the hill, so I did not want to be too far [away] either. Finding that optimum is difficult."

Hamilton revealed he engaged the wrong engine mode at the initial phase of his restart, as he attempted to give Vettel the slip by accelerating hard out of Blanchimont.

"I was able to catch him out, as I did in Baku, but didn't have the right power mode," Hamilton said. "I pulled away initially, then he started catching me up into the last corner. >>

Bottas was flummoxed by his lack of pace in qualifying and the race, and could finish no higher than fifth

QUALIFYING



LEWIS HAMILTON IS NOW UNSURPASSED AS FORMULA 1'S qualifying king. The Mercedes driver scored his 68th pole position in grand prix racing at the Belgian Grand Prix, equalling the great Michael Schumacher's record with an outstanding performance.

Hamilton trailed Kimi Raikkonen's Ferrari by two tenths of a second after the final practice session on Saturday morning at Spa, but moved into the ascendancy at the start of qualifying and never looked back. He was 0.091s clear of title rival Sebastian Vettel in Q1 on the super-soft tyre, and impressively broke through the 1m43s barrier for the first time in Q2. Hamilton repeated the feat on his first run in Q3, leading Raikkonen and Mercedes team-mate Valtteri Bottas by more than three tenths of a second.

Hamilton found even more time on his second Q3 run, clinching pole with a stunning 1m42.553s effort. He was mighty through the middle sector in Mercedes' low-downforce trim, quicker than the Ferraris and well clear of Bottas. It was Schumacher-esque.

"I remember coming here in 1996 for my first GP and watching Michael coming by out of Turn 1 and the engine shook my rib cage," Hamilton said. "It was incredible and that is when my love of the sport took another step. Now, to have equalled him on poles is

"Michael is such a legend. I'm so proud to be up there with him"

Lewis Hamilton

surreal – particularly knowing Michael is such a legend. It is an incredible feat he achieved and I am very proud to be up there with him."

In many ways, Vettel is Schumacher's natural successor at Ferrari and fittingly pushed Hamilton hardest in the end, but it

was no real contest. Vettel languished in fourth after the first runs in Q3, but pulled things together on his second run, taking the benefit of a helpful tow from team-mate Raikkonen in the final sector to beat Bottas to second on the grid.

"I had a little bit of a light front end, especially through sector two with the medium-speed and high-speed corners," said Vettel, whose 1m42.795s lap made him the only driver other than Hamilton to lap below 1m43s. "I was lacking a little bit of response, but on the last lap the car was more alive. I admit I was a bit lucky with Kimi, who had to abort the lap. He gave me a very, very nice tow, which made it a bit more comfortable with Valtteri."

Bottas improved to a 1m43.094s best on his own final run, but was "confused" as to why he struggled for grip in the middle sector compared to Hamilton, despite running near-identical set-ups. He ended up relegated to the second row.

As did Raikkonen, who held a provisional front-row spot after the first runs in Q3, despite suffering vibrations from the rear of his car, but messed up on his final Q3 run while "two and a half tenths up" on his previous lap. A clean lap would have been just enough to beat Bottas to third but, knowing it was ruined by "getting sideways in Turn 9", Raikkonen aborted and spontaneously decided to assist his team-mate to the front row of the grid instead. Schumacher would surely appreciate that sacrifice to the singular Ferrari cause.



"TEAMS HAD TO DESIGN THEIR 2017 CARS AROUND EAU ROUGE"



SPA IS ONE OF GRAND PRIX racing's legendary circuits – fast and flowing, the sort of track that should stretch Formula 1 cars to their limits and test the bravery and skill of the drivers.

In the first instance, this is still absolutely true. Force India technical director Andy Green says the current breed of F1 car – faster but also heavier than ever – generated 30% higher g-forces at Spa this year. According to Green, teams had to design their 2017 cars around Eau Rouge, a corner ingrained in F1 folklore.

Eau Rouge may well be more challenging for F1 cars than ever, but for drivers it is no longer to be feared. "It's very easy," says Lewis

Hamilton. "It's a kink. Not even a corner anymore."

Early in last year's race, with fuel tanks full, Kevin Magnussen found out the hard way how fearsome Eau Rouge can still be, but the massive increase in downforce on this year's machines, as engineers predicted, has increased cornering speeds to the point where some are effectively rendered extensions of the straights before them.

That was true of Copse at Silverstone (eventually) and of Eau Rouge immediately in first practice in Belgium. Further around the track at Pouhon – the fearsome double left-hander that has long been Spa's greatest cornering challenge – the picture is



Pouhon has long been Spa's great challenge

a little more mixed.

Kimi Raikkonen's Ferrari comes through without a hint of a lift on a flying lap on ultra-soft tyres – really maximising the Ferrari's downforce. Hamilton's Mercedes also sounds highly committed, but both he and team-mate Valtteri Bottas arrive a gear lower, using the engine

braking to slow the car slightly and help it turn.

The Red Bulls, Toro Rossos and McLaren-Hondas also sound close to flat, but they approach noticeably slower. When Fernando Alonso finally takes this corner at full throttle in qualifying, his Honda's ERS is so confused it doesn't work properly!

Alonso admitted some surprise that Spa didn't feel as different in these new cars as places such as the Red Bull Ring, Silverstone and the Hungaroring, but that doesn't mean it's lost any of its lustre.

"It's always fun," he says. "It's probably the best circuit in the world, so every lap you do here is magic."



Spa win required maximum effort from Hamilton



"Initially it felt like that's a mistake, but it was actually a really good thing, because if I'd come out of the last corner with that gap, he would have had the momentum, being three or four car lengths behind, to really get a good tow and slip past me.

"We got into Turn 1 [La Source], I had very cold tyres, so I had a small lock-up. He was on the gas before me, I could hear him, and then as we were going down that straight I didn't keep it fully lit the whole way, I was at 90% throttle, just to keep him as close as possible.

"I knew he wasn't going to come by, because he knows I would overtake him at the top part with the tow. As we were going up Eau Rouge, that's where I really gave it maximum power. He had no space to really propel himself, so he just pulled out alongside. It was a cool

battle, but it was really great to go into Turn 5 [Les Combes] having done just enough to stay ahead. I was really happy with that.

"After that it was like nine or 10 laps of qualifying – heavy, fast laps to try to continue with that gap. He was very quick, he had the better tyre, so I had to pull out some really good laps to stay ahead of him."

It was clear after this race that Hamilton knew he'd been in a real dogfight, that Ferrari's impressive rate of progress is clear cause for concern at Brackley. The Mercedes is fast, but still

inconsistent, and Hamilton is having to drive out of his skin to take the fight to Vettel in the title race. Hamilton knows Ferrari's impressive pace on this kind of archetypal Mercedes track suggests this battle is going all the way.

"I know the difficulties that may be ahead," Hamilton added. "Ferrari were quicker today, so I'm a little bit cautious mentally, knowing that we might not be the quickest everywhere up ahead, and I'm trying to figure out how we apply positive energy to my guys to encourage them to bring some more magic in these next

eight races, so we can win. It's going to take everything from every single one of us to finish these next eight races and come out on top."

Meanwhile, Ferrari should take enormous encouragement from this near-miss. As

Raikkonen said in the aftermath of Spa: "People expected that it would easily be a Mercedes circuit, but it wasn't, so we're doing the right things."

That's why Ferrari can feel like it still claimed a victory of sorts in the Belgian GP, defying expectations to put Mercedes under severe pressure on the sort of circuit at which the silver cars should have dominated.

Sure, Hamilton just about won the battle in the end, but the way things are going, Vettel may well still end up winning the war. *W*

"It was like nine or 10 laps of qualifying – heavy, fast laps to continue that gap"



NOW-OR-NEVER MOVE PUTS RICCIARDO ON THE PODIUM

DANIEL RICCIARDO SAID HE KNEW he had to pounce on Valtteri Bottas at the safety-car restart to “capitalise” on the Mercedes’ tyre disadvantage and steal a Belgian Grand Prix podium.

In the first stint Ricciardo struggled with blistering tyres on his underpowered Red Bull, but moved from sixth to fourth thanks to his team-mate Max Verstappen retiring early and a stop/go penalty for Ferrari’s Kimi Raikkonen.

When the safety car set up an eight-lap sprint at the end, Ricciardo was on ultra-softs, and, as Bottas complained of “driving on ice” trying to keep temperature in his soft tyres, Ricciardo set up to attack the Finn immediately.

“I knew if we were going to have a podium, it was happening on the restart,” Ricciardo said. “Once his tyres got up to temperature it would have been hard to do something.”

Ricciardo drafted Bottas on the Kemmel Straight and moved left, just before Raikkonen used his tow from the Mercedes and the Red Bull to attack Bottas on the inside.

After Ricciardo managed to sweep around the outside of both to take third he held off the Ferrari to score his sixth podium of the season and ensure he left with “no questions or doubts in my head, like ‘if I tried that’ or ‘I should have done this.’”



Force India war may mean race ban

ESTEBAN OCON DRAMATICALLY claimed his Force India team-mate Sergio Perez “tried to kill me” in the Belgian Grand Prix, as two on-track collisions at Spa led their team to threaten race bans.

Ocon was sent briefly airborne on the run down to Eau Rouge on the opening lap when Perez reacted to the Renault of Nico Hulkenberg on his left-hand side and moved right, pushing Ocon into the inside wall.

But they collided again unnecessarily later in the race when Perez squeezed Ocon exiting La Source, as they fought over a net seventh, and broke the Frenchman’s front wing. That cut Perez’s right-rear tyre and forced him into an eventual retirement, while Ocon had to change his wing and eventually finished ninth.

After the race, Ocon said Perez “risked our lives”, then tweeted “Perez tried to kill me two times”. In a video, Perez said he was “very

disappointed” by Ocon’s comments and claimed he was not at fault for the second incident. Ocon tweeted on Monday that he appreciated the Mexican apologising.

It was the third grand prix this season in which the drivers have hit each other. After a team-orders row in Canada they collided in Azerbaijan, and again at the start of the Hungarian GP.

Force India chief operating officer Otmar Szafnauer said immediately after the Belgian GP that the team would no longer let the duo race each other and would implement strict orders from the pitwall – but said it was willing to go further when asked if it would consider race bans.

“Yes,” he said. “If it happens again, we have to figure it out. We would have to start thinking about who we would stick in the car.”

“That is it. I am disappointed that they couldn’t sort it out, that the team has to now play big brother.”



Raikkonen serves ‘pointless’ penalty

A “POINTLESS” STOP/GO PENALTY CONTRIBUTED to Kimi Raikkonen missing out on celebrating his new Ferrari contract with a podium finish at Spa.

The stewards ruled Raikkonen “made no attempt to significantly reduce his speed” passing yellow flags for Max Verstappen’s stricken Red Bull on the Kemmel Straight early on.

Raikkonen dropped from fourth to seventh after taking the penalty but repassed Esteban Ocon and Nico Hulkenberg, then went three-abreast with Daniel Ricciardo and Valtteri Bottas after the safety-car restart, nicking fourth from the Mercedes at Les Combes. Had he

been lying fourth at the time, it would likely have been Raikkonen using ultra-soft tyres to steal the final podium place from the soft-shod Bottas, not Ricciardo.

“I knew there was a yellow flag but the car was at least halfway behind the barrier,” Raikkonen said. “I didn’t go faster but I didn’t lift on the straight. It was pointless to get penalised for that.”

Raikkonen had been stronger than team-mate Sebastian Vettel through practice and the first two parts of qualifying, but suffered mystery “vibrations” in Q3 that limited him to fourth in qualifying but were cured for the race.





Verstappens angry at Renault

MAX VERSTAPPEN'S relationship with Red Bull "won't last" if Renault's poor reliability continues, said the Dutchman's father Jos after a fourth mechanical failure of the season in Belgium.

Verstappen was forced out of the grand prix on lap eight while running fifth, with what Red Bull team boss Christian Horner said looked like "a sensor or a spark-plug issue".

It came on a tough weekend for Renault that featured a complete power-unit change for Daniil Kvyat's Toro Rosso after final practice, while

Verstappen and Renault's Jolyon Palmer both received new engines ahead of FP3.

Horner said Renault's reliability was "dire" and it needed to "sort it out", while Verstappen Sr said he and his son are starting to question whether Red Bull can turn around its situation with Renault.

Speaking to Dutch TV channel Ziggo Sport, Verstappen said "nothing" could be salvaged from this season for Max.

He added: "I think we all need to calm down for a bit and then maybe we need to sit down with each other,

because this won't last if things keep going like this."

Asked if his son might leave Red Bull, Verstappen admitted: "You do start to question everything".

"It's tough to keep yourself motivated the whole time when things are going like this."

"He's doing very well in qualifying, he's half a second quicker than his team-mate and he's just behind the Ferraris.

"And then, after seven or eight laps, he's standing at the side of the track again. This should not be able to happen, certainly not at a top team."

Bottas struggles

VALTTERI BOTTAS ENDURED ONE OF HIS toughest races for Mercedes at Spa.

The Finn was off the pace all weekend, qualifying and running third before getting mugged on soft tyres at the safety car restart by Daniel Ricciardo and Kimi Raikkonen, who were on ultra-softs.

Five straight podiums before the summer break had edged Bottas into title contention, but he is now 41 points behind Sebastian Vettel and 34 adrift of Lewis Hamilton.

Q&A

VALTTERI BOTTAS MERCEDES DRIVER



Can you explain your difficult race?

It was difficult to see exactly where I was losing out. I don't know, I have no answers. I could see when I was behind Kimi that out

of the last corner and out of Turn 1 I was definitely losing out on traction.

What happened at the restart, losing two places?

It felt like driving on ice under the safety car. From the last corner I had poor traction and I had to cover at Turn 1. I had poor grip, a bad exit and the guys came both sides. I tried to brake late for Turn 5 but still didn't stop the car, went straight, and it took another lap to get the tyres to work.

Was the safety car too slow?

For me it did feel like it went very slow. The cars we have now, it's so much off the pace we're normally doing and we're not working the tyres at all. I wasn't happy about it.

Do you feel you've lost championship hopes and may have to help Lewis?

If I perform well, if I manage to get the pole position and escape then it's in my hands as well. For sure, at some point I understand if the team wants to really go for the championship, really make sure that at least one of the guys wins it, but it's a bit early.

Were you concerned by Ferrari?

We never thought this wouldn't suit their car. They have shown they are quick everywhere. Our car in general is better on these types of tracks compared to the high-downforce tracks. Monza is even more low-downforce, so we definitely need a strong weekend there.



Palmer: I was forced off track by Alonso

JOLYON PALMER BELIEVES FERNANDO Alonso deserved a penalty in the Belgian Grand Prix for a pass that was “identical” to Kevin Magnussen’s controversial move on Nico Hulkenberg in Hungary.

Alonso passed Palmer for 12th at Rivage midway through the race and held the Renault out wide, which also allowed the Toro Rosso of Carlos Sainz Jr to pass Palmer.

Palmer said a precedent had been set when Magnussen was given a time penalty for pushing Hulkenberg wide in the Hungarian GP, prompting their “suck-my-balls” post-race row.

Palmer said Alonso “forced me off the track pretty clearly... If you ask me there’s nothing between that and what Kevin did to Hulk.”

Any penalty for Alonso would have to be retrospective, as the two-time world champion

retired with a suspected engine problem.

Palmer was labelled “a different guy” by Renault as he outpaced team-mate Hulkenberg through practice and qualifying before suffering a gearbox failure in Q3. A gearbox-change penalty dropped him from 10th to 14th on the grid. He had to start on used ultra-softs as he had made it to Q3 — those around him began on fresh tyres — and he could do no better than 13th.



Alonso slates Honda, parks car

FERNANDO ALONSO retired from the Belgian GP because of what he called an “engine problem”, but Honda claims nothing on its data suggested there was an issue.

Alonso made a great start from 10th to run seventh early on, but slipped down the field as other drivers easily drafted past him on the Kemmel Straight.

He slammed the performance of the upgraded

‘spec 3.5’ Honda engine in a straight line over the radio, calling it “really embarrassing” and labelling the race “just a test”.

Having dropped to 12th, he was told there was no rain on the radar, and shortly after he came into the pits, ending an “impossible” race.

It was a dismal weekend for Honda. Both drivers had the updated internal-combustion engine, while

Stoffel Vandoorne also got a small reliability update that took him to engine ‘spec 3.6’.

Then Honda uncovered a problem after Friday practice, so gave Vandoorne a new internal-combustion engine, MGU-K, turbo and MGU-H, taking his engine back to the same spec as Alonso’s, and his total grid penalty for his home race to 65. From last on the grid Vandoorne finished 14th.



Grosjean and Massa capitalise on chaos

THE CLASHING FORCE INDIAS MIXED UP THE midfield order and helped Romain Grosjean steal seventh and Felipe Massa net unlikely points.

Grosjean was fighting for 10th for the first half of the grand prix, but gained ground as Fernando Alonso dropped back and Esteban Ocon and Sergio Perez collided. That allowed the Haas driver through to seventh, while Felipe Massa made the most of other drivers’ strife to rise from 16th on the grid to eighth.

It meant the Brazilian banked points at the end of another difficult weekend for Williams that included Massa suggesting it was “going backwards”.

Carlos Sainz Jr said 10th place “tasted like glory”, after sneaking ahead of Kevin Magnussen (Haas) and works Renault driver Jolyon Palmer, to steal a point at a tough grand prix for the underpowered, Renault-engined Toro Rosso team.





DRAWING BOARD

BY GIORGIO PIOLA



RED BULL'S 'F3' WING TESTS

Aerodynamically, Spa demands a compromise. Sectors one and three contain long straights, while sector two – which includes dramatic corners such as Pouhon – is all about downforce and grip.

Reduced rear-wing levels are not what anyone wants, but it is the only way to reduce the aerodynamic drag to an acceptable level. The aim is to reach the top speeds required to overtake someone into Les Combes or the Bus Stop.

If the rear wing is trimmed out, the front wing also needs some treatment to allow the car to remain balanced. This is probably one of the most difficult

challenges for the teams.

The airflow coming off the front-wing assembly is what dictates the aero performance of the rest of the car. Red Bull tried two different configurations, both trimmed at the trailing edge of the rearmost flap. This is an area with the minimum influence on the bargeboard area and the wake coming off the trailing edge of the wing assembly.

By doing this, the team hoped the rest of the car's aero map would perform as intended, though Daniel Ricciardo likened the performance of the set-up he tried in practice to that of a Formula 3 car.

GARY ANDERSON

BIG PUSH FOR FERRARI

After getting a thrashing from Mercedes (or at least Lewis Hamilton) at Silverstone, another high-speed track, Ferrari had a lot of work to do in preparation for Spa.

Firstly, it revised the louvres on the underfloor just in front of the rear tyre. This area is very important in allowing the cars to run with more rake, which in

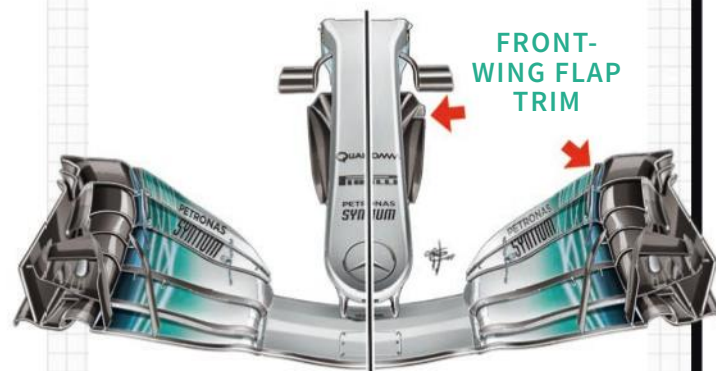
turn produces more underbody downforce. Since the underbody is one of the most efficient ways to produce downforce, getting more out of it allows you to run with a smaller rear wing.

Ferrari has shifted from seven slots to six and the rear one is now L-shaped – very similar to Mercedes'. These reduce the airflow

that would normally be pulled under the floor into the diffuser area and redirect it around the outside of the rear tyre, effectively acting like a skirt sealing the underfloor.

Ferrari also reprofiled its front-wing endplates, a circuit-specific move to balance out the aero.

GARY ANDERSON



MERCEDES: 'IF IT AIN'T BROKE, DON'T FIX IT'

Mercedes knew it had the upper hand on high-speed circuits, so it didn't get too adventurous at Spa.

Apart from an engine update for both cars, Mercedes also made a small front-wing flap trim to get the balance required for a reduced level of rear wing.

The small slot gap shown in the 'snowplough' trailing-edge section under the nose was added a few races ago. The purpose of this is to set up a small

vortex that improves the efficiency of aerodynamic components downstream.

Interestingly, Mercedes retained its double-element T-wing at Spa. Since this is a very simple component to remove, Mercedes must either be happy with the efficiency of it, or has decided that the way it interacts with the airflow coming off the rear wing remains of value to the overall performance of the car at a circuit such as this.

GARY ANDERSON



F1/BELGIAN GRAND PRIX RESULTS

STARTING GRID



1 Hamilton #44
1m42.553s



2 Vettel #5
1m42.795s



3 Bottas #77
1m43.094s



4 Raikkonen #7
1m43.270s



5 Verstappen #33
1m43.380s



6 Ricciardo #3
1m43.863s



7 Hulkenberg #27
1m44.982s



8 Perez #11
1m45.244s



9 Ocon #31
1m45.369s



10 Alonso #14
1m45.090s



11 Grosjean #8
1m45.133s

Race results / 44 laps - 191.424 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Lewis Hamilton (GB)	Mercedes	1h24m42.820s	41	○●●	44.394s
2	Sebastian Vettel (D)	Ferrari	+2.358s	3	○●●	48.093s
3	Daniel Ricciardo (AUS)	Red Bull-Renault	+10.791s		○●●	46.080s
4	Kimi Raikkonen (FIN)	Ferrari	+14.471s		○●●	1m15.869s
5	Valtteri Bottas (FIN)	Mercedes	+16.456s		○●●	45.882s
6	Nico Hulkenberg (D)	Renault	+28.087s		○●●	47.046s
7	Romain Grosjean (F)	Haas-Ferrari	+31.553s		●●●	45.681s
8	Felipe Massa (BR)	Williams-Mercedes	+36.649s		●●●	45.759s
9	Esteban Ocon (F)	Force India-Mercedes	+38.154s		○●●○	1m16.210s
10	Carlos Sainz (E)	Toro Rosso-Renault	+39.447s		●●●	48.465s
11	Lance Stroll (CDN)	Williams-Mercedes	+48.999s		●●●	47.806s
12	Daniil Kvyat (RUS)	Toro Rosso-Renault	+49.940s		●●●	45.785s
13	Jolyon Palmer (GB)	Renault	+53.239s		○●●	50.876s
14	Stoffel Vandoorne (B)	McLaren-Honda	+57.078s		●●●	53.081s
15	Kevin Magnussen (DK)	Haas-Ferrari	+1m07.262s		●●●○	1m09.473s
16	Marcus Ericsson (S)	Sauber-Ferrari	+1m09.711s		●●●●	1m11.012s
17	Sergio Perez (MEX)	Force India-Mercedes	42 laps-damage		○●●○	1m18.457s
R	Fernando Alonso (E)	McLaren-Honda	25 laps-engine		●●	24.158s
R	Max Verstappen (NL)	Red Bull-Renault	7 laps-engine		○	-
R	Pascal Wehrlein (D)	Sauber-Ferrari	2 laps-suspension		●	-

Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Vettel	1m46.577s	-	41
2	Hamilton	1m46.603s	+0.026s	35
3	Ricciardo	1m47.549s	+0.972s	44
4	Bottas	1m47.721s	+1.144s	37
5	Raikkonen	1m47.730s	+1.153s	36
6	Perez	1m48.300s	+1.723s	27
7	Hulkenberg	1m48.922s	+2.345s	39
8	Grosjean	1m49.087s	+2.510s	37
9	Magnussen	1m49.126s	+2.549s	36
10	Palmer	1m49.283s	+2.706s	44
11	Massa	1m49.637s	+3.060s	37
12	Kvyat	1m49.708s	+3.131s	39
13	Sainz	1m49.709s	+3.132s	39
14	Ocon	1m49.721s	+3.144s	37
15	Vandoorne	1m49.907s	+3.330s	44
16	Stroll	1m50.543s	+3.966s	41
17	Ericsson	1m50.775s	+4.198s	25
18	Verstappen	1m51.022s	+4.445s	5
19	Alonso	1m51.720s	+5.143s	12
20	Wehrlein	no time		

WEATHER Dry, cloudy; track 32C, air 22C WINNER'S AVERAGE SPEED 135.572mph FASTEST LAP AVERAGE SPEED 147.006mph.

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

4

Hamilton equalled the record for F1 pole positions at Spa, alongside Michael Schumacher and Juan Manuel Fangio

6

Hulkenberg equalled the best result for Renault since it returned to F1 as a works team with sixth

6

Both Verstappen and Alonso notched up their sixth retirements of the season (including Alonso's DNS in Russia)

21

Ocon has now racked up 21 consecutive classified finishes since starting his F1 career at Spa last year

30

Vettel claimed the 30th fastest lap of his F1 career

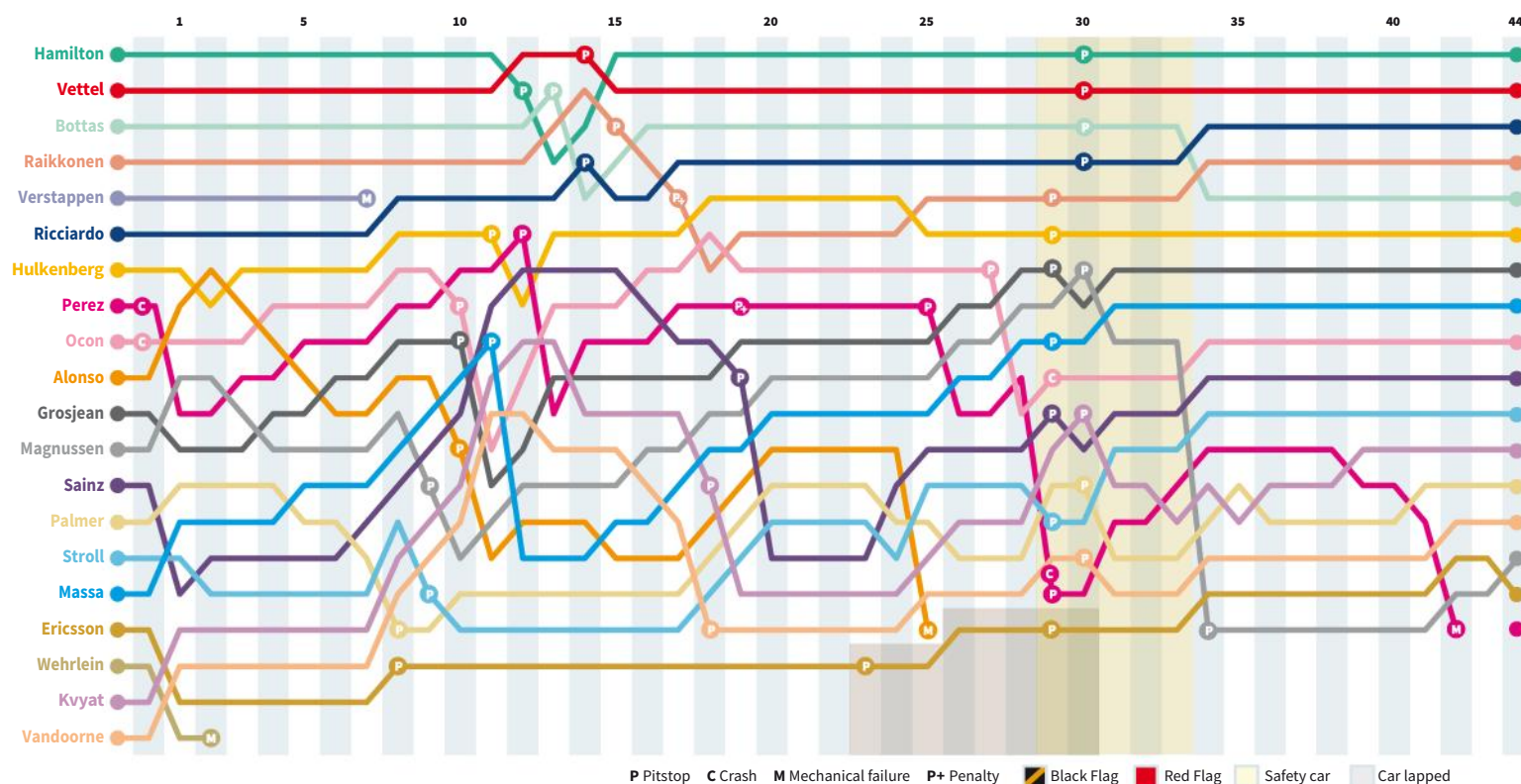
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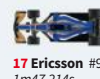
Hamilton equalled Schumacher's record for pole positions in F1 - in 43 fewer attempts

100

Sainz racked up his 100th point in F1, making him the 77th driver to reach this mark

Lap chart / What happened, when





Qualifying 1

POS	DRIVER	TIME
1	Hamilton	1m44.184s
2	Vettel	1m44.275s
3	Verstappen	1m44.535s
4	Raikkonen	1m44.729s
5	Bottas	1m44.773s
6	Ricciardo	1m45.114s
7	Ocon	1m45.277s
8	Hulkenberg	1m45.280s
9	Sainz	1m45.374s
10	Vandoorne	1m45.441s
11	Palmer	1m45.447s
12	Magnussen	1m45.535s
13	Perez	1m45.591s
14	Alonso	1m45.668s
15	Grosjean	1m45.728s
16	Massa	1m45.823s
17	Kvyat	1m46.028s
18	Stroll	1m46.915s
19	Ericsson	1m47.214s
20	Wehrlein	1m47.679s

Qualifying 2

POS	DRIVER	TIME
1	Hamilton	1m42.927s
2	Bottas	1m43.249s
3	Raikkonen	1m43.700s
4	Verstappen	1m43.940s
5	Vettel	1m43.987s
6	Ricciardo	1m44.224s
7	Palmer	1m44.843s
8	Perez	1m44.894s
9	Hulkenberg	1m44.988s
10	Ocon	1m45.006s
11	Alonso	1m45.090s
12	Grosjean	1m45.133s
13	Magnussen	1m45.400s
14	Sainz	1m45.439s
15	Vandoorne	no time

Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m42.553s
2	Vettel	1m42.795s
3	Bottas	1m43.094s
4	Raikkonen	1m43.270s
5	Verstappen	1m43.380s
6	Ricciardo	1m43.863s
7	Hulkenberg	1m44.982s
8	Perez	1m45.244s
9	Ocon	1m45.369s
10	Palmer	no time

WEATHER Dry, cloudy; track 33C, air 23C

Race briefing

GRID PENALTIES

VANDOORNE 65-place penalty for additional power unit elements used and replacement gearbox
WEHRLEIN Five-place penalty for replacement gearbox
ERICSSON Five-place penalty for replacement gearbox
MASSA Five-place penalty for failing to slow for yellow flags
KVYAT 20-place penalty for additional power

unit elements used
PALMER Five-place penalty for replacement gearbox

RACE PENALTIES

RAIKKONEN 10-second stop-go penalty and three points on licence for failing to slow for double waved yellow flags
PEREZ Five-second penalty for leaving the track and gaining an unfair advantage

SPEED TRAP

Fastest for each constructor in qualifying



Free practice 1

POS	DRIVER	TIME
1	Raikkonen	1m45.502s
2	Hamilton	1m45.555s
3	Vettel	1m45.647s
4	Verstappen	1m46.302s
5	Ricciardo	1m46.352s
6	Bottas	1m46.424s
7	Sainz	1m47.446s
8	Ocon	1m47.670s
9	Kvyat	1m47.851s
10	Vandoorne	1m47.865s
11	Palmer	1m47.930s
12	Hulkenberg	1m48.037s
13	Alonso	1m48.252s
14	Perez	1m48.452s
15	Stroll	1m48.541s
16	Magnussen	1m48.615s
17	Grosjean	1m48.626s
18	Ericsson	1m50.160s
19	Wehrlein	1m51.263s
20	Massa	no time

WEATHER Dry, sunny; track 23C, air 18C

Free practice 2

POS	DRIVER	TIME
1	Hamilton	1m44.753s
2	Raikkonen	1m45.015s
3	Bottas	1m45.180s
4	Verstappen	1m45.225s
5	Vettel	1m45.235s
6	Ricciardo	1m46.072s
7	Hulkenberg	1m46.441s
8	Ocon	1m46.473s
9	Sainz	1m46.561s
10	Palmer	1m46.670s
11	Alonso	1m46.743s
12	Perez	1m46.984s
13	Grosjean	1m47.285s
14	Vandoorne	1m47.303s
15	Kvyat	1m47.450s
16	Magnussen	1m47.556s
17	Stroll	1m47.861s
18	Ericsson	1m49.214s
19	Wehrlein	1m49.725s
20	Massa	no time

WEATHER Dry, overcast/rain; track 31C, air 22C

Free practice 3

POS	DRIVER	TIME
1	Raikkonen	1m43.916s
2	Vettel	1m44.113s
3	Hamilton	1m44.114s
4	Verstappen	1m45.034s
5	Bottas	1m45.230s
6	Ricciardo	1m45.286s
7	Palmer	1m45.491s
8	Perez	1m45.857s
9	Sainz	1m45.942s
10	Alonso	1m46.060s
11	Hulkenberg	1m46.064s
12	Ocon	1m46.179s
13	Grosjean	1m46.196s
14	Vandoorne	1m46.300s
15	Stroll	1m46.620s
16	Massa	1m46.667s
17	Magnussen	1m46.690s
18	Kvyat	1m47.903s
19	Wehrlein	1m48.296s
20	Ericsson	1m48.300s

WEATHER Dry, cloudy; track 23C, air 21C

SEASON STATS

Drivers' championship

1	Vettel	220
2	Hamilton	213
3	Bottas	179
4	Ricciardo	132
5	Raikkonen	128
6	Verstappen	67
7	Perez	56
8	Ocon	47
9	Sainz	36
10	Hulkenberg	34
11	Massa	27
12	Grosjean	24
13	Stroll	18
14	Magnussen	11
15	Alonso	10
16	Wehrlein	5
17	Kvyat	4
18	Vandoorne	1
19	Palmer	0
20	Ericsson	0
21	Giovinazzi	0
22	Button	0
23	di Resta	0

Constructors' championship

1	Mercedes	392
2	Ferrari	348
3	Red Bull	199
4	Force India	103
5	Williams	45
6	Toro Rosso	40
7	Haas	35
8	Renault	34
9	McLaren	11
10	Sauber	5

Wins

Hamilton	5
Vettel	4
Bottas	2
Ricciardo	1

Fastest laps

Hamilton	6
Raikkonen	2
Vettel	2
Alonso	1
Perez	1

Pole positions

Hamilton	7
Bottas	2
Vettel	2
Raikkonen	1

Qualifying battle

HAM	7	5	BOT
RIC	4	8	VER
VET	9	3	RAI
PER	10	2	OCO
STR	1	10	MAS
STR	1	0	DIR
VAN	1	10	ALO
VAN	0	1	BUT
KVY	5	7	SAI
GRO	8	4	MAG
HUL	12	0	PAL
ERI	3	7	WEH
ERI	2	0	GIO

Hamilton's drive of a champion

The Mercedes star had to summon all his resources at Spa, hence his top ranking

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



10 LEWIS HAMILTON

Given that Mercedes sacrificed downforce in qualifying for race pace, Hamilton's pole lap was astounding. On the part of the track where he should have struggled, he was fastest of all. Drove a superb race under huge pressure and defended expertly when Vettel attacked at the restart. A true champion's drive.



6 VALTTERI BOTTAS

Bottas was "confused" by his lack of pace. He was 0.475s down on Hamilton through sector two in qualifying, struggling in every corner despite no discernible difference in set-up. In the race, getting passed 'Ricardo Zonta-style' by two cars at once after the race restart compounded a tough weekend.

RED BULL



8 DANIEL RICCIARDO

Was well beaten by Verstappen in qualifying, but recovered brilliantly. Took the benefit of his team-mate's bad luck and Raikkonen's penalty, but was clinically decisive passing Bottas after the restart, showed strong pace to get into the mix in the middle stint, and was quick enough to keep Raikkonen's Ferrari at bay too.



8 MAX VERSTAPPEN

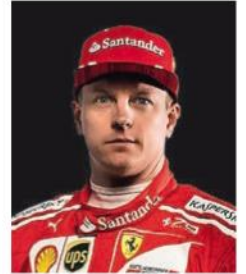
Started the weekend on Red Bull's higher-downforce set-up, and put it to good use by trouncing Ricciardo and almost beating Raikkonen's Ferrari in qualifying. Was dropping Ricciardo at two tenths per lap in the race when yet another "unbelievable" Renault engine failure spoiled Verstappen's party.

FERRARI



9 SEBASTIAN VETTEL

Thanked his team-mate for the tow that got him within 0.25s of Hamilton in qualifying, but drove well enough to beat Bottas to the front row regardless. Vettel was at his relentless best in the race, pushing Hamilton hard all the way in a tense battle, but just couldn't find a way to crack Hamilton's imperious defences.



7 KIMI RAIKKONEN

Was Ferrari's strongest contender until the final Q3 runs, so loses marks because of an error at Turn 9. Not a great race either, all told. Safety car negated his stop/go penalty for ignoring yellow flags, but his pace was also underwhelming in pursuit of Ricciardo. Pass on Bottas was Hakkinen-esque, though.

FORCE INDIA



5 SERGIO PEREZ

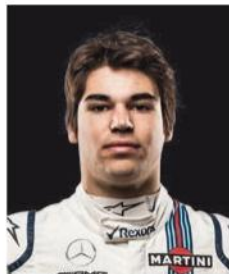
Has to take responsibility for throwing away points here. Made a poor start, inadvertently caused contact with his team-mate on the first run to Eau Rouge, was penalised for going off-track after passing Grosjean, then squeezed his team-mate again as they fought for position. That move ruined Force India's race.



8 ESTEBAN OCON

Qualified right behind Perez again, but lost a likely seventh-placed finish when he tried to pass Perez approaching Eau Rouge and they collided. Being super-critical, maybe Ocon should have thought twice given the lack of trust between them. In any case, now the team must step in and finally sort things out.

WILLIAMS



6 LANCE STROLL

Was outclassed by Massa, despite getting way more practice in. Stroll was well off Massa's pace in Q1, even before rear-wing damage prevented a second run. The race was a struggle too. Got jumped by recovering Sainz early on and lacked pace. Passed Palmer's draggy Renault, but finished adrift of the points in a hobbled car.



7 FELIPE MASSA

Massa's weekend lurched between disasters before ending on a high note. He lost most of Friday to a silly FP1 crash, then copped a grid penalty for ignoring yellow flags in FP3, which rendered his valiant bid to make Q2 meaningless. Made good ground early on and drove a decent race, even if the result was a little fortuitous.

McLAREN



7 STOFFEL VANDOORNE

The McLarens worked together to progress through Q1, where he was slightly quicker than Alonso. Started at the back owing to a huge grid penalty and couldn't progress much because of his car's massive straightline-speed deficit. Made the flag at least, which was "probably the only positive".



8 FERNANDO ALONSO

Alonso was on the same tenth as the Force Indias in Q2, before Honda's ERS got confused by him taking Pouhon flat for the first time. Chasing the Red Bulls through Eau Rouge on lap one was Alonso's only highlight. Plummeted from the top 10 as faster cars sailed by "without even activating the DRS", then parked it with 19 laps left.



Verstappen was flying until his engine failed

LAT IMAGES

TORO ROSSO



7 DANIIL KVIAT
Kvyat's weekend was ruined by engine problems and he struggled to "know where to put my wheels" in qualifying thanks to lack of track time, reacting to his car rather than anticipating its movements. Was in touch with Sainz for much of the race, but kept getting stuck behind Stroll, then had to fight off Palmer.



8 CARLOS SAINZ JR
Sainz dialled in immediately and produced a mega lap to go ninth in Q1. Matching it in Q2 would have beaten Magnussen's Haas, so it was slightly disappointing he couldn't. Recovered well from a tough start to score a point. Had a bit of help from others going awry, but also made his own luck with two crucial passes on Stroll.

HAAS



8 ROMAIN GROSJEAN
Spa's rough asphalt and Pirelli's aggressive tyre choice alleviated Haas's chief weakness, and Grosjean qualified strongly. Felt Q3 was possible but for losing downforce behind a pitting Vandoorne at the chicane. Recovered well from a tricky first lap in the race to bag a decent haul of points. A good weekend's work.



6 KEVIN MAGNUSSEN
Was slightly quicker than Grosjean initially in Q2, but overdrove at Les Combes and fried the tyres, so ended up adrift. Struggled in the first stint, but compared well against Grosjean on the super-soft. Lost out to Massa in the safety-car-pitstop phase, then threw points away by going off at the Bus Stop at the restart.

RENAULT



8 NICO HULKENBERG
Was strangely off Palmer's pace, suspecting his car's aero was iffy after turning the set-up "upside down, left, right, upside down again". Still qualified best of the rest after Palmer's Q3 misfortune. Stayed strong through some "hairy" three-abreast racing with Ocon and Alonso after a poor start to easily finish best of the rest again.

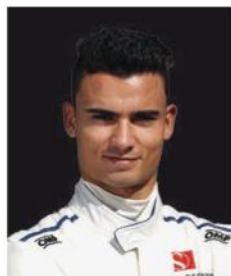


7 JOLYON PALMER
You must feel for Palmer, who was rapid until his gearbox broke in Q3. Struggled to progress after the subsequent grid penalty. First stint on worn tyres was tough, as Massa and Sainz shuffled him back, then got bullied by Alonso and overtaken by Sainz (again), Stroll and Kvyat. Saturday's fine form rescues his score.

SAUBER



8 MARCUS ERICSSON
Sauber was in a race of its own given the deficit of its outdated engine. Ericsson was generally quickest, but comparison is hard given Wehrlein's issues. Felt like a strong weekend from Ericsson, who was not too far off Vandoorne's pace (admittedly on an offset strategy) before picking up damage in the final stint.



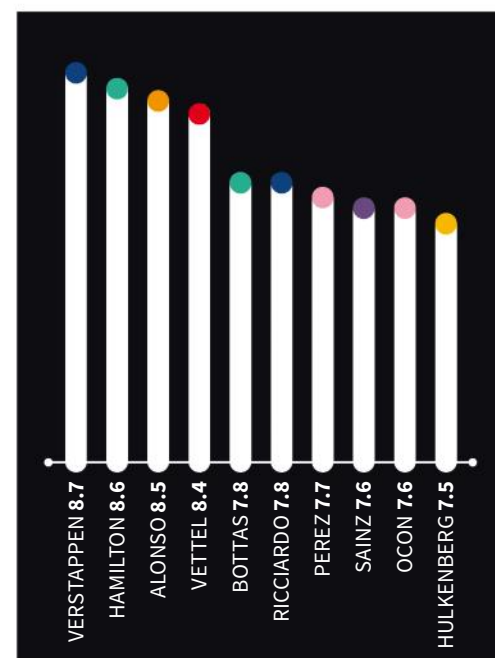
N/A PASCAL WEHRLEIN
It's impossible to rate his weekend fairly, given his problems. Recovered from trouble in FP1 to squeak ahead of Ericsson in FP3 – but Ericsson only did three laps in that session owing to his own technical issue. Suffered an engine problem in qualifying before broken suspension put him out two laps into the race.



Hamilton knows this was not an easy win

LAT IMAGES

TOP 10 AVERAGE RATING



Battery and assault

Electric rallycross is on its way soon. But how did Austrian company STARD develop its prototype for this all-action branch of the sport?

By Hal Ridge, Rallycross Correspondent

[@HalRidgeRX](#)



Four years ago, when the funding was pulled from beneath its feet on its top-secret project, Austrian firm STARD thought it had reached the end of the road in its dream to produce an electric rallycross car capable of taking on the sport's existing machinery. But the company owned by former Production World Rally champion Manfred Stohl did eventually manage to make up the shortfall and complete the first incarnation of its dream: the HIPER fully electric rally and rallycross prototype, which was officially revealed late last year.

Many believe that things happen for a reason. Had HIPER been launched when initially intended, the concept may well have arrived too soon to grip the imagination of an audience

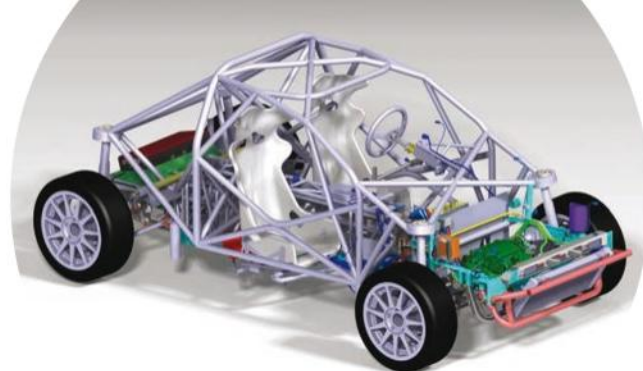
outside a specialised technical sphere. But on the back of the 2015 emissions scandal, VW Group marques Audi (World Endurance Championship) and Volkswagen (World Rally Championship) ended long-term motorsport programmes, and focus began to shift towards competing using alternative energy.

As the leading electric championship, Formula E has attracted a raft of manufacturers, boosted in recent months by Mercedes, Porsche and BMW. But noises are also coming from the dual-surface discipline of rallycross to the effect that at least part of its future could lie in electric propulsion too.

Having previously been tight-lipped on the subject, World Rallycross Championship promotor IMG recently revealed that it is working with the FIA and several manufacturers on the introduction of electric rallycross – independent from the current two-litre turbocharged World RX Supercar category – which could happen from 2020.



Peugeot 207
Super 2000 shell
conceals 4WD
fully electric
drivetrain (right)



“We’re talking to a number of manufacturers and working with the FIA about what it [electric rallycross] might look like,” says WRX managing director Paul Bellamy. “It will be 2020 at the earliest, but we’re in discussions about what format the concept might take, what the cars will be like and where it will sit in the World RX weekend. We’re looking at electric rallycross because it’s what the manufacturers are asking for. They understand how rallycross lends itself perfectly to electric motor racing, because the races are over quickly and the cars being used relate to the cars that you see every day on the road.”

That news followed an announcement from the American-based Global Rallycross Championship last year that it plans an electric support category from 2018.

STARD’s fully electric four-wheel-drive rallycross concept is based on a Peugeot 207 Super 2000 chassis and currently uses a separate 200-kilowatt motor to drive the front and rear axles independently. The platform on which the car is based was chosen simply because of availability, with the focus on the electric drivetrain.

The idea was conceived in 2008, following Stohl’s successful rally campaigns with compressed natural gas (CNG) cars in the Austrian Rally Championship.

“I had seen some other concepts and thought why could it not be possible to make a proper electric car for rally, or rallycross,” says STARD CEO Michael Sakowicz. “It took a long time to get off the ground, and we had some setbacks, with finances and third-party components, but that also gave us a bigger view of the project. In the end, there are no third-party components that are unmodified, it has been a long time and a lot of work, but it’s very exciting to be at the point we are at today. This concept highlights our capabilities and we are already moving forward with it.”

The firm has not been totally alone in its venture. The project was initially supported by government funding, and STARD is also working with the Technical University of Vienna on the concept’s development.

As things stand, this is the only fully electric rallycross car in existence. It produces performance figures directly comparable to those of a current, conventionally powered World RX machine. The publicised figures of Volkswagen Motorsport’s dominant Polo GTI this season are, for example, 570bhp and 480lb ft of torque; HIPER has the equivalent of 544bhp and 560lb ft.

Impressively, it takes the converted Peugeot just 0.034 seconds from torque request (application of the throttle) to deliver 90% of its maximum torque. Blink-of-an-eye delivery is one of the huge bonuses of electric technology, even over internal-combustion rallycross Supercars, renowned for sub-2s 0-60mph times. But that kind of instant delivery has also caused some of STARD’s biggest headaches in the development process, in making the single-speed transmission and differentials at each axle strong enough to deal with the demands.

The lithium-ion battery, which in current configuration sits in a cage behind the crew’s seats, has been developed in-house at Stohl’s facility just outside Vienna. It can operate at maximum capacity for a duration of 15 minutes.

One of the key issues with current EV technology, highlighted in Formula E by the requirement to change cars mid-race, is endurance. Therein lies one of the main reasons why rallycross is the perfect fit for electric vehicles. With races run between four and six laps (a lap being around a kilometre in length), cars could run at their maximum capability 100% of the time.

“My emotion for electric cars was quite poor, and that >>



Rallycross’s short-blast races suit electric power



1 No gear lever, so handbrake takes its place

2 Battery runs at max capacity for 15 minutes

3 Trick third pedal in place of clutch

4 200kW motor puts out 560lb ft of torque



wasn't made any better by how hard it was to complete this project," says Stohl. "But, when we had the first rollout of the car, I changed my mind quickly. Five-hundred horsepower is nothing special, but 500 horsepower with no noise..."

"I still remember like yesterday the first time I drove the car. I was so impressed by the torque and the speed it came at, especially with no gearchange. Even when testing on a proper rallycross track, it feels like a normal [rallycross] car. Especially in dry conditions, I felt it very well straight away. In slippery conditions we needed to improve in some areas, but we have done that, which is all part of the development."

Putting aside one of the perpetual arguments against electric vehicles – the lack of noise compared to their fossil-fuelled brethren – there is no reason why electric rallycross can't be as spectacular, or even more so than with existing machines.

With British and French governments aiming to ban the sale of new petrol and diesel cars from 2040, manufacturers need to develop and promote alternative technologies. With its appeal of enticing viewers with door-to-door action and undulating circuits with big jumps, rallycross is an ideal arena for such an exercise, especially with a younger generation of fans than you find in some other areas of motorsport.

Stohl is delighted by the recent announcement that EV technology is going to be adopted into the World RX structure. "I think our showcase car is something they [IMG and the FIA] can take ideas from," he says. "Things are moving quickly and we are working hard on this technology. The interest is massive now. Our small company invested a lot of money in the project [funding came from a number of sources for a total investment of almost €2million in research and development, including in-house batteries]. In the beginning people were laughing; why do you need this car? But more and more manufacturers are looking into it and we are happy that it goes in this direction."

The Group B era is arguably what rallycross is best-known for.

The fire-breathing monsters of the 1980s are a far cry from the prospect of significantly quieter electric competition, but reigning World RX champion Mattias Ekström finds comparisons between the two.

"Group B in rallying is what many people think about as the 'good old days,'" says the double DTM champion. "For me, rallycross is the good coming days. Here the cars are really fast; the only thing I hope for in the coming years is for cars to become electrically driven, with 1000 horsepower. I think that would be the dream for any driver, to have even more power and drive with electric cars because the format suits it perfectly. People want to see fast cars and extreme things and I think rallycross offers this today and can also in the future with electric cars."

Petter Solberg, who won the first two World RX titles in

2014 and '15, also believes that electric rallycross is now necessary in order to maintain the investment of manufacturers. "I think it's going in that direction, for sure," he says. "There are a lot of meetings going on about it and a lot of discussions. I think we

have to respect that this is how it's going for the future – not that this is going away. If we're going to keep having support from manufacturers to do the sport, this is the way to go."

The World RX promoter and the FIA will have to work hard to ensure, as Formula E has done, that the electric formula is strictly controlled so costs cannot spiral, particularly in light of the pace of development. STARD, for example, is already well down the road with the next stage in its concept: producing a four-motor system so each wheel can be driven totally independently, allowing for a huge amount of controllable chassis dynamic characteristics, including torque vectoring.

Regulations still have to be rubber-stamped, but the arrival of electric rallycross is coming fast. Just a handful of weeks ago, it was a question of whether it would ever materialise; now it's only a matter of when. 🏁

“What I hope for is for cars to be electrically driven, with 1000bhp”



Behind the wheel: the noise of silence

IT'S NOT THE 'RADIO-controlled-car on steroids' sound emitted from the motors that grabs my attention; it's every other noise I'm noticing as I drive the world's first fully electric rallycross car.

I'm given an induction into HIPER's various switches and buttons before I set off down the start straight at Greinbach, the former European Rallycross Championship venue. And as I get going, the intense wind noise is bizarre; like sticking your head out of the window on a motorway.

But the other noises are a bigger surprise. The clunking and knocking from the transmission, dampers, ball joints, brake bells... everything. Sounds that every competition car makes, usually drowned out by an engine.

For the hairpin, a tug of the handbrake is required to rotate the car, the lever mounted exactly where you'd expect the gear lever to be in a more

conventional machine. Being single-speed, this car has no need for a gear lever at all. Under braking into the medium-speed corners in particular, my right hand involuntarily leaves the wheel, heading for the imaginary gear lever, before my brain reminds itself that the car is fundamentally automatic. I've never fully appreciated how much changing down under braking effects chassis balance, until you don't have to do it!

Driving this car is a strange sensation – braking with my left foot to balance the chassis and slow for corners, but without changing gear, it feels like something's missing. It's

“The wind noise is like sticking your head out of the window on a motorway”

a similar feeling under acceleration. After a couple of three-lap runs to get acclimatised, I do a 'launch' start. Surrounded by silence, aside from the humming of the fan cooling the electronics inside the cabin, there's no clutch bite-point to find, no button to hold to initiate the launch procedure. It's simply a case of standing on the throttle and I'm hurtling towards the first corner.

This is quick but, having driven World RX Supercars, it's also surreal not to feel the surge of turbo-boost or the jolt of gear changes. The power delivery is incredibly linear and also equally responsive to throttle inputs. The brakes and chassis are as good as you'd expect from a works-spec Super 2000 car and I certainly don't get the most from either.

I'm honoured to be STARD's test monkey for some of the 13 laps we undertake. Once I've driven with various amounts of torque variations front-to-rear,



Ridge relishes chance to be a 'test monkey'

CEO Michael Sakowicz and chief technical officer Philipp Thonet-Drechsel initiate the third pedal, where traditionally the clutch would be located.

Not only does this act as an energy-regeneration facility when depressed and braking at the same time (with the right foot), it also works as a form of engine (motor) braking. But when applied at the same time as being on the throttle, it decreases the torque to the front axle. It's another peculiar new experience, and I'll admit that my few laps is not enough to get my head around it.

To balance the chassis, you can use the left pedal while on the throttle at the same time to take drive off the front axle, effectively making the car rear-wheel drive.

Pushing the left pedal while on the throttle is a bizarre sensation, but the result is remarkable. On one occasion, heading onto the circuit's loose section, I've depressed the 'regen' pedal and got wildly sideways; as I lift off it, full torque goes to the front axle (in 0.034s) and the car is pulled instantly straight.

For me, the lack of engine sound is of no consequence as a driver – the motor still changes in note around the lap, while the acceleration and speed are seriously impressive.

If drivers have to contend with factors such as an the third pedal in race situations, they'll have plenty to think about, mistakes will inevitably be made and the racing – which will already be exciting – will be even more interesting.

Sutton again as title race slims to two-man bout

The momentum is with the Subaru man, and it seems that only Turkington can stop him

By Jack Cozens, BTCC Correspondent

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On a weekend where two mismatched super-welterweights went head to head in a fight for the 'Money Belt', it seemed only appropriate that the British Touring Car Championship's title fight was effectively narrowed to a two-horse race between two cars that are fundamentally very different machines.

Seven drivers remain in mathematical contention for the crown. But, of the four who headed to Rockingham with realistic shots, it's the two differing approaches of the juggernaut-like Ash Sutton in his Team BMR Subaru Levorg and smooth, consistent WSR BMW ace Colin Turkington that sent them clear in the points, while problematic events for Gordon Shedden and Rob Collard left the two *almost* out for the count.

For all that's at stake, though, you'd have been forgiven on Saturday afternoon for forgetting that there was a title to be won as James Cole set the timing screens alight. The qualifying pace of the BMR Subaru has clearly come on in the second half of the season, but many might have expected Sutton or Jason Plato to lead the way in qualifying instead of Cole, who had only scored his previous best qualifying result of sixth at Knockhill a fortnight earlier.

Pole even came after a boost reduction for the Levorgs for Rockingham and was also the first in qualifying at the Corby

'roval' for a rear-wheel-drive car. Bizarre.

"I didn't expect that," said Cole. "We saved all our new tyres for qualifying – that's the reason why [we're on pole]. I thought if we got everything right we'd be in the top 10. I've got a front-wheel-drive car next to me, which is always good."

Sure enough, Cole held his lead without trouble at the start of the race and, although Jack Goff chased hard in the early laps in his Eurotech Honda Civic Type R, Cole was afforded a comfortable run to his first win as Goff's tyres went off in the second half of the race. Cole headed a BMR one-two, with Sutton, who had started fourth, grabbing an unexpected bonus of second out of the Tarzan hairpin on the final lap after Goff had slewed wide. With Turkington sixth across the line, Sutton assumed the points lead – one he would add to over the weekend.

Cole had failed to score a point this season before last month's Snetterton round, but four consecutive fifth-place finishes preceded his first triumph. It was surely further vindication – beyond Sutton's meteoric rise up the order – of the progress BMR has made with its Levorg since the early part of the season.

That was as good as it got for the 29-year-old, who added a 13th and a retirement later on, but his moment in the searing Bank Holiday sun was deserved. And although Plato has long suggested he is keen to play the game to assist team-mate Sutton's bid for the title, it was Cole's roadblock-like presence in front of Turkington for a good chunk of the second Rockingham race that arguably cost the WSR man an



Ashley-Cole! Race two winner and new series leader heads surprise poleman and race-one victor at the front

extra two points, which could prove crucial come the final count at the Brands Hatch finale. Ifs, buts and maybes, but Cole's job was another well done.

While Sutton had no chance of catching his team-mate in race one, he stamped his authority on race two almost immediately, driving around the outside of everyone at the Deene hairpin to race into the lead. The 23-year-old ended the first lap more than two seconds clear of the rest – no mean feat considering he was on the harder tyre – and, although his advantage was wiped out by the safety car shortly afterwards, he raced away once more on the restart as those behind him tripped over one another to clinch a sixth win of the season. Next up was the Motorbase Ford of Mat Jackson, who in turn just held Turkington at bay.

Fifth in the finale was, incredibly, Sutton's worst finish since May's third round of the season at Thruxton, but it was still enough for him to end the weekend with a 12-point championship lead. It was another hugely impressive performance from Sutton. He will now



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“Since Brands I’ve really changed my way of racing and I’ve homed in on that”

face a different challenge — entering a race weekend for the first time with the pressure of leading the points and having maximum ballast — but said he has no plans to alter his approach: “Since Brands [round one] I’ve really changed my way of racing and homed in on that. It seems to be working! I’m not going to change that. We’ll rethink that at Brands Hatch, maybe, but at the minute I’ll just continue what I’m doing.”

As had been the case at Knockhill a fortnight earlier, consistency was key to Turkington’s weekend. He and WSR team-mates Collard and Andrew Jordan had typically low-key practice sessions. While all three struggled for pace in the early part of qualifying, Turkington

pulled out a lap right when it mattered to secure a third-row berth for the opener — just the sort of lap under pressure that has become expected of the cool-headed Northern Irishman. “We reacted to the track; the track moved, as everyone felt, from free practice to qualifying,” he said. “We made a quick change and found the lap time — the car was difficult to drive, but we only needed the one lap from it.”

But while that provided an important leg-up for Turkington’s consistent scoring on Sunday, two sixth-place finishes and a third weren’t quite up to scratch for the man who won twice at the circuit on his way to his most recent title in 2014, particularly in the context of Sutton’s 51-point haul. »



A disconsolate Shedden trudges away from his damaged Honda

COLE ON POLE – AND BREAKS WIN DUCK

THE BRITISH TOURING CAR CHAMPIONSHIP unearthed its 11th different winner of the season at Rockingham when James Cole carried the momentum from qualifying on pole position to control the opening race.

There were some raised eyebrows up and down the pitlane when Cole managed to plant the estate-shaped Subaru Levorg on pole, but there really shouldn't have been. He is in one of the most sorted chassis on the grid – as proved by multiple race winner Ash Sutton and Knockhill victor Jason Plato – and he was carrying no success weight into the event as a legacy of his struggles earlier this season.

The Liverpoolian had recorded a fifth-placed finish in race three at Snetterton at the end of July, and then three more fifths last time out at Knockhill. The momentum – and crucially, the confidence – was building.

Looking at the data from his benchmark time at Rockingham, Cole's pole lap was up there among the best. It was no fluke, and nor was it as a result of a car that is miles better than the rest in terms of turbocharger boost, as some envious eyes in other teams were suggesting.

Cole was forced to look to his mirrors to hold off a determined Jack Goff early on, but held his ground until the Dunlops on his rear-wheel-drive car were fully up to their working temperature. Once there, he powered away and didn't look like losing his advantage.

The turnaround was due a change in attitude from the driver himself. "When we were searching for the secrets to unlock the speed from this car, which we struggled with at the start of the season, then we were seeking engineering solutions. We were trying things that were very different," explained Cole. "But then we got the car into an operating window, and then it was time to focus on myself. My engineer [Steve Farrell] decided to stop tweaking the car and focus on me driving it and getting the most from it. Once I was on top of it, then we could start looking at pushing on from there. This has been a tough journey in the BTCC, but finally I feel things are beginning to click."

MATT JAMES



Jordan (left) beat Morgan in final race of the day



LAT IMAGES

Turkington had briefly been ahead of his adversary for third on the run off the startline in race one, only for Sutton to lunge around the outside of the Deene hairpin. Thereafter they went opposite ways through the order, Turkington dropping to sixth, but he then displayed a masterclass in perseverance in race two by bidding his time behind Cole before pouncing and later clearing Adam Morgan and Goff. He finished sixth again in the finale, albeit crucially after allowing Sutton past in the closing laps.

"It's not easy coming into an event leading the championship with that weight," reflected Turkington. "I'm pleased with the points we've scored, but I'm still a little frustrated; we still have to find more pace. We're still lacking a little to properly challenge at the moment."

"There's no magic, the car is working well and we're maximising what we have; we're just shy of ultimate pace. It's going to be tough – all we can do at this stage is be consistent and keep on scoring."

Turkington may well find it tough to stop the freight train that is Sutton's current form, but he is now likely the only man capable of halting the BMR man after testing weekends at Rockingham for Collard and Shedden.

Both qualified down the order – with Shedden 16th in his Dynamics-run Honda Civic and Collard a further four places back – before coming to blows during the first encounter. Collard continued to a muted 17th in his BMW 125i M Sport, while Shedden was classified a lap down in 30th after visiting the pits to change a flat right-front tyre.

Collard fought through the field in typical fashion to finish race two in eighth, which included a brusque late-race scrap with Jordan, but was eliminated from the finale when he and Goff touched on School Straight, Collard coming to a stop in the Brook gravel trap with broken suspension.

The WSR veteran was insistent after the race that life remains in his title bid, but he now faces an uphill struggle to get back on terms with the top two,

one of whom is his team-mate.

Shedden had all but written off his chances of retaining his title (again) at the previous round at Knockhill. But it was with his disheartened trudge away from his Civic after another retirement in race two – this time after contact with Rob Austin at the Deene hairpin – that it appeared he realised the full extent of his predicament.

Last year, it was a stellar Rockingham round for Shedden – he scored a win and a second – that thrust him back into title contention and kick-started his (successful) bid for a second straight title. But as impressive as his rise to 12th in race three was, the four points Shedden achieved last weekend leave him 55 behind Sutton with only six races to go.

The Subarus didn't have things all their own way on Sunday, but Andrew Jordan did ensure RWD cars won all three races at the track for the first time since 2014 with a composed drive to victory in race three in the third WSR 125i M Sport.

Like Collard, Jordan had started the first race from outside the points, but kept his nose clean to finish 12th, then advanced to seventh in race two and was drawn on pole for the reversed-grid finale. A month after the cruellest of electrical failures prevented him from winning the reversed-grid race at Snetterton, Jordan banished that nightmare and, having eventually seen off what at one point had been a seven-car chasing pack, eased away after a safety car restart to clinch a third win of the season ahead of Morgan and Plato.

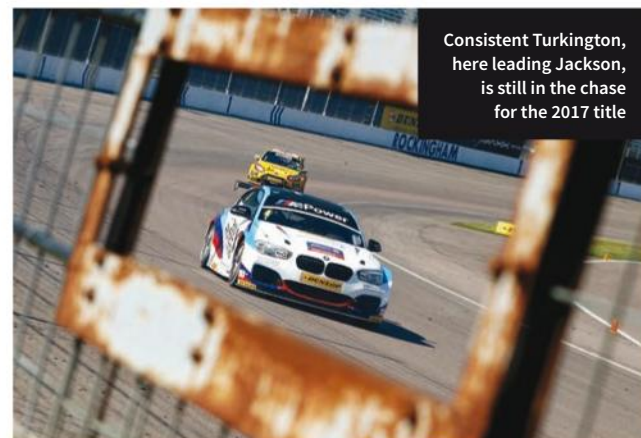
"I couldn't get the front tyres in, I couldn't get the rears in, so I was having to go defensive, and when you go on the tighter line you're asking more of the tyre to get the car rotating, and I just couldn't lean on it," said Jordan. "It was hard work. But then four laps in I came off the chicane with about two car lengths and I thought 'no defending, get your head down and just get into a rhythm', and I did."

"The car was quite difficult to drive, so I was just keeping a little bit back because it was unpredictable." ❄

RESULTS ROUND 8/10, ROCKINGHAM (GB), AUGUST 27 RACE 1 (16 LAPS – 31.040 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	James Cole (GB)	Team BMR · Subaru Levorg	22m49.936s
2	Ash Sutton (GB)	Team BMR · Subaru Levorg (66kg)	+2.571s
3	Jack Goff (GB)	Eurotech Racing · Honda Civic Type R (15kg)	+3.167s
4	Josh Cook (GB)	Triple Eight Racing · MG6	+3.308s
5	Matt Neal (GB)	Team Dynamics · Honda Civic Type R (33kg)	+4.946s
6	Colin Turkington (GB)	WSR · BMW 125i M Sport (75kg)	+5.245s
7	Mat Jackson (GB)	Motorbase Performance · Ford Focus (21kg)	+7.937s
8	Adam Morgan (GB)	Ciceley Motorsport · Mercedes A-Class	+8.458s
9	Josh Price (GB)	Team BMR · Subaru Levorg	+8.698s
10	Jason Plato (GB)	Team BMR · Subaru Levorg (9kg)	+10.157s
11	Tom Chilton (GB)	Power Maxed Racing · Vauxhall Astra	+14.234s
12	Andrew Jordan (GB)	WSR · BMW 125i M Sport (27kg)	+14.976s
13	Dave Newsham (GB)	BTC Norlin Racing · Chevrolet Cruze	+15.839s
14	Ollie Jackson (GB)	AmD Tuning · Audi S3 Saloon	+22.248s
15	Michael Epps (GB)	Team Hard · Volkswagen CC	+23.693s
16	Aron Taylor-Smith (IRL)	Triple Eight Racing · MG6	+23.903s
17	Rob Collard (GB)	WSR · BMW 125i M Sport (48kg)	+24.200s
18	Ant Whorton-Eales (GB)	AmD Tuning · Audi S3 Saloon	+24.870s
19	Aiden Moffat (GB)	Laser Tools Racing · Mercedes A-Class	+31.478s
20	Chris Smiley (GB)	BTC Norlin Racing · Chevrolet Cruze	+32.048s
21	Senna Proctor (GB)	Power Maxed Racing · Vauxhall Astra	+33.655s
22	Martin Depper (GB)	Motorbase Performance · Ford Focus	+35.254s
23	Will Burns (GB)	Team Hard · Volkswagen CC	+35.506s
24	Jake Hill (GB)	Team Hard · Volkswagen CC	+37.687s
25	Rory Butcher (GB)	Motorbase Performance · Ford Focus	+39.334s
26	Stephen Jelley (GB)	Team Parker · Ford Focus	+40.884s
27	Brett Smith (GB)	Eurotech Racing · Honda Civic Type R	+43.747s
28	Matt Simpson (GB)	Team Dynamics · Honda Civic Type R	+44.264s
29	Stewart Lines (GB)	Team Parker/Maximum · Ford Focus	+51.271s
30	Gordon Shedden (GB)	Team Dynamics · Honda Civic Type R (57kg)	-1 lap
31	Rob Austin (GB)	Handy Motorsport · Toyota Avensis	-1 lap
R	Tom Ingram (GB)	Speedworks Motorsport · Toyota Avensis (39kg)	0 laps-burst brake pipe

Winner's average speed 81.56mph. **Fastest lap** Neal 1m24.130s, 83.01mph.

**QUALIFYING**

1 Cole 1m23.187s; 2 Goff 1m23.235s; 3 Ingram 1m23.269s; 4 Sutton 1m23.308s; 5 Turkington 1m23.382s; 6 Morgan 1m23.385s; 7 Neal 1m23.450s; 8 Cook 1m23.482s; 9 Chilton 1m23.569s; 10 Plato 1m23.622s; 11 M Jackson 1m23.654s; 12 Price 1m23.668s; 13 Taylor-Smith 1m23.672s; 14 O Jackson 1m23.680s; 15 Epps 1m23.696s; 16 Shedden 1m23.699s; 17 Newsham 1m23.705s; 18 Jordan 1m23.737s; 19 Whorton-Eales 1m23.751s; 20 Collard 1m23.824s; 21 Butcher 1m23.861s; 22 Proctor 1m23.929s; 23 Austin 1m23.976s; 24 Jelley 1m24.001s; 25 Smiley 1m24.012s; 26 Smith 1m24.111s; 27 Simpson 1m24.157s; 28 Moffat 1m24.259s; 29 Depper 1m24.299s; 30 Burns 1m24.858s; 31 Hill 1m24.983s; 32 Lines 1m25.520s.

RACE 2 (18 LAPS – 34.920 MILES)

1 Sutton (66kg) 26m57.861s; 2 M Jackson (27kg) +2.438s; 3 Turkington (33kg) +2.730s; 4 Plato (9kg) +7.110s; 5 Goff (57kg) +9.513s; 6 Morgan (21kg) +10.101s; 7 Jordan +10.569s; 8 Collard +10.756s; 9 Ingram +14.802s; 10 Smiley +15.349s; 11 Proctor +15.913s; 12 O Jackson +18.138s; 13 Cole (75kg) +18.466s; 14 Moffat +19.262s; 15 Taylor-Smith +20.029s; 16 Chilton +20.261s; 17 Hill +21.624s; 18 Whorton-Eales +22.278s; 19 Butcher +23.389s; 20 Depper +24.479s; 21 Burns +29.679s; 22 Jelley +30.884s; 23 Newsham +31.330s; 24 Smith +35.011s; 25 Lines +43.605s; 26 Austin -1 lap; R Epps 15 laps-accident damage; R Cook (48kg) 13 laps-accident damage; R Neal (39kg) 11 laps-accident damage; R Simpson 9 laps-accident; R Shedden 2 laps-accident damage/suspension; R Price (15kg) 1 lap-accident damage.

Winner's average speed 77.70mph.

Fastest lap Sutton 1m24.011s, 83.13mph.

GRID RACE 2

Decided by result of Race 1.

RACE 3 (17 LAPS – 32.980 MILES)

1 Jordan (27kg) 24m59.347s; 2 Morgan (33kg) +1.724s; 3 Plato (48kg) +2.025s; 4 Goff (39kg) +5.214s; 5 Sutton (75kg) +5.561s; 6 Turkington (57kg) +5.908s; 7 Proctor +6.506s; 8 Ingram (15kg) +6.786s; 9 Smiley (9kg) +7.331s; 10 Newsham +7.775s; 11 O Jackson +9.328s; 12 Shedden +9.621s; 13 Neal +9.874s; 14 Butcher +10.285s; 15 M Jackson (66kg) +10.643s; 16 Hill +10.980s; 17 Moffat +11.477s; 18 Simpson +11.836s; 19 Epps +12.151s; 20 Taylor-Smith +12.414s; 21 Smith +14.412s; 22 Lines +14.888s; 23 Depper -1 lap; 24 Chilton -2 laps; R Austin 14 laps-misfire; R Collard (21kg) 12 laps-accident; R Cook 12 laps-wishbone; R Jelley 9 laps-accident; R Price 3 laps-steering rack; R Cole 2 laps-accident damage; R Whorton-Eales 1 lap-accident damage; R Burns 0 laps-accident damage.

Winner's average speed 79.18mph.

Fastest lap Sutton 1m24.788s, 82.37mph.

GRID RACE 3

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

CHAMPIONSHIP

1 Sutton 312; 2 Turkington 300; 3 Shedden 257; 4 Collard 256; 5 Ingram 219; 6 Jordan 192; 7 Neal 187; 8 M Jackson 169; 9 Goff 169; 10 Plato 145.

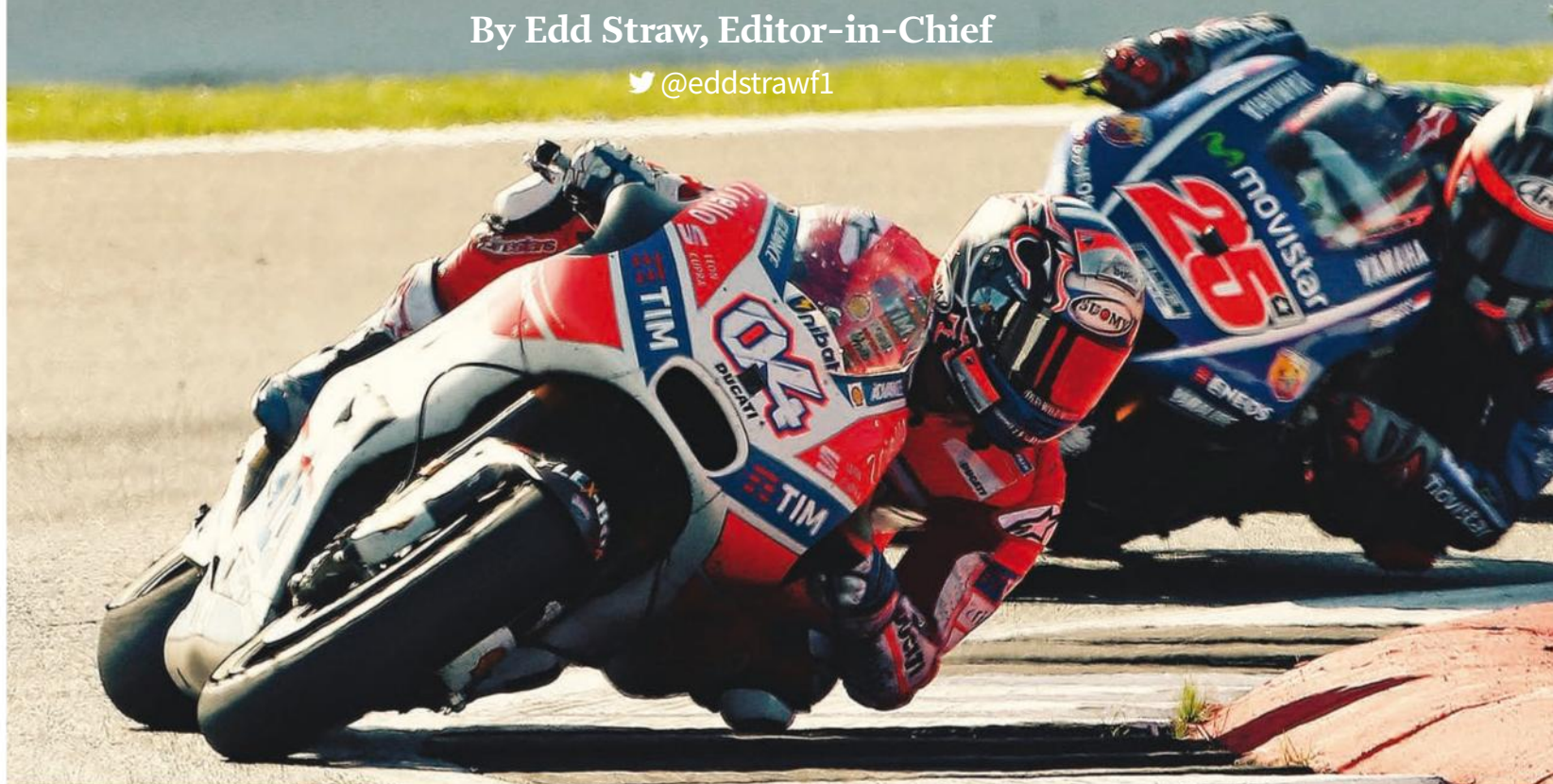


Marquez's lead blown away by Dovi

A rare Honda engine failure shook up the championship order, and it was Ducati rider Dovizioso who took advantage

By Edd Straw, Editor-in-Chief

🐦 @eddstrawf1



Even when dealing with the disaster that struck while he was travelling down Silverstone's Hangar Straight at around 180mph, the wider significance of the moment did not escape Marc Marquez. On the 14th lap of the British Grand Prix, he was running a very comfortable third behind Yamaha's Valentino Rossi and Ducati's Andrea Dovizioso and had everything well under control. He was looking after his tyres, had correctly identified Dovizioso as the man to beat for victory and was gearing up for the business end of the 20-lap race. When his Honda engine blew, nobody was more aware than Marquez that it had also blown apart the world championship that he was leading.

Whether or not Marquez wins the crown, that moment will be of huge significance. It left the way clear for Dovizioso to win and take the points lead and, even before the final quarter of the race had played out, the Honda rider knew exactly what a golden opportunity this failure was for his rivals.

"The engine was working perfectly, but suddenly when I arrived at the end of the straight it just broke," said Marquez, who had never retired from a MotoGP race with mechanical trouble in his previous 83 starts. "I pulled the clutch immediately because I started to feel that the rear wheel was locking and, at 300km/h, I don't want a flight!"

"At that moment, I was not thinking about what happened, I was thinking about the championship. The small advantage we had before the race, you don't like to lose that advantage, but it's

Dovizioso leads Vinales and Rossi in the closing stages, having taken the lead

part of racing. The most important thing is we were fighting for victory."

Important as that was, merely challenging for a victory isn't worth a single point. Just like taking pole position with a record-breaking sub-two-minute lap isn't, or escaping a savage high-side in high-speed Becketts during Friday's second practice session that, in Cal Crutchlow's opinion, would have bitten another rider more viciously.

"If that was anyone else, he'd have two broken legs and a dislocated shoulder," he joked. "I have no idea how he gets away with it." But come race day, Marquez very much did not get away with it, as a problem that wasn't of his making intervened. Only time will tell if he gets away with it in the bigger picture.

Marquez certainly reckoned he was in with a very good shout of victory before his motor lunched itself. While he had



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lost ground early on, dropping from pole position to second behind Rossi at the start before being passed by Maverick Vinales into Copse on lap three and then Dovizioso into Stowe on lap six, this was very much in the gameplan. The evidence for this is that, when the man he identified as his main rival – Dovizioso – passed Vinales for second on lap 11, Marquez effortlessly followed him past the Yamaha rider into third. And this early caution was all because of the tyre degradation created by a high-speed track that all riders were wary of at an unusually warm Silverstone. Just as Marquez was able to calculate the points toll of his engine failure before he'd even got the bike under control, he'd run the numbers on the race he was in and come up with a likely number one at the end.

"I was trying to control the race in a way to save the front tyre," said Marquez.

"I felt the rear tyre was good, but the front is our biggest problem. Even like this, I was able to be behind Vinales comfortably. I saw that Valentino was there but he was not going away, he was in sight. Then, when Dovi overtook me, I started to realise he was the guy. So I started to control Dovi. When he overtook Vinales, I immediately overtook Vinales."

It's a compelling argument, supported not only by Marquez's pace (he had already made sure of fastest lap of the race when he retired), but by Dovizioso's own assessment. The Italian knew he wasn't the fastest on the day, at the very least no faster than anyone else, and he admitted as such. But with Marquez gone he was unquestionably the best.

The Ducati rider's British GP performance was a masterclass in racecraft from sixth on the grid. »

CRUTCHLOW'S 'WIN'

THE BRITISH GRAND PRIX HASN'T GIVEN HOME fans a great deal to shout about in recent decades. Last year, Cal Crutchlow's pole position and second place was the best home performance seen since the days when Britain's round of the world championship was the Isle of Man TT, and again it was left to the LCR Yamaha rider to carry home hopes this year.

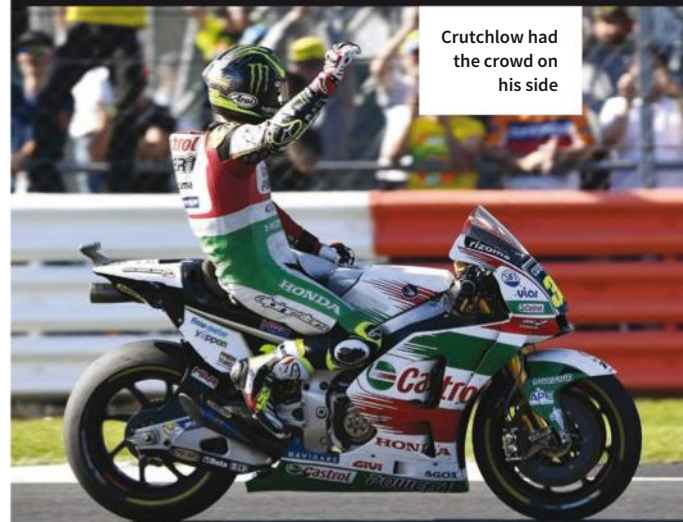
The 31-year-old's fourth place may sound a little disappointing, but he was the best satellite-team rider and it was always going to be difficult to beat all of the factory bikes. In the circumstances, a strong fourth, just 1.679s off winner Andrea Dovizioso, was as good as a win.

"The other guys were quicker than me today, the front tyre was too soft for us, as always, and this was the reason we were struggling with the rear tyre in the end as I was having to spin a lot to turn the bike," said Crutchlow. "But I did the best job I could and today that was fourth."

For the other three British riders on the grid, there were mixed feelings. Sam Lowes crashed his Aprilia early on and described his off as "the smallest crash of my life". But with compatriot Scott Redding, who had a good run to eighth on the Pramac Ducati, signed to replace him for 2018, the big win of the weekend for Lowes was finalising a deal with the Interwetten Moto2 squad in place of MotoGP-bound Tom Luhti. A step back, but possibly one designed as a means to take two forward longer term.

"What I'm trying to do is go back to Moto2, try to become world champion, try to win the British Grand Prix," said Lowes. "For whatever reason, it's not going great this year; 90% of that is probably me not gelling with the situation, and next year we'll go back and try to find the formula we had before, or even better it, and come back."

For KTM rider Bradley Smith, it was a weekend to forget. A change of crew chief to Esteban Garcia, previously on the test team and who filled that role for Mika Kallio's wildcard entries in Germany and Austria, didn't prevent him finishing 17th and last. The pressure is very much on for Smith.



Crutchlow had the crowd on his side

He dispatched team-mate Jorge Lorenzo at Copse on lap two to move up to fifth. Crutchlow was his next victim, at Stowe on lap three, before that sixth-lap move on Marquez. Second-placed Vinales proved a little more difficult, as Dovizioso's initial dive up the inside into Abbey on lap 11 didn't yield a decisive edge. He was briefly ahead, before Vinales repassed him at the Village right-hander, only to be lunged by the Ducati at the left-hander leading onto the Wellington Straight. But Vinales's defiance – moving back ahead into Brooklands – only delayed the inevitable, as at Copse Corner Dovizioso breezed past into second to conclude the most dramatic scrap of the race. Later that same lap, Marquez moved effortlessly past Vinales at Stowe, tracking the man he knew he had to beat to win the race.

Unaware of the drama unfolding in the four-man group behind him (Crutchlow hung onto this battle throughout the race but was rarely able to attack those in front), Rossi was still up front on his own. This led to something of a change of heart for the Italian, who had confidently predicted on Saturday that third was the best he could do. This after qualifying second, within a tenth of Marquez, with a lap that only fell short of pole thanks to wheelspin in the final sector. But with Marquez gone on lap 14, Rossi soon started to dream that victory might be on the cards despite his repeated references to how difficult the late laps are in races for Yamaha.

"We were a little bit worried because I know that we suffer a bit in the last laps, but sincerely speaking, with five laps to go I think that I can do [it]," said Rossi. "But unfortunately, I slowed down a bit in the last laps. I suffered a bit too much and Dovi and Maverick overtook me."

With Vinales having lost a little ground to Dovizioso, thanks to checking up when Marquez's Honda let go in his face – a "scary" moment – it was clear that the Ducati man was favourite. On lap 18, he made his move to the inside of Rossi at Stowe. It was an effortlessly executed pass, and he was never again



headed, even though Vinales, who dispatched Rossi at Brooklands on the same lap, came close in the final stages by capitalising on the grip provided by the soft-option rear tyre that he was the only frontrunner to use. While not dramatically softer than the other compounds, there were still question marks about its durability.

"It was not a gamble, we were working really hard with the soft all weekend, trying to make the tyre life longer," said Vinales. "I was just trying to save tyres until the end. It was quite hard when Dovi and Marc overtook me because I knew my strongest point was at the end, the last 10 laps, I was just trying to save and push at 100% in the last five laps."

Even though Dovizioso ran wide at Brooklands on the final lap, he was in control and executed his fourth win of the season to ensure he was the one that most capitalised on Marquez's misfortune. He, too, was concerned about looking after his tyres and, despite the more brutal power delivery of the potent Ducati, ensured he had plenty of life in the Michelins when he needed it.

Rossi (46) takes the lead at the start from polesitter Marquez (93) – he stayed there for 17 and a half laps

"I'm a little bit surprised because I had a good feeling after the warm-up, but not to win the race," said Dovizioso. "I expected Honda to be really competitive, but it didn't happen and during the race we had to ride in a completely different way than practice."

"I was very comfortable in the race, I was able to save the tyres like I saw Maverick and Marc do, and I was with them. In some corners I lose a lot but I was able to improve a little bit in some because I saw how they make those corners, and with the grip I was able to overtake the riders quite easily and put my position in the right place at the right moment."

"This was the key to the race because I wasn't faster than the competitors, but I was in the right position in the right moment."

It was an accomplished performance but, just as Marquez identified Dovizioso as his main rival, the reverse was also true. The absence of the Honda challenge, with Crutchlow never a serious threat despite a strong weekend and Dani Pedrosa on the second works bike an anonymous seventh, was clearly attributable to the engine failure. Had Marquez made the end, there's little doubt he'd have been with Dovizioso, and who knows how that would have ended?

With Lorenzo still struggling to adapt to life on a Ducati and finishing a distant fifth, prevailing in a tight battle with star rookie Johann Zarco, there's no doubt Dovizioso will be the team's spearhead in the final six races with every chance of a title bid. And with Vinales only four points behind Marquez, and even Rossi – downplaying his title chances – 26 points off the lead, the stage is set for a thrilling title showdown.

Marquez will be hoping he doesn't rue that engine failure in terms of the world championship come the season finale at Valencia in November. ❁

Dovizioso counts his 2017 MotoGP wins



Marquez was let down by his Honda engine



LAT IMAGES

RESULTS ROUND 12/18, SILVERSTONE (GB), AUGUST 27 (20 LAPS – 73.322 MILES)

POS	DRIVER	TEAM	TIME
1	Andrea Dovizioso (I)	Ducati	40m45.496s
2	Maverick Vinales (E)	Yamaha	+0.114s
3	Valentino Rossi (I)	Yamaha	+0.749s
4	Cal Crutchlow (GB)	LCR Honda	+1.679s
5	Jorge Lorenzo (E)	Ducati	+3.508s
6	Johann Zarco (F)	Tech3 Yamaha	+7.001s
7	Dani Pedrosa (E)	Honda	+10.944s
8	Scott Redding (GB)	Pramac Ducati	+13.627s
9	Alex Rins (E)	Suzuki	+15.661s
10	Alvaro Bautista (E)	Aspar Ducati	+25.279s
11	Pol Espargaro (E)	KTM	+30.336s
12	Tito Rabat (E)	Marc VDS Honda	+31.609s
13	Karel Abraham (CZ)	Aspar Ducati	+31.945s
14	Hector Barbera (E)	Avintia Ducati	+33.567s
15	Loris Baz (F)	Avintia Ducati	+33.901s
16	Jack Miller (AUS)	Marc VDS Honda	+43.012s
17	Bradley Smith (GB)	KTM	+48.683s
R	Aleix Espargaro (E)	Aprilia	18 laps-engine
R	Daniilo Petrucci (I)	Pramac Ducati	17 laps-accident
R	Andrea Iannone (I)	Suzuki	17 laps-accident
R	Marc Marquez (E)	Honda	13 laps-engine
R	Sam Lowes (GB)	Aprilia	5 laps-accident
NS	Jonas Folger (D)	Tech3 Yamaha	warm-up crash



LAT IMAGES

Winner's average speed 107.936mph. **Fastest lap** Marquez 2m01.560s, 108.571mph

QUALIFYING 2

1 Marquez 1m59.941s; 2 Rossi 2m00.025s; 3 Crutchlow 2m00.106s; 4 Vinales 2m00.341s; 5 Lorenzo 2m00.399s; 6 Dovizioso 2m00.572s; 7 Pedrosa 2m00.578s; 8 Zarco 2m00.622s; 9 A Espargaro 2m00.764s; 10 Folger 2m00.829s; 11 P Espargaro 2m01.378s; 12 Redding 2m01.994s.

QUALIFYING 1

1 Pedrosa 2m00.830s; 2 Folger 2m01.162s; 3 Rins 2m01.285s; 4 Bautista 2m01.340s; 5 Iannone 2m01.567s; 6 Barbera 2m01.669s; 7 Miller 2m01.672s; 8 Petrucci 2m01.770s; 9 Smith 2m02.017s; 10 Abraham 2m02.037s; 11 Baz 2m02.185s; 12 Rabat 2m02.211s; 13 Lowes 2m02.787s.

RIDERS' CHAMPIONSHIP

1 Dovizioso 183; 2 Marquez 174; 3 Vinales 170; 4 Rossi 157; 5 Pedrosa 148; 6 Zarco 109; 7 Lorenzo 90; 8 Crutchlow 89; 9 Folger 77; 10 Petrucci 75; 11 Bautista 58; 12 Redding 45; 13 A Espargaro 43; 14 Miller 43; 15 Baz 39; 16 Iannone 33; 17 Abraham 28; 18 Rabat 27; 19 P Espargaro 26; 20 Barbera 23; 21 Rins 19; 22 Smith 8; 23 Pirro 7; 24 Kallio 6; 25 Lowes 2; 26 Guintoli 1.

MANUFACTURERS' CHAMPIONSHIP

1 Yamaha 231; 2 Honda 224; 3 Ducati 212; 4 Suzuki 52; 5 Aprilia 45; 6 KTM 34.

IN THE HEADLINES

NEW FLAG-TO-FLAG RULE IN PLACE

A new system for bike changes in flag-to-flag races was put in place at Silverstone, although weather conditions meant it wasn't used. The system, which requires a rider to park their first bike in a specific place relative to the second to prevent riders making rapid changeovers, was trialled at the end of Friday practice.

TECH3 GETS 2017 AERO FAIRING

The satellite Yamaha Tech3 team had the manufacturer's first iteration of its 2017 aero-fairing design available for the first time last weekend, but riders Johann Zarco and Jonas Folger chose not to use it after practice. Only Folger tried it before discarding it.

FOLGER MISSES RACE AFTER CRASH

Folger did not start the British Grand Prix, having qualified 10th. The 24-year-old German crashed his Tech3 Yamaha at Stowe during the morning warm-up, subsequently reporting dizziness.

IANNONE WIPES OUT PETRUCCI

Daniilo Petrucci was eliminated from the British GP by Andrea Iannone while running 10th. Both crashed out when Iannone dropped his Suzuki at Abbey, sliding into the Pramac Ducati.

ESPARGARO SHUNTS AFTER FINISH

Pol Espargaro crashed after crossing the line to finish 11th when the revs of his KTM dropped unexpectedly at Copse. He was unable to grab the clutch in time to prevent a fall, and escaped injury despite falling on his elbow.

MOTO2 TRIUMPH FOR NAKAGAMI

Takaaki Nakagami took his first Moto2 win of the year at Silverstone. He passed Franco Morbidelli to take victory, with Mattia Pasini coming through to second. Morbidelli earlier battled for the lead with Marc VDS team-mate Alex Marquez, who crashed out while leading.

CANET WINS IN MOTO3

Honda rider Aron Canet (below) claimed victory in Moto3 from a starting position of 16th in a slipstreaming thriller that was brought to a premature end by a red flag caused by a last-lap crash at Brooklands involving Juan Guevara and Bo Bendsneyder. Canet crossed the line at the start of the final lap 0.063s clear of Enea Bastianini and Jorge Martin.

LAT IMAGES



Leclerc's fifth
feature race win
was taken away



History books miss out Leclerc's Spa brilliance

FORMULA 2
SPA-FRANCORCHAMPS (B)
AUGUST 26-27
ROUND 8/11

THE HISTORY BOOKS WILL STATE THAT Charles Leclerc came away from Spa in 2017 with just 10 points, pole and a fifth-place finish to his name. But that would not even be scratching the surface of the saga of this Formula 2 weekend.

Leclerc arrived in Belgium after a month “really disconnected from racing” and no doubt hoping that his disqualification from qualifying in Hungary and his mechanical dramas in the second race there were but a blot in the past.

But in practice the Ferrari Formula 1 junior encountered his first issue. Running through Eau Rouge early in the session his cockpit fire extinguisher went off, which cost him a huge chunk of running and left him relying on team-mate Antonio Fuoco's set-up feedback.

No matter, the 19-year-old still took a seventh pole of the season in a wild wet session, ahead of DAMS duo Nicholas Latifi and Oliver Rowland. Same old story.

That familiar theme continued in the feature race. First the luckless, but impressive in qualifying, Latifi failed to start, undone by a “broken valve that went into the piston, [which] exploded”, per DAMS boss Francois Sicard.

Then, after fending off Rowland at La Source – driving over his title rival's front wing in the process, but there were no hard feelings from the Briton – he simply shot away from the pack. Rowland briefly threatened to make an undercut pit strategy work, but by the finish Leclerc was 26.6 seconds clear out front, taking a crushing sixth win of 2017.

Artem Markelov finished second, less than 0.1s ahead of Rowland after using a contra-strategy – medium-to-soft tyres – to hunt down P2. The pair, each mindful of their recent clashes at Silverstone and in Hungary, were respectful right up until the last corner.

Rowland rather rudely, if cunningly, used up all the track at the exit of the left-hander, while Markelov immediately took to the run-off and used his superior traction to steal the place on the line. Both were given penalties that cancelled each other out, so didn't affect the result.

When asked if the drive had been the best of his season so far, Leclerc agreed that it “probably” was, but asked to wait until the end of the weekend before he declared it his most accomplished two-race performance overall. That turned out to be a wise choice, but not in the way he and Prema Racing surely hoped.

As darkness fell on Saturday night, whispers emerged that the podium results could be changed following scrutineering, and they were,

AT A GLANCE

RACE 1

- 1 Markelov Russian Time
- 2 Ghiotto Russian Time
- 3 Fuoco Prema

RACE 2

- 1 Sette Camara MP Motorsport
- 2 De Vries Racing Engineering
- 3 Ghiotto Russian Time

➔ P52 RESULTS



LAT IMAGES



Stunning start was crucial to Sette Camara's win



Markelov's second place was later upgraded

in comprehensive style. Leclerc and Rowland were ejected from the feature race results when the underfloor planks on their cars were found to have worn excessively on Spa's kerbs and bumps – with the unnamed Turn 9 and Blanchimont chiefly among the suspected areas.

Prema boss Rene Rosin declared that Leclerc had, understandably, taken the news “not as good as Budapest”, a feeling he shared.

“We need to make sure that as a team these mistakes cannot happen any more because they are silly mistakes that are not performance gains,” he said prior to race two. “There could be performance gains if you go really low, that’s true, but when we are speaking about 0.2mm in one out of the seven holes [checked to measure plank wear] and all the others were far inside the measurements, that’s not performance.”

Markelov was therefore promoted to the win ahead of his Russian Time team-mate Luca Ghiotto, Fuoco, Gustav Malja, Nyck de Vries, Sergio Sette Camara, ex-F1 driver Roberto Merhi and Norman Nato, who inherited race two pole.

In the sprint event, Sette Camara shot off the line from third to seize first at Turn 1, and edged clear in a lead he would not lose. His tyre concerns turned out to be thermal in nature and the rubber came back to him.

Starting at the back, Rowland and Leclerc were again the stars of the show. In 12th and 14th by

the end of the first lap from 20th and 19th on the grid, they both made superb passes going through on Eau Rouge – Rowland on Nabil Jeffri and Leclerc on Nobuharu Matsushita – in their charge up the order.

Leclerc got past his rival by blasting by on the Kemmel Straight, which left Rowland incredulous about his straight-line speed, and then set about catching the Fuoco-Markelov-Ghiotto-Merhi scrap up ahead.

Fuoco pulled off his own sensational move – a Max Verstappen-esque pass around the outside of Blanchimont – to temporarily get ahead of Markelov, who retired with an exhaust problem after being passed by Leclerc.

The intense action was brought to a frightening halt when Matsushita had “the biggest crash of my life” at Raidillon after losing the rear of his car going through Eau Rouge behind Malja. The Japanese driver escaped the wreckage immediately and only sustained a burned left hand as hot water spilled from the smashed radiators. “My body is ok, so I’m lucky,” he said afterwards.

Sette Camara had been coming under some pressure from de Vries – who had swapped seats with Louis Deletraz in the run up to the event – but Matsushita’s crash brought out the safety car and sealed the Brazilian’s maiden F2 triumph.

Ghiotto completed the podium ahead of Nato,

who lost the initial lead with a slow getaway, a “very happy” Leclerc, Merhi, and Fuoco, with Rowland in the final point-paying place. Merhi had been on his way to watch the Vuelta a Espana cycling race near his home when he got the call to replace Sergio Canamasas, who had to miss the weekend for personal reasons, and he left Spa with 10 points for his efforts.

So Leclerc heads to Monza with a 59-point championship lead over Rowland – actually up from the advantage of 50 he held arriving back after the summer break. As has become another theme of his weekends, it was a case of what might have been for the prodigious rookie.

But after his own breathtaking charge in the sprint race, Rowland was philosophical about his performances, especially the plank problem: “You’re pushing the limits, so you want to try and run low – and that’s where you wear the plank, and if it’s on the limit then you get disqualified,” he said. “I don’t have anything against that. I like to be on the limit – I like to be pushing things as much as I can. It’s not the end of the world – it actually helps me out to Charles, which is my target.”

On to Monza then, with DAMS vowing to take the fight to Leclerc on Prema’s home turf. “We are pretty good in Monza,” said Sicard. “And we will try to push him once again.”

ALEX KALINAUCKAS

After going pointless in Hungary, Russell scored 45 of them at Spa

LAT IMAGES



Rocket Russell restores points lead

GP3 SERIES
SPA (B)
AUGUST 26-27
ROUND 5/8

IT'S HARD TO ARGUE WITH George Russell's assessment that his performances in Spa amounted to "an almost perfect weekend". The Mercedes Formula 1 junior took pole, scored two fastest laps, the race-one win and second in race two – a brilliant response to his disastrous weekend in Hungary.

Russell was the driver to beat throughout the wet qualifying, upping his game across the session as the track dried. His pre-race-one prediction that it would be tough for the second-placed driver – his ART Grand Prix team-mate Nirei Fukuzumi – to follow closely enough through Eau Rouge to pass at Les Combes early on was one of the few off-note moments of his weekend.

Fukuzumi did seize first approaching Les Combes on lap one, and for the next few tours it looked like he would race clear in the lead. But a slight mistake judging when to slow down for the virtual safety car – triggered when Tatiana Calderon bounced over the Les

Combes run-off kerbs and sent her DAMS team-mate Bruno Baptista barrier-bound when rejoining – cost the Japanese his advantage.

Russell needed no further opportunity. Now right behind Fukuzumi – with the fast-starting Jack Aitken also tucked up in third – the Briton closed up using his first DRS activation. On the following lap, he blasted by on the run up the Kemmel Straight and shot off into a lead he would not lose again.

Behind Russell, his squad-mates engaged in a thoroughly entertaining fight for second. Renault F1 junior Aitken first got past his Honda counterpart by making one of the moves of the weekend at Les Combes. After getting alongside in the braking zone, Aitken opted for a "squirt of throttle", thinking he could always bail out if the pass went wrong. But he and Fukuzumi judged it perfectly and there was no contact.

The scrap ebbed and flowed as Aitken – who later called the race "stressful" – could not put in a Russell-esque escape. Fukuzumi got back past with a bold late move at the Bus Stop but was eventually overhauled again, and they finished 7s adrift of Russell, with Arjun

Maini – who was happy to seal third in qualifying – not far behind in fourth.

Dorian Boccolacci, Ryan Tveter, Giuliano Alesi and Julien Falchero completed the top eight.

In the reversed-grid race, Alesi – the winner of the equivalent bouts at both Silverstone and the Hungaroring – rocketed past Falchero to lead into La Source. From there he set about building another race-winning advantage. "It's a really nice feeling winning at such a mythical track like this one," he said.

Behind Alesi, Russell cantered through the pack with a series of decisive moves to come home second, lamenting only the lack of a safety car or VSC, "which would have helped things for me". But you can't have everything and an extended 36-point lead, up from nine, in the standings is pretty good going.

Tveter made it two Trident drivers on the podium in third, while Fukuzumi also put in an eye-catching display – particularly keeping his foot in with two wheels on the grass racing along the Kemmel Straight after Niko Kari swung over and earned himself a five-second penalty – to come home fourth.

Aitken was left wondering what might have been as he retired after "misjudging" a pass on Boccolacci while ahead of Russell on the run to Les Combes early on, which effectively ended both of their races. "I feel my mistake cost me a win with our pace," he said after apologising to Boccolacci.

Falchero was fifth, ahead of Maini and the other charging ART driver – Anthoine Hubert, who climbed from 19th on the grid after retiring from race one with a blocked radiator.

ALEX KALINAUCKAS

AT A GLANCE

RACE 1

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

RACE 2

- 1 Alesi Trident
- 2 Russell ART
- 3 Tveter Trident

P50 RESULTS



Race one was an all-ART affair, again

IN BRIEF

INDY LIGHTS

Santi Urrutia beat Juan Piedrahita to the win at Gateway after a long battle that was only settled in the Uruguayan's favour in the closing laps. Colton Herta completed the podium ahead of Kyle Kaiser, who looks set to win the championship at the series' 2017 finale this weekend at Watkins Glen.

JAPANESE FORMULA 4

Yuki Tsunoda and 2016 champion Ritomo Miyata shared the wins at Suzuka. Tsunoda started from pole in both races and he was followed home by Miyata, who started from third, in race one. For his win, Miyata rose from fourth on the grid. Ukyo Sasahara leads the championship with Miyata 13 points back, followed by Tsunoda and Toshiki Oyu.

PORTIMAO 24 HOURS

The Scuderia Praha Ferrari 488 GT3 driven by Jiri Pisarik, Josef Kral and Matteo Malucelli won the inaugural 24 hour race at the Algarve circuit. The Wochenspiegel Team Monschau squad, which also fielded a 488 GT3 in the hands of Georg Weiss, Oliver Kainz, Jochen Krumbach and Nico Menzel, claimed the runner-up spot.

MICHELIN LE MANS CUP

DKR Engineering and Ebimotors extended their championship leads in the LMP3 and GT3 classes at Paul Ricard. Jean Glorieux and Alex Toril won the prototype battle in their Norma, while Emanuele Busnelli and Fabio Babini won the GT class for the second race in a row with their Lamborghini.

NASCAR XFINITY

Jeremy Clements took the victory at Road America ahead of Michael Annett after colliding with Matt Tifft on the penultimate lap. Clements had enough of a gap over then third-placed Annett to recover to the win. Tifft took third.

ERC

Skoda hero Jan Kopecky won the Barum Rally in the Czech Republic, after fending off the Ford of still-injured and in-pain Russian Alexey Lukyanuk, who is struggling after suffering multiple fractures in a testing crash in May. Ex-WRC driver Roman Kresta claimed the last spot on the podium in his Skoda. Marijan Griebel, also driving a Skoda, secured the ERC Junior Under-28 Championship.



PORSCHE

Double for Olsen despite trouble

PORSCHE SUPERCUP

SPA (B)
AUGUST 26-27
ROUND 6/8

A COMMANDING DOUBLE WIN brought Dennis Olsen into the slipstream of points leader Michael Ammermuller, who ameliorated the damage with two podiums.

The capricious Ardennes climate disrupted qualifying on Friday, but Olsen led from lights to flag in the dry on a sunny Saturday evening. Mattia Drudi went off trying to pass Olsen on the first lap, but held on to second despite race-long

pressure from Ammermuller.

Dan Cammish rose from seventh to fifth place on the first lap, before passing Nick Yelloly for fourth at La Source on lap four.

A scrambled grid for race two promised much but lamentable driving standards rendered it farcical. Olsen led from pole again, initially from Yelloly, but after two safety-car periods — one for a stalled car, the second for a ridiculous shunt between Egidio Perfetti and Roar Lindland — Ammermuller pushed Yelloly wide at Pouhon and Dylan Pereira followed him through.

Cammish had long since parked

up, having been nerfed off by Igor Walilko. A multi-car shunt at Fagnes on the final lap underlined the fact that it was time for this race to end before injuries ensued.

STUART CODLING

RESULTS

Race 1 1 Dennis Olsen 11 laps in 26m59.917s; 2 Mattia Drudi +1.213s; 3 Michael Ammermuller; 4 Dan Cammish; 5 Robert Lukas; 6 Matt Campbell.

Race 2 1 Olsen 11 laps in 30m06.656s; 2 Ammermuller +1.231s; 3 Dylan Pereira; 4 Nick Yelloly; 5 Campbell; 6 Lukas.

Points 1 Ammermuller 150; 2 Olsen 142; 3 Cammish 100; 4 Campbell 91; 5 Lukas 86; 6 Pereira 84.

Baguette/Matsuura upstage Button

SUPER GT
SUZUKA (J)
AUGUST 27
ROUND 6/8

BERTRAND BAGUETTE AND Kosuke Matsuura won the longest race in Super GT, the Suzuka 1000km, aboard their Honda NSX, as Jenson Button endured a tough category debut.

Last Sunday's event was the final running of the 1000km at Suzuka after 45 years, as it will be superseded by a 10-hour race next year. The winning duo started from fourth and Matsuura moved

into the lead with 24 laps to go when the leading Honda crashed.

Kodai Tsukakoshi had taken the lead early on in the Real Racing NSX, but bad luck cost the car — which Takashi Kogure shared — big-time as safety-car periods erased their advantage, and they later shunted due to a tyre failure.

Baguette's and Matsuura's win was the first since 2007 for the Nakajima Racing team, a maiden series triumph for the Belgian and a first since 2013 for Matsuura.

Ronnie Quintarelli and Tsugio Matsuda in the Nismo-run Nissan GT-R came home second and took

the lead of the standings.

Button, who shared Mugen's Honda with Daisuke Nakajima and Hideki Mutoh, finished 12th (see p6). Pre-race series leader James Rossiter had a hard time of it carrying heavy success ballast as the TOM'S Lexus he shared with Kazuki Nakajima received a penalty for one clash and was involved in another. They were ninth, and the Briton falls to fourth in the standings.

JIRO TAKAHASHI

RESULTS

1 Bertrand Baguette/Kosuke Matsuura (Honda NSX-GT) 171 laps in 5h51m16.244s; Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R) +12.150s; 3 Naoki Yamamoto/Takuya Izawa (Honda); 4 Yuji Sekiguchi/Yuji Kunimoto/Kamui Kobayashi (Lexus LC 500); 5 Daiki Sasaki/Joaõ Paulo de Oliveira (Nissan); 6 Ryo Hirakawa/Nick Cassidy (Lexus); 7 Kazuya Oshima/Andrea Caldarelli (Lexus); 8 Tomoki Nojiri/Takashi Kobayashi (Honda); 9 Kazuki Nakajima/James Rossiter (Lexus); 10 Yuji Tachikawa/Hiroaki Ishiura (Lexus). **Points** **1 Matsuda/Quintarelli 59**; 2 Hirakawa/Cassidy 48; 3 Oshima/Caldarelli 48; 4 Rossiter 47; 5 Tachikawa/Ishiura 43; 6 Nakajima 41.



Nakajima Racing ended a long wait for a win

LAT IMAGES



Two wins for Fassler and Vanthoor

**BLANCPAIN SPRINT CUP
HUNGARORING (H)
AUGUST 26-27
ROUND 4/5**

IT'S BEEN A WHILE, BUT MARCEL FASSLER has got that winning feeling once again. After he had a winless campaign in Audi's final season in the World Endurance Championship, you had to go back to the Sebring 12 Hours – in a Chevrolet Corvette – last March for the Swiss driver's last victory and then look even further back – to Bucharest 2008 in FIA GT – for his most recent triumph at an SRO-sanctioned event.

But Fassler ended that drought with aplomb at the Hungaroring last weekend, following up a comfortable lights-to-flag win in the qualifying race with his first Blancpain Sprint Cup victory in the main event, putting himself and WRT team-mate Dries Vanthoor firmly in the running for the title with just one round of the series left.

In truth, that first win owed much to the stunning performance of Vanthoor, who is starting to emerge from the shadow of elder brother Laurens as a seriously quick driver in his own right, and led JMW Motorsport to GTE-Am honours at Le Mans.

After being fastest out of the traps in both Friday practice sessions at this most Audi-friendly of circuits, the 19-year-old laid the foundations for a weekend of dominance with his first series pole – almost two tenths ahead of Mirko Bortolotti's Grasser Lamborghini. Remarkably, Vanthoor had only cracked Q3 once before this season, with 12th in the Misano curtain-raiser his previous best result.

He then gave Fassler the simplest of tasks to wrap up the qualifying race after building a

five-second gap to Bortolotti in the opening stint, and he brought home the bacon on old tyres in the feature event, half a second clear of Formula 3-convert Jake Dennis.

After being 27 points behind HTP Mercedes pair Maxi Buhk and Franck Perera before the weekend, Fassler and Vanthoor's maximum points haul puts them just four adrift heading to the final round at the Nurburgring, which is not bad considering that they had only scored points in two of the previous six races.

Fassler was entrusted with starting duties in the feature race and, despite struggling with oversteer, duly held Bortolotti's team-mate Christian Engelhart at bay until the pit window opened. The Lamborghini was brought in first, its crew hoping to make the undercut work on fresher tyres, but Engelhart overshot his marks entering his box and lost out to Dennis, who took over the WRT Audi that had been started by Pieter Schothorst.

While enjoying his best weekend in a GT3 car to date after qualifying fourth, Dennis resisted Bortolotti for the remainder of the race to finish in a career-best second place.

Bortolotti's attentions soon turned from attack to defence, as Robin Frijns loomed ever larger in his mirrors. One of few drivers to pull off an on-track overtake – around the outside of Turn 1 no less – during a static qualifying race, the Dutchman caught Bortolotti napping with a late lunge at the same corner, but struggled to get his Audi stopped and ran wide. The grateful Bortolotti ducked back underneath on exit and went on to secure third, closing to within three points of the Sprint Cup table lead in doing so.

At the flag, the top four were separated by just 1.5 seconds, while Will Stevens and Markus Winkelhock recovered from an average run to 11th in Q3 to make it four Audi cars in the top five. Their damage-limitation run ensures five crews will head to the final round with a realistic



Dennis scored his best Sprint result in race two

AT A GLANCE

RACE 1

- 1 Fassler/Vanthoor**
Audi
2 Engelhart/Bortolotti
Lamborghini
3 Schothorst/Dennis
Audi

RACE 2

- 1 Fassler/Vanthoor**
Audi
2 Schothorst/Dennis
Audi
3 Engelhart/Bortolotti
Lamborghini



VISION SPORT AGENCY

Shwartzman loses double triumph

FORMULA RENAULT EURO CUP
PAUL RICARD (F)
AUGUST 26-27
ROUND 8/10

R-ACE GP DRIVER AND TITLE contender Robert Shwartzman lost both of his wins in the Formula Renault Eurocup races at Paul Ricard last weekend.

The Russian driver was first to cross the line both times, but was given a 25-second penalty in race one, and was disqualified from the second encounter.

On the last lap of race one, Shwartzman made an optimistic move on leader Sacha Fenestraz, which flipped the Frenchman upside down and put him out of the race. Shwartzman was handed a drivethrough for the incident, converted into a 25s penalty. That dropped him to 23rd and handed Max Defourny the win.

Shwartzman led from the off in race two, briefly coming under pressure from Fenestraz on lap one. After successfully defending his



Shwartzman's wins would not stand

position, he was able to pull a comfortable lead from the rest of the field before taking the chequered flag.

But Shwartzman was later disqualified for having a modified regulation part inside his anti-oil-surge plate, which made his car non-compliant. Fenestraz was gifted the win, helping him to extend his championship lead over Will Palmer, who came away with a third and a fourth, to 27 points.

RESULTS

Race 1 1 Max Defourny 13 laps in 28m41.132s; 2 Yifei Ye +0.439s; 3 Will Palmer; 4 Richard Verschoor; 5 Max Fewtrell; 6 Charles Milesi. **Race 2** 1 Sacha Fenestraz 13 laps in 27m29.124s; 2 Defourny +0.702s; 3 Gabriel Aubry; 4 Palmer; 5 Daniel Ticktum; 6 Fewtrell. **Points** 1 Fenestraz 260; 2 Palmer 233; 3 Robert Shwartzman 208; 4 Defourny 193; 5 Aubry 168; 6 Fewtrell 127.

chance to win the title – the Zolder winners are just two points behind Fassler/Vanthoor and Frijns/Stuart Leonard (who are level on 56 points apiece), and just six off the outright lead, with 34 points still on the table.

Last year's Hungary winner Buhk was latched to Stevens' bumper at the flag, but the day had promised much more than a third sixth place from as many rounds. After trailing Schothorst for the entirety of his stint in the qualifying race, Perera wasted no time in getting past on the first lap of the feature to run third until the stops.

But any hopes Buhk had entertained of jumping Bortolotti in the pits and mounting a challenge for victory were dashed by a recalcitrant wheel change. In a flash, another podium had slipped through the net, their once-commanding points advantage was now wafer-thin and that opening round double at Misano seemed a long time ago.

Still, it could have been worse – as Buhk's 2015 Sprint Cup co-champion Vincent Abril found out. After a strong showing at the Spa 24 Hours, the M-Sport Bentley man arrived in Hungary with a slim lead in the overall Blancpain GT Series classification and a mathematical chance of winning the Sprint title with Steven Kane. But he came away staring at a 17-point deficit to Bortolotti/Engelhart after Kane was forced to retire while running outside the top 10.

In fact, it was a disastrous weekend for both Bentleys, as Andy Soucek clipped the lapped Ferrari of Stephen Earle while running sixth and suffered a broken steering rack.

In this most unpredictable of seasons, the Nurburgring finale simply can't come around soon enough.

JAMES NEWBOLD



Orudzhev and Isaakyan were unstoppable in France

SMP smashes dominant win

EUROPEAN LEMANS SERIES
PAUL RICARD (F)
AUGUST 27
ROUND 4/6

SMP RACING'S MATEVOS ISAAKYAN and Egor Orudzhev took their first European Le Mans Series victory by almost 90 seconds in just their second endurance race outing.

The pair, who race for the same squad in Formula V8 3.5, won with ease at Paul Ricard in a race where none of their fellow LMP2 competitors could keep up with the pace of the Dallara.

G-Drive Racing finished a lonely second as Leo Roussel couldn't close the gap to the race winners. But he did build up a lap advantage over the Graff ORECA that completed the podium.

There was double success for United Autosports as its LMP3 drivers secured

victory over Inter Europol Competition and M.Racing-YMR after a lively race.

The Spirit of Race Ferrari team took back-to-back wins as its crew stormed to victory by a lap in front of TF Sport and JMW Motorsport.

RESULTS

1 Matevos Isaakyan/Egor Orudzhev (Dallara-Gibson P217) 115 laps in 4h00m16.217s; 2 Leo Roussel/Memo Rojas/Nicolas Minassian (ORECA-Gibson 07) +1m27.817s; 3 Enzo Guibbert/Eric Trouillet/Paul Petit (ORECA-Gibson 07). **LMP3** 1 Sean Rayhall/John Falb (Ligier-Nissan JSP3). **GTE** Aaron Scott/Duncan Cameron/Matt Griffin (Ferrari 488 GTE). **Points** 1 Rojas/Roussel 80; 2 Hugo de Sadeleer/Filipe Albuquerque/Will Owen 68; 3 Enzo Guibbert/Paul Petit/Eric Trouillet 49. **LMP3** 1 Falb/Rayhall 70; 2 Romano Ricci/Alexandre Cougnaud/Antoine Jung 58; 3 Francois Heriau/Jean-Baptiste Lahaye/Matthieu Lahaye 53. **GTE** Euan Hankey/Nicki Yliim/Salih Yuluc 77; 2 Jody Fannin/Rob Smith 68; 3 Griffin/Cameron/Scott 64.

AT A
GLANCE

1 Newgarden Penske

2 Dixon Ganassi

3 Pagnaud Penske

 P51 RESULTS


Pagnaud (#1) has
lost trust in team-
mate Newgarden

 LAT IMAGES

Penske team-mates in war of words after

INDYCAR SERIES
GATEWAY (USA)
AUGUST 26
ROUND 14/16

IN THE CLOSING LAPS OF THE POCONO 500, Will Power demonstrated his understanding of team-mate Josef Newgarden's mindset these days. Heading down to Turn 3, he kept swinging dramatically low to force Newgarden to take the higher and riskier line should he wish to make a pass. Afterwards, Power explained: "You know if you leave a gap on the inside, that guy's gonna go for it."

It was Simon Pagnaud who found that out the hard way last Saturday at Gateway Motorsports Park, the 1.25-mile oval in Madison, Illinois, that had been absent from the IndyCar schedule for a 14-year gap since 2003. The 40,000-strong crowd unfortunately was not treated to a classic encounter, but Newgarden made the race memorable with just one move. As the dominant driver of the day, he'd lost the lead to Penske team-mate Pagnaud in the final stops, which took place under yellow flags, and clearly felt aggrieved.

At the start of the 218th of the 248 laps, and four laps after a restart, Pagnaud adopted the traditional defence of swinging low on the front straight to force his opponent to take the high line into Turn 1. This time, however, rather

than simply move right, Newgarden sat in Pagnaud's tow and, when the leader moved slightly to the right to take a less compromised line into Turn 1, his rival squeezed into the gap on the inside, running over the white line and kissing the kerb.

But a disbelieving Pagnaud wasn't in a hurry to give him any more room, so Newgarden's right-rear tyre nuzzled Pagnaud's left-rear, which sent the reigning champion's car up into the grey. The lost momentum allowed Chip Ganassi Racing's overperforming ace Scott Dixon to grab second, a position that he held to the chequered flag.

Team Penske has traditionally been the best team at hiding its intra-team rivalries from the media and public, but this time Pagnaud was still fuming as he arrived in pitlane after crossing the line in third place. When he was told that Newgarden had said there was racing room down on the inside during the pass, Pagnaud fired back: "There was room from me. Anyone else and he would have been in the fence right now."

Later the French driver remarked that he now didn't trust or respect Newgarden and said: "It was way too close to be quoted a fair pass."

Possibly rather foolishly, he then handed a future psychological advantage to his rivals by adding: "I would not have put a pass on a team-mate like that."

But Newgarden didn't care. "Simon gave

me a lane to work with," he explained. "I had a good tow, I put my car in the opening and got about halfway alongside of him. I didn't want to touch him too hard and I think if I would have stayed too far left, I would have jumped the kerb and taken both of us out."

"Fortunately it worked out well for us on the #2 car [Newgarden's] side. Pagnaud didn't get up into the wall or anything like that, so I would say it worked out OK for him too. If you leave me a lane, I'm going to take it."

If it was any consolation to Pagnaud, his error was by far the smallest made by a non-winning Penske driver in this race. Helio Castroneves had been running in second place behind Newgarden and ahead of Pagnaud in the first stint, and then moved into the lead following a slick pitstop as the race went past the 100-lap mark. He had a three-second lead when he next pitted, but forgot to grab neutral as he came to a halt in his pitbox, thereby stalling and dropping to fourth. Although he'd managed to make it back past Dixon when the four-time champion made a failed attempt to pass Pagnaud, Ganassi's #9 crew flipped their man back ahead of the Brazilian in the final stops, which is why it was the New Zealander who benefited from the Newgarden/Pagnaud tango.

Power, meanwhile, demonstrated how rapidly racing drivers can go from hero to zero. In the warm-up laps ahead of the race, all of the field



Newgarden
flanked by Dixon
and Pagnaud



Daly produced an
impressive display
to take fifth place

dramatic passing move

struggled to get heat in their tyres on the slick surface in the evening temperatures, which was a problem demonstrated by Tony Kanaan crashing at Turn 2 before the pack had even taken the green flag. Having captured his sixth pole of the season and the 50th of his IndyCar career the day before, Power chose the inside line for the start but he went down to the white line at Turn 1, slowed enough to allow Newgarden to pass him around the outside, and then in his team-mate's dirty air the #12 car got loose and spun into the wall. Right behind him, Takuma Sato and Ed Carpenter made contact, and the latter's spinning car slid backwards, up and over Power, thankfully without hurt to either, except pride.

Dixon wasn't the fastest Honda driver in qualifying, but as ever he salvaged the best HPD-powered finish, despite strong challenges mid-race from two Andretti Autosport cars (Alexander Rossi, who would go on to finish sixth, and Ryan Hunter-Reay who slid into a wall on lap 203), as well as the Schmidt Peterson Motorsports machine of James Hinchcliffe (eventually eighth) and Graham Rahal (Rahal Letterman Lanigan Racing), who tried to leave from his final pitstop with his fuel probe still in.

As punishment, he was sent to the back of the field, but recovered to finish in 12th place.

Sebastien Bourdais's remarkable comeback from his Indy 500 injuries was a difficult one. He admitted that he didn't have enough faith in his Dale Coyne Racing-run car during qualifying, but he gritted it out and eventually took 10th in the race.

But the real hero of the day, besides Newgarden, was his fellow former Team USA Scholarship winner, Conor Daly. He had got his set-up wrong in qualifying and started several places behind his AJ Foyt Racing team-mate Carlos Munoz, but proved at least as fast as the Colombian in the race. He also became more aggressive when Charlie

Kimball blocked him yet escaped punishment, but soon afterwards Kimball made a late pass on Munoz that sent the #14 car into the grey, which allowed Daly through too.

At the final pitstops, the Foyt crew got Daly ahead of the Ganassi driver. He then jumped to fifth on the restart, and spent the remaining laps hassling Castroneves for fourth place. This was easily the most impressive drive of Daly's IndyCar career.

DAVID MALSHER

“It worked out well. If you leave me a lane, I’m going to take it”

Magnussen and Garcia inherit win

IMSA SPORTSCAR
VIRGINIA INT’L RACEWAY (USA)
AUGUST 27
ROUND 10/12

THE TOPSY-TURVY NATURE OF this year's IMSA Championship for GT Le Mans cars was perfectly exemplified on Sunday in Virginia.

Joey Hand dominated qualifying aboard one of Chip Ganassi's potent Ford GTs, but barely featured during an enthralling 160-minute GT-only race unencumbered by full-course cautions. Instead, the BMW of Alexander Sims and Bill Auberlen seemed to be an irresistible force. Sims, who qualified second, romped away to a 20-second lead and had matters in hand until an additional late stop to change a deflating tyre dropped him to fourth.

By rights, that should have handed the advantage to the Risi Competizione Ferrari, which made a welcome return after a four-race absence. Giancarlo Fisichella and Toni Vilander recovered from seventh to second before the former tangled with a GTD car.

Corvette pairing Jan Magnussen and Antonio Garcia unexpectedly picked up the slack following Sims' late stop and were able to extend their championship lead with a third win of the season.

A late clash involving Tommy Milner (Corvette) and Dirk Muller (Ford) allowed the Ford of Richard Westbrook/Ryan Briscoe to inherit second ahead of the recovering Ferrari.

Jeroen Mul/Corey Lewis led from flag to flag in GTD, although their Lamborghini was shadowed throughout the closing stages by the Road America-winning BMW of Jesse Krohn/Jens Klingmann.

JEREMY SHAW

RESULTS

1 Jan Magnussen/Antonio Garcia (Chevrolet Corvette C7.R) 93 laps in 2h41m17.089s; 2 Richard Westbrook/Ryan Briscoe (Ford GT) +12.031s; 3 Giancarlo Fisichella/Toni Vilander (Ferrari 488 GTE); 4 Alexander Sims/Bill Auberlen (BMW M6 GTLM); 5 Joey Hand/Dirk Muller (Ford); 6 Tommy Milner/Oliver Gavin (Corvette).

GTD 1 Jeroen Mul/Corey Lewis (Lamborghini Huracan GT3); 2 Jesse Krohn/Jens Klingmann (BMW M6 GT3); 3 Jeroen Bleekemolen/Trent Hindman (Mercedes-AMG GT3).

Points GTLM 1 Magnussen/Garcia 274; 2 Sims/Auberlen 258; 3= Hand/Muller & Westbrook/Briscoe 257; 5 Dirk Werner/Patrick Pilet 240; 6 Laurens Vanthoor 239.

GTD 1 Christina Nielsen/Alessandro Balzan 282; 2 Bleekemolen 269; 3 Klingmann 252.

RESULTS ROUND-UP

FORMULA 2 CHAMPIONSHIP

ROUND 8/11, SPA (B), AUGUST 26-27

RACE 1 (25 LAPS – 108.725 MILES)

1	Artem Markelov (RUS) Russian Time	52m55.172s
2	Luca Ghiotto (I) Russian Time	+1.057s
3	Antonio Fuoco (I) Prema Racing	+1.446s
4	Gustav Malja (S) Racing Engineering	+14.912s
5	Nyck de Vries (NL) Racing Engineering	+16.149s
6	Sergio Sette Camara (BR) MP Motorsport	+24.356s
7	Roberto Merhi (E) Rapax	+28.479s
8	Norman Nato (F) Arden International	+30.611s
9	Santino Ferrucci (USA) Trident	+37.735s
10	Robert Visoiu (RO) Campos Racing	+39.133s
11	Nabil Jeffri (MAL) Trident	+42.608s
12	Alexander Albon (T) ART Grand Prix	+54.552s
13	Ralph Boschung (CH) Campos Racing	+55.217s
14	Louis Deletraz (CH) Rapax	+56.070s
15	Sean Gelael (RI) Arden International	+1m09.082s
16	Nobuharu Matsushita (J) ART Grand Prix	-1 lap
EX	Charles Leclerc (MC) Prema Racing	+31.635s
EX	Oliver Rowland (GB) DAMS	+0.072s
R	Jordan King (GB) MP Motorsport	1 lap-puncture/differential
NS	Nicholas Latifi (CDN) DAMS	engine

Winner's average speed 123.272mph. Fastest lap Markelov 2m00.204s, 130.340mph.

QUALIFYING

1 Leclerc 2m20.842s; 2 Latifi 2m21.510s; 3 Rowland 2m21.578s; 4 Malja 2m22.069s; 5 Fuoco 2m22.073s; 6 de Vries 2m22.534s; 7 Ghiotto 2m22.952s; 8 Merhi 2m23.132s; 9 Markelov 2m23.180s; 10 Albon 2m23.409s; 11 Sette Camara 2m23.424s; 12 Ferrucci 2m23.459s; 13 Deletraz 2m23.470s; 14 Boschung 2m23.737s; 15 Matsushita 2m23.788s; 16 King 2m24.127s; 17 Visoiu 2m24.215s; 18 Nato 2m24.437s; 19 Gelael 2m25.039s; 20 Jeffri 2m27.008s.

RACE 2 (18 LAPS – 78.260 MILES)

1 Sette Camara 39m40.215s; 2 de Vries +0.623s; 3 Ghiotto +2.403s; 4 Nato +3.109s; 5 Leclerc +3.820s; 6 Merhi +4.894s; 7 Fuoco +5.448s; 8 Rowland +5.828s; 9 Latifi +6.690s; 10 Ferrucci +9.202s; 11 Malja +9.629s; 12 Deletraz +10.556s; 13 Boschung +10.865s; 14 King +11.095s; 15 Jeffri +12.070s; 16 Visoiu +13.709s; 17 Gelael +14.121s; 18 Albon +17.543s; R Matsushita 14 laps-accident; R Markelov 12 laps-exhaust.

Winner's average speed 118.366mph. Fastest lap King 1m59.965s, 130.600mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Leclerc 218; 2 Rowland 159; 3 Markelov 150; 4 Ghiotto 123; 5 Latifi 115; 6 de Vries 96; 7 Matsushita 91; 8 Nato 91; 9 Albon 65; 10 King 49.



GP3 SERIES

ROUND 5/8, SPA (B), AUGUST 26-27

RACE 1 (17 LAPS – 73.908 MILES)

1	George Russell (GB) ART Grand Prix	37m47.103s
2	Jack Aitken (GB) ART Grand Prix	+7.460s
3	Nirei Fukuzumi (J) ART Grand Prix	+7.807s
4	Arjun Maini (IND) Jenzer Motorsport	+9.259s
5	Dorian Boccolacci (F) Trident	+14.409s
6	Ryan Tvetter (USA) Trident	+15.106s
7	Giuliano Alesi (F) Trident	+15.502s
8	Julien Falchero (F) Campos Racing	+23.361s
9	Niko Kari (FIN) Arden International	+26.210s
10	Kevin Jorg (CH) Trident	+26.514s
11	Leonardo Pulcini (I) Arden International	+27.620s
12	Alessio Lorandi (I) Jenzer Motorsport	+29.201s
13	Steijn Schothorst (NL) Arden International	+35.149s
14	Raoul Hyman (ZA) Campos Racing	+38.400s
15	Juan Manuel Correa (USA) Jenzer Motorsport	+38.625s
16	Tatiana Calderon (CO) DAMS	+43.005s
R	Marcos Siebert (RA) Campos Racing	14 laps-wishbone
R	Matthieu Vaxiviere (F) DAMS	7 laps-accident damage
R	Anthoine Hubert (F) ART Grand Prix	4 laps-blocked radiator
R	Bruno Baptista (BR) DAMS	2 laps-accident

Winner's average speed 117.361mph. Fastest lap Russell 2m08.433s, 121.989mph.

QUALIFYING

1 Russell 2m27.042s; 2 Fukuzumi 2m27.316s; 3 Maini 2m27.741s; 4 Aitken 2m28.039s; 5 Vaxiviere 2m28.474s; 6 Boccolacci 2m28.593s; 7 Tvetter 2m28.814s; 8 Schothorst 2m28.857s; 9 Falchero 2m29.110s; 10 Calderon 2m29.118s; 11 Lorandi 2m29.267s; 12 Alesi 2m29.270s; 13 Jorg 2m29.461s; 14 Siebert 2m29.546s; 15 Pulcini 2m29.744s; 16 Kari 2m29.766s; 17 Hubert 2m29.882s; 18 Hyman 2m29.925s; 19 Baptista 2m29.981s; 20 Correa 2m30.587s.

RACE 2 (13 LAPS – 56.500 MILES)

1 Alesi 27m50.961s; 2 Russell +3.323s; 3 Tvetter +7.089s; 4 Fukuzumi +10.902s; 5 Falchero +12.670s; 6 Maini +14.395s; 7 Hubert +14.667s; 8 Jorg +18.291s; 9 Kari +18.544s; 10 Hyman +19.419s; 11 Pulcini +21.689s; 12 Schothorst +22.074s; 13 Calderon +22.490s; 14 Lorandi +23.413s; 15 Vaxiviere +27.895s; 16 Baptista +30.361s; 17 Boccolacci +1m37.635s; 18 Aitken -2 laps; R Siebert 10 laps-oil temperature; R Correa 9 laps-engine.

Winner's average speed 121.726mph. Fastest lap Russell 2m06.961s, 123.404mph.

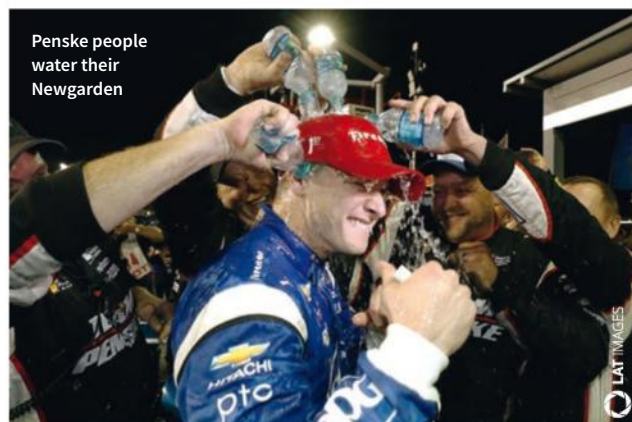
GRID FOR RACE 2

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

CHAMPIONSHIP

1 Russell 137; 2 Aitken 101; 3 Fukuzumi 95; 4 Alesi 87; 5 Hubert 80; 6 Lorandi 63; 7 Boccolacci 54; 8 Maini 53; 9 Tvetter 52; 10 Kari 28.





BLANCPAIN GT SPRINT CUP

ROUND 4/5, HUNGARORING (H), AUGUST 26-27, MAIN RACE (33 LAPS – 89.833 MILES)

1	Marcel Fassler (CH)	Dries Vanthoor (B)	WRT • Audi R8 LMS	1h00m17.776s
2	Pieter Schothorst (NL)	Jake Dennis (GB)	WRT • Audi R8 LMS	+0.570s
3	Christian Engelhart (D)	Mirko Bortolotti (I)	GRT Grasser Racing Team • Lamborghini Huracan GT3	+0.894s
4	Stuart Leonard (GB)	Robin Frijns (NL)	WRT • Audi R8 LMS	+1.477s
5	Markus Winkelhock (D)	Will Stevens (GB)	WRT • Audi R8 LMS	+3.458s
6	Franck Perera (F)	Maximilian Buhk (D)	HTP Motorsport • Mercedes-AMG GT3	+3.764s
7	Dominik Baumann (A)	Jimmy Eriksson (S)	HTP Motorsport • Mercedes-AMG GT3	+5.421s
8	Jules Szymkowiak (NL)	Fabian Schiller (D)	HTP Motorsport • Mercedes-AMG GT3	+9.303s
9	Romain Monti (F)	Christopher Haase (D)	Sainteloc Racing • Audi R8 LMS	+10.495s
10	Klaus Bachler (A)	Kevin Estre (F)	Attempto Racing • Porsche 911 GT3-R	+24.219s
11	Markus Palttala (FIN)	Philipp Eng (A)	Rowe Racing • BMW M6 GT3	+25.408s
12	Michael Meadows (GB)	Raffaele Marciello (I)	Auto Sport Promotion • Mercedes-AMG GT3	+25.549s
13	Raffaele Giammaria (I)	Ezequiel Perez Compagnon (RA)	GRT Grasser Racing Team • Lamborghini Huracan GT3	+27.964s
14	Frank Stippler (D)	Kevin Ceccon (I)	ISR • Audi R8 LMS	+28.281s
15	Alexander Mattschull (D)	Daniel Keilwitz (D)	Rinaldi Racing • Ferrari 488 GT3	+28.696s
16	Piti Bhrom Bhakdi (T)	Carlo van Dam (NL)	Kessel Racing • Ferrari 488 GT3	+29.067s
17	Rob Bell (GB)	Andrew Watson (GB)	Strakka Racing • McLaren 650S GT3	+31.378s
18	Enzo Ide (B)	Christopher Mies (D)	WRT • Audi R8 LMS	+31.678s
19	Lorenzo Case (I)	Phil Quaife (GB)	AF Corse • Ferrari 488 GT3	+40.475s
20	Christopher Zochling (A)	Max van Splunteren (NL)	Attempto Racing • Lamborghini Huracan GT3	+40.721s
21	Jean-Luc Beaubelique (F)	Jules Gounon (F)	Auto Sport Promotion • Mercedes-AMG GT3	+46.774s
22	Christophe Bourret (F)	Jean-Philippe Belloc (F)	Auto Sport Promotion • Mercedes-AMG GT3	+47.843s
23	Nicolas Pohler (D)	Fabrizio Crestani (I)	Team Lazarus • Lamborghini Huracan GT3	+53.603s
24	Ben Barnicoat (GB)	Alvaro Parente (P)	Strakka Racing • McLaren 650S GT3	+53.834s
25	Andy Soucek (E)	Maxime Soulet (B)	M-Sport • Bentley Continental GT3	23 laps-steering
R	Stephen Earle (USA)	David Perel (ZA)	Kessel Racing • Ferrari 458 Italia GT3	22 laps-puncture
R	Felix Serralles (USA)	Daniel Juncadella (E)	Auto Sport Promotion • Mercedes-AMG GT3	17 laps-accident damage
R	Steven Kane (GB)	Vincent Abril (F)	M-Sport • Bentley Continental GT3	6 laps-brakes
R	Martin Kodric (HR)	Lewis Williamson (GB)	Strakka Racing • McLaren 650S GT3	0 laps-spin
NS	Clemens Schmid (A)	Filip Salaquarda (CZ)	ISR • Audi R8 LMS	

Winners' average speed 89.392mph. Fastest lap Buhk 1m43.591s, 94.602mph.

QUALIFYING RACE (34 LAPS – 92.556 MILES)

1 Vanthoor/Fassler 1h00m04.789s; 2 Bortolotti/Engelhart +2.758s; 3 Dennis/Schothorst +10.124s; 4 Buhk/Perera +10.513s; 5 Frijns/Leonard +18.311s; 6 Soulet/Soucek +22.652s; 7 Stevens/Winkelhock +23.854s; 8 Mies/Ide +31.706s; 9 Marciello/Meadows +33.822s; 10 Haase/Monti +39.998s; 11 Eriksson/Baumann +40.119s; 12 Eng/Palttala +47.975s; 13 Abril/Kane +49.106s; 14 Schiller/Szymkowiak +49.473s; 15 Juncadella/Serralles +54.662s; 16 Estre/Bachler +58.666s; 17 Salaquarda/Schmid +58.995s; 18 Keilwitz/Mattschull +1m00.523s; 19 van Dam/Bhrom Bhakdi +1m04.412s; 20 Parente/Barnicoat +1m05.779s; 21 Perez Compagnon/Giammaria +1m06.101s; 22 Quaife/Case +1m12.048s; 23 Crestani/Pohler +1m17.125s; 24 Watson/Bell +1m18.242s; 25 Williamson/Kodric +1m26.233s; 26 Ceccon/Stippler +1m26.763s; 27 Gounon/Beaubelique +1m33.176s; 28 van Splunteren/Zochling +1m43.082s; 29 Belloc/Bourret +1m45.248s; 30 Perel/Earle -1 lap.

Winners' average speed 92.432mph. Fastest lap Vanthoor 1m43.874s, 94.345mph.

In each car, first-named driver started race.

QUALIFYING

Q3 1 Vanthoor 1m42.359s; 2 Bortolotti 1m42.530s; 3 Buhk 1m42.542s; 4 Dennis 1m42.620s; 5 Frijns 1m42.620s; 6 Gounon 1m42.648s; 7 Mies 1m42.666s; 8 Marciello 1m42.668s; 9 Soucek 1m42.760s; 10 Abril 1m42.799s; 11 Stevens 1m42.873s; 12 Haase 1m42.900s; 13 Keilwitz 1m42.995s; 14 Eng 1m43.085s; 15 van Dam 1m43.339s. Q1/2 16 Juncadella 1m43.083s; 17 Eriksson 1m43.136s; 18 Parente 1m43.217s; 19 Quaife 1m43.253s; 20 Perel 1m43.275s; 21 Schiller 1m43.356s; 22 Williamson 1m43.373s; 23 Estre 1m43.388s; 24 Salaquarda 1m43.418s; 25 Ceccon 1m43.419s; 26 Belloc 1m43.456s; 27 Perez Compagnon 1m43.540s; 28 Watson 1m43.571s; 29 Crestani 1m43.576s; 30 van Splunteren 1m43.956s.

CHAMPIONSHIP

1 Buhk/Perera 60; 2 Bortolotti/Engelhart 57; 3 Vanthoor/Fassler 56; 4 Leonard 56; 5 Frijns 56; 6 Winkelhock/Stevens 54; 7 Kane/Abril 31; 8 Schothorst/Dennis 27; 9 Palttala 24; 10 Jesse Krohn 24.

OVERALL BLANCPAIN GT

1 Bortolotti/Engelhart 128; 2 Abril 110; 3 Buhk/Perera 100; 4 Winkelhock 84; 5 Soulet/Soucek 80; 6 Andrea Caldarelli 71.

INDYCAR SERIES

ROUND 14/16, GATEWAY (USA), AUGUST 26 (248 LAPS – 310.000 MILES)

1	Josef Newgarden (USA)	Team Penske • Dallara-Chevrolet	2h13m22.0358s
2	Scott Dixon (NZ)	Chip Ganassi Racing • Dallara-Honda	+0.6850s
3	Simon Pagenaud (F)	Team Penske • Dallara-Chevrolet	+0.9743s
4	Helio Castroneves (BR)	Team Penske • Dallara-Chevrolet	+1.5668s
5	Conor Daly (USA)	AJ Foyt Enterprises • Dallara-Chevrolet	+1.7446s
6	Alexander Rossi (USA)	Andretti Herta Autosport • Dallara-Honda	+2.9101s
7	Charlie Kimball (USA)	Chip Ganassi Racing • Dallara-Honda	+4.2365s
8	James Hinchcliffe (CAN)	Schmidt Peterson Motorsports • Dallara-Honda	+4.8498s
9	Carlos Munoz (CO)	AJ Foyt Enterprises • Dallara-Chevrolet	+7.8832s
10	Sebastien Bourdais (F)	Dale Coyne Racing • Dallara-Honda	+8.1831s
11	Sebastian Saavedra (CO)	Schmidt Peterson Motorsports • Dallara-Honda	+8.6604s
12	Graham Rahal (USA)	Rahal Letterman Lanigan Racing • Dallara-Honda	+8.8457s
13	Ed Jones (UAE)	Dale Coyne Racing • Dallara-Honda	+12.3444s
14	Marco Andretti (USA)	Andretti Autosport • Dallara-Honda	+19.8702s
15	Ryan Hunter-Reay (USA)	Andretti Autosport • Dallara-Honda	205 laps-accident
16	Tony Kanaan (BR)	Chip Ganassi Racing • Dallara-Honda	168 laps-retired
17	Max Chilton (GB)	Chip Ganassi Racing • Dallara-Honda	164 laps-accident
18	JR Hildebrand (USA)	Ed Carpenter Racing • Dallara-Chevrolet	100 laps-accident
19	Takuma Sato (J)	Andretti Autosport • Dallara-Honda	6 laps-accident damage
20	Will Power (AUS)	Team Penske • Dallara-Chevrolet	5 laps-accident
21	Ed Carpenter (USA)	Ed Carpenter Racing • Dallara-Chevrolet	5 laps-accident

Winner's average speed 139.465mph.

Fastest lap Newgarden 24.6317s, 182.691mph.

QUALIFYING

1 Power 189.642mph; 2 Newgarden 188.316mph; 3 Castroneves 187.457mph; 4 Pagenaud 186.747mph; 5 Carpenter 184.528mph; 6 Sato 184.186mph; 7 Dixon 183.848mph; 8 Munoz 183.620mph; 9 Rossi 183.578mph; 10 Hinchcliffe 183.528mph; 11 Daly 183.283mph; 12 Jones 182.900mph; 13 Rahal 182.830mph; 14 Hunter-Reay 182.529mph; 15 Hildebrand 182.499mph; 16 Chilton 182.271mph; 17 Kanaan 182.195mph; 18 Kimball 182.137mph; 19 Bourdais 181.846mph; 20 Andretti 181.191mph; 21 Saavedra 177.700mph.

CHAMPIONSHIP

1 Newgarden 547; 2 Dixon 516; 3 Castroneves 505; 4 Pagenaud 504; 5 Power 464; 6 Rahal 436; 7 Rossi 422; 8 Sato 410; 9 Kanaan 365; 10 Hinchcliffe 351.



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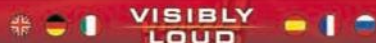
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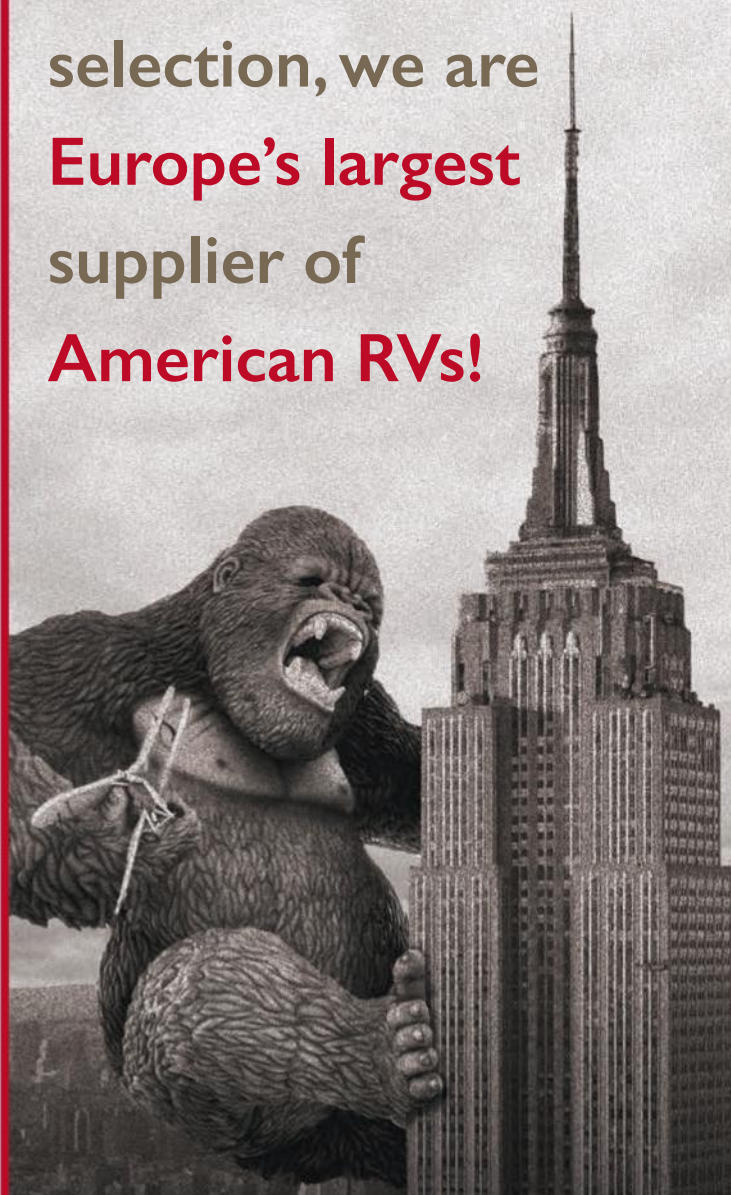
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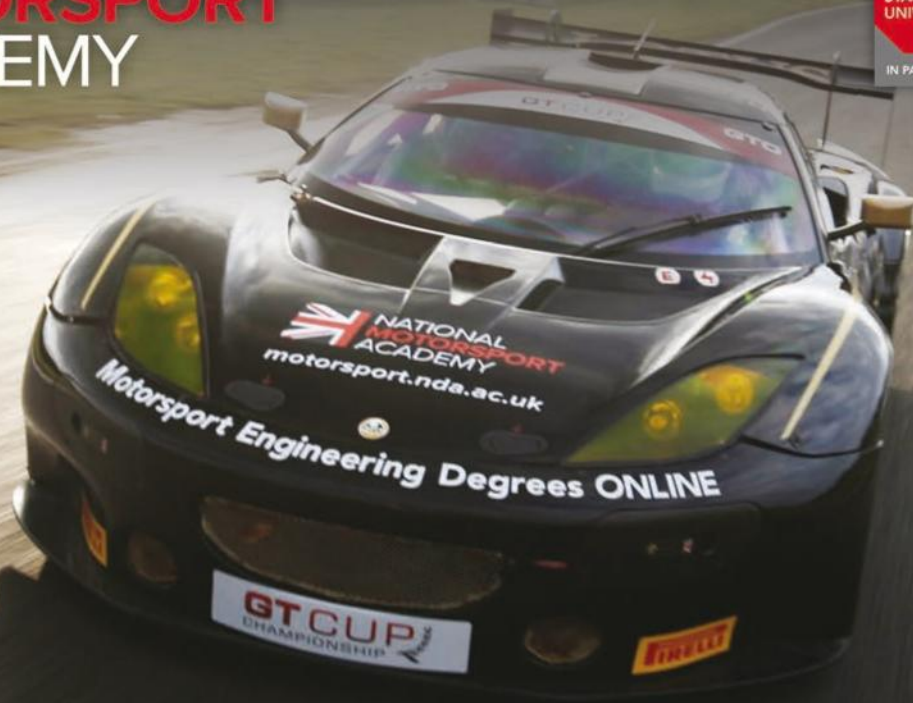
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Minassian will return to action in a 2011 Peugeot at Spa

GRIFFITHS/LAT

MASTERS ENDURANCE LEGENDS

Minassian in Peugeot seat for classic enduro pilot race

NICOLAS MINASSIAN WILL BE REUNITED with a Peugeot 908 LMP1 turbodiesel in the Masters Endurance Legends pilot event at Spa-Francorchamps next month.

The Frenchman, who raced for Peugeot throughout the five seasons of its P1 programme from 2007, will drive a 2011 V8-powered 908 entered by Group C and GTP specialist Chamberlain Synergy Motorsport. He will share the car, the unraced chassis #6 which tested extensively over the winter of 2011/12, with Mercedes C11 Group C driver Kriton Lendoudis in the one-hour race September 17.

Minassian, who is also director of the new series for LMP and GT machinery built between 2000 and 2011, said: "I can't believe I'm going to drive that car again. I'm so excited about it; I'm even going to get my old Peugeot overalls out of the cupboard to wear."

"It's wonderful that they are coming back for people to enjoy again."

He stressed, however, that because he is the series director the Peugeot will be given a time penalty during its pitstop.

The Peugeot is one of multiple cars, including earlier V12-engined 908 HDi FAPs, which have been purchased from the factory by a consortium led by Bob Berridge. His team will run them under the Peugeot Sport Classique by Chamberlain Synergy banner.

Berridge said: "We have full technical support to run these cars. They did 36-hour tests flat-out, so running them for two or three seasons without a rebuild won't be an issue."

"We have bought a full complement of spares and have had to take a warehouse to put them in."

If the pilot event proves successful, it will be followed by a six-race schedule in 2018.

IN BRIEF

BRDC RISING STARS REVEALED

Seven new drivers have been announced as BRDC Rising Stars, including Will Tregurtha, Sandy Mitchell, Jack Mitchell and Stuart Middleton from British GT. Also included are Dan Ticktum (Formula Renault 2.0 Eurocup), Ben Hingeley (British F3) and Jamie Caroline (British F4).

NEW FRENCH F4 PRIZES

The French Formula 4 Championship will be FIA certified in 2018, with €100,000 (£92,500) on offer for the winner. As well as the prize money, the successful driver will win entry into the Renault Sport Academy and points towards an FIA superlicence. The series will run Mygale chassis with two-litre Renault engines.

CHADWICK RETURNS TO TRACK

Ginetta GT5 Challenge champion Ollie Chadwick returned to racing at Snetterton last weekend in a Caterham 7. He shared the car with business partner Jason Garrett in the 7 Series races. Chadwick qualified on pole before he and Garrett took seventh place overall.

PIASTRI STILL BELIEVES

British Formula 4 title contender Oscar Piastrì has not given up on the championship this year, despite a disastrous weekend at Rockingham where he only scored one point over three races. He now sits 74.5 points behind title rival Jamie Caroline, and said: "I've just got to forget about this weekend."



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Ahmed (r) took his first overall championship in car racing



EUROPEAN FORMULA 3

Ahmed to test Euro F3 car after title win

NEWLY CROWNED BRDC BRITISH FORMULA 3 champion Enaam Ahmed is to test an F3 European Championship car this week with a view to stepping up to the series for 2018.

The 17-year-old clinched the British F3 title at Snetterton last weekend with a round to spare thanks to his 12th win of the season for Carlin, and will step up to an FIA-spec F3 car with the same team on Thursday at Silverstone.

"I want to go to European Formula 3 and I'm trying to get some sponsors," said Ahmed. "Trevor [Carlin, team boss] believes I'm good enough and I believe him – I'm not saying I'm going to win but let's see how testing goes."

Trevor Carlin, whose team has taken Lando

Norris into the lead of the 2017 European F3 standings, said: "He's hit a high level and should just be aiming for European F3 – he's absolutely ready for it. If he did a race now he would be super-competitive, so with a winter of testing behind him he'll be very strong."

Carlin will also give a test to James Pull, who is third in the British F3 rankings as team-mate to Ahmed, and is contention for the runner-up spot at the final round.

If Ahmed competes in European F3 next season, he would follow in the footsteps of Jake Hughes and George Russell, who won titles in the current British F3 series' predecessor – the BRDC F4 Championship – before going on to become

Euro F3 frontrunners. Norris is also a BRDC British F3 graduate after completing a half-season in the series last year.

• Two more BRDC British F3 frontrunners, Ben Hingeley and Cameron Das, will make their debuts in the Euroformula Open series this weekend at Silverstone.

Hingeley will contest the British round of the series, which uses current-generation Dallara F3 chassis with spec Toyota engines, with Fortec Motorsports, the same team he races with in British F3. American Das has joined Campos Racing and will contest the final four rounds, none of which clash with the British F3 finale.

GT4 SUPERCUP

Drivers bemoan Ginetta team switches for Rockingham

GINETTA GT4 SUPERCUP PAIR GEORGE Gamble and Seb Perez have voiced their frustration at having to find a new team ahead of the Rockingham round following JHR Developments' suspension from Ginetta categories.

JHR's suspension stems from an investigation into its Ginetta Junior team after three of its Junior drivers were excluded at Thruxton in May for engine irregularities. Although JHR

successfully appealed the decision at the National Court, Ginetta declared that the probe was not "sufficiently comprehensive" and opted to suspend JHR from all Ginetta classes.

GT4 pair Gamble and Perez were forced to find a new team, and both settled at Rob Boston Racing.

"It's a bit chaotic," Perez said. "JHR have been really helpful trying to sort things out. It's kind of knackered us

as well [as the Juniors]. It was what Ginetta wanted to do, but with three rounds to go it's not ideal."

Two more of the ex-JHR Junior racers found alternative drives for Rockingham, so seven of the eight JHR racers have found new berths. Matt Luff joined Richardson Racing while Finley Green – who is now competing for a third team this season – landed with Elite Motorsport.

• Ginetta Junior title contender Kiern Jewiss was plagued by engine issues at Rockingham last weekend, leaving him unable to score a podium in any of the three races and his title hopes in tatters. The Douglas Motorsport driver is now 78 points off leader Tom Gamble.

An overnight engine change failed to rectify the problem after power issues in two tough races on Saturday. Jewiss took a best finish of seventh on Sunday.



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TRUCK RACING

Rivett to make truck debut

THREE-TIME RENAULT UK CLIO CUP champion Paul Rivett will make his truck racing debut at Snetterton next week.

Rivett will compete on September 10-11 in the MAN TGA Division 2 truck normally raced by his Clio team boss, Wayne Eason. He has tested it twice but has never raced it before.

"I've had two goes at Brands Hatch Indy and on the second I was only a couple of tenths off the pole time," said Rivett, who is currently third in the Clio standings. "But Snetterton is a very different track to Brands Indy so I don't know what to expect - I've never raced anything like this before."

"It's going to be interesting, I'm really looking forward to it. I used to watch the trucks on TV when I was a kid and it looks so much fun."



Rivett will race Eason's MAN truck at Snetterton

TCR UK

TCR UK expects grid headache

THE TCR UK SERIES IS LOOKING AT WAYS TO adapt its format for 2018 since organisers are expecting entries to exceed space on the grids of most UK circuits.

The series had planned to use the same format as TCR International, with two sprint races per weekend. But because entries are expected to rise over 30, accommodating all the cars on the grid could be a problem. Organisers have ruled out a cap on grid sizes or employing a licensing system similar to that used by the British Touring Car Championship.

In a bulletin to competitors, the series confirmed that it is considering running two heats and an 'A' and 'B' final format.

It had been rumoured that TCR could appear on the British GT support bill, and Autosport understands that talks did take place, but the series has elected to form its own package. The TCR series is expected to run a six or seven-round calendar in 2017. Races will be live streamed.

A Renault Megane TCR car could compete in the series now that Vukovic Motorsport has built one. The team is still working on the engine.



Nelson Piquet raced the Ralt in 1978

ZANDVOORT HISTORIC GP

Piquet to drive father's Ralt RT1

THE YOUNGEST SON OF NELSON PIQUET will get to drive his father's 1978 Ralt RT1 Formula 3 car during the Zandvoort Historic Grand Prix this weekend.

Pedro Piquet, 19, currently races in the F3 European Championship with Van Amersfoort Racing and will meet up with the 40-year-old Ralt and its owner,

David Shaw, during the Zandvoort weekend. He is set to demonstrate the car on both days, while Shaw will race it in the Classic F3 encounters.

Nelson Senior is not available since he will be in Brazil, and Pedro reports that his brother, Nelson Junior, is busy racing in Mexico that weekend.

SUPERTOURING TROPHY

Brancatelli for full season in RS500

GIANFRANCO BRANCATELLI hopes to tackle a full UK and European season in 2018 in the former Eggenberger Ford Sierra RS500 he used to win the 1989 Spa 24 Hours.

Back racing after a gap of 16 years, the 67-year-old Italian ace has guested this summer in the car owned by New Zealander Peter Sturgeon.

Now plans are being finalised for Brancatelli to race the car more regularly next season.

"We're going to leave the car here, and do some more next year," said Sturgeon after a third place overall in the Super Touring Trophy race at Oulton Park on Sunday.

"Rudi Eggenberger, who

built and ran the car in period, came onboard via Gianfranco and that was fantastic," he continued. "What better could you have?"

Eggenberger was with the car at Oulton Park as Brancatelli had his first experience of the Cheshire circuit, commenting: "It's a very demanding track."



Brancatelli wants UK and Europe outings

GT OPEN

BGT frontrunner Keen to GT Open

BRITISH GT REGULARS PHIL KEEN and Ryan Ratcliffe will team up in a one-off International GT Open entry at Silverstone this weekend in an Amd Tuning Mercedes-AMG GT3.

Keen is second in British GT in a Barwell Motorsport Lamborghini Huracan GT3, and will partner Ratcliffe for the first time.

Both drivers have raced the car already this season, Keen sharing with Lee Mowle in the Le Mans Cup and Ratcliffe in a British

GT campaign with Mowle that was curtailed after sustaining chassis earlier in the year.

"The front-right corner had to be cut out and rewelded back in [after the Silverstone damage], so it was a big job, but now the car is on form," said 2013 British GT4 champion Ratcliffe.

The Wessex Vehicles Lamborghini Gallardo will also be entered in the Silverstone event, with Craig Dolby joined by Riki Christodoulou.

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Rapid RGB cars astonish at Thruxton

By Marcus Pye, the voice of club racing

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GRABBING A SANDWICH OUTSIDE THE

commentary box at the Campbell-Cobb-Segrave complex during Saturday's marshals' break enabled me to reflect on why I have always loved Thruxton. That I've frequented it since 1973, made my racing debut there (in Formula Ford) in '81, instructed at the venue and done the PA for decades are all factors.

But it will always be special because having witnessed some of its greatest racing – from F2 and F5000 features to club sport – Britain's fastest circuit is still an awesome test of competitor and machine. And with only 12 days of racing per year, every event is to be savoured.

Like all traditional circuits hewn from Second World War aerodromes, the BARC's Thruxton HQ is miserably bleak on a rain-lashed and windswept day. I've been to a few of them. Yet on a glorious afternoon, relentless sunshine spanning the horizons, it's absolutely idyllic. As I relaxed in an almost eerie lull, the tranquility of the green airfield was interrupted but occasionally.

A fly buzzed through the box, the occasional small aircraft chugged overhead, and the yellow-and-green Hampshire Air Ambulance whirled away from its base, to return heroically, another mission accomplished.

The passing of the clerk's car changed the dynamic. The green vista remained, as six angry swarms came out to play. The 750MC hadn't visited since 2006 – a very wet affair, I recall – thus for many it was a day of discovery.

Unsurprisingly, lap records tumbled. Mick Harris's 750 Formula target – from September 1998, with a Reliant

engine in the Darvi 877 he still owns – was plundered by the now Fiat-powered posse, which arrived in healthy number to celebrate the country's longest-running club championship.

Points leader Bill Cowley's eponymous mount, originated by his late granddad in the 1960s with an Austin 7 engine, finished second both times to a modern and somewhat less sleek take on the class regulations.

Sports Specials (formerly Kit Cars) provided tight action up front. A bit too close, as a utilitarian MEV (kit car) was launched off the third of the sleek Eclipse SM1s, running in tight formation, and continued undeterred.

The Toyota MR2 pack almost had me diving for cover on its first outing, but instead of the anticipated bomb-burst most of them got round Campbell corner. That former Radical racers are in the pack, enjoying themselves, suggests that this cheap-thrills class is affordable, fun and sustainable, doubtless why many veterans stay put and the fields remain large.

For me, the RGB cars stole the show. Although numbers are well down, the 1000cc motorcycle-engined prototypes were as sensational as ever. I knew they would lap inside 1m20s – a barrier broken by FF2000 Delta racer Mike White in the late 1970s – but was astonished by 17s! Double race winner Billy Albone (Spire) and local driver/constructor Scott Mittell (Mittell MC-53) traded lap records, Mittell pulling 141mph in Albone's slipstream in shaving his rival's race-one best, leaving it at 1m17.20s (109.87mph). Sadly, the Spire GT-F appears to have driven the other intriguing front-engined cars to ground, for the vibrant series has much to offer. Work is afoot to turn it around for 2018. Time for a rebrand? 🚩



FRONT-ENGINED SPIRE AT THRUXTON

Former motorcycle racer Richard Webb's sixth-place finishes in the Spire GT-F at Thruxton on Saturday demonstrated the latest front-engined RGB championship car. Tim Gray, who developed the car with Paul Nightingale, did sub-1m20s laps on Friday and reckons it capable of winning races in certain conditions.



BMW 635s MAKE UK DEBUT AT OULTON

Geoff Steel Racing fielded Duncan Arthurs's pair of BMW 635s in Monday's Historic Touring Car Challenge at Oulton Park, their first appearance in a UK race. Paul Beddow and Steel drove the ex-Fabien Giroix car to 10th, but Shane Bland/Andre d'Cruze retired the Marlboro/Gerhard Berger tribute-liveried sister car.



SPORTSCARS JOIN BRIGHTON SLOPE

Some of the world's fastest production sportscars join an eclectic entry in the Frost's Brighton Speed Trials on Saturday. First run in 1905, Brighton & Hove MC's seafront event is contested over a quarter mile on Madeira Drive. Among the favourites are multiple winner Jim Tiller's Allard-Chevrolet J2.

ALL PICS: MAMP+SPORT

RENAULT UK CLIO CUP

Pattison cuts down points gap to Bushell

IT WAS ALWAYS A LONG SHOT THAT Mike Bushell would wrap up the title at Rockingham. In his words, he needed a “perfect weekend”. But a throttle problem in qualifying put him on the back foot from the very start, and he left Corby with his points advantage marginally cut after two less-than-perfect days.

That qualifying car failure – the Team Pyro racer’s first of the season – meant Bushell could only start seventh for the opener. And it soon got worse. A good initial getaway did not last, as he got caught up in an incident out of Deene that left him 13th. He then had “one of my most exciting races for a while” as he fought hard to climb to 10th after an intense scrap with team-mate Nathan Harrison.

While Bushell was mired in the midfield, some of his title rivals were able to profit. Lee Pattison nearly passed both front-row starters – Max Coates and Paul Rivett – as they struggled with wheelspin, but Coates was just able to hold on. He stayed in front throughout to claim his first win since April, while Jack McCarthy finally took his maiden podium in third.

“I was just going as fast as I could – I was trying to manage the tyres in the early stages,” said Coates. Pattison closed dramatically on the final tours and Coates joked: “You’ve got to give them



something to get excited about!”

There was no shortage of excitement for Coates himself in race two. He was outmuscled by Pattison and Bushell through Chapman on lap one but was not settling for a podium.

He remained on the tail of Bushell and briefly got ahead at Deene on the third tour. Then on the seventh of 14 laps he tried again but this time ran wide, losing out to James Colburn and Lucas Orrock.

Coates quickly repassed Orrock before getting past Colburn at Brook with three laps to go.

“I’m happy because I got a podium but I’m not happy because we didn’t win – we had the pace,” he said. “Mike kept changing direction into the braking zone, which put me off.”

Bushell said Coates’s off was a “critical error” and, although he was unable to prevent Pattison winning, he was pleased to end his weekend on a high.

But it could all have been very different. Had Bushell’s car problem occurred in one of the races, his lead

Pattison (#5) won race two to narrow points deficit to leader Bushell (#21)

at the top of the standings may have been slashed. Instead, it is now 82 points with just 136 up for grabs, Pattison now being his closest challenger after a mixed weekend for Rivett.

Rivett was docked a time good enough for second on the grid for race two and had to start in seventh. This left him in the thick of the first-corner commotion, dropping him to 15th. He fought back to seventh but is 99 points behind Bushell, who is in a commanding position to seal his second Clio crown at Silverstone.

STEPHEN LICKORISH

RESULTS

RACE 1 (14 LAPS) 1 Max Coates; 2 Lee Pattison +0.594s; 3 Jack McCarthy; 4 Paul Rivett; 5 James Colburn; 6 Daniel Rowbottom. **Fastest lap** Pattison 1m30.108s (77.50mph). **Pole** Coates. **Starters** 20.

RACE 2 (14 LAPS) 1 Pattison; 2 Mike Bushell +0.625s; 3 Coates; 4 Colburn; 5 Lucas Orrock; 6 McCarthy.

FL Coates 1m30.306s (77.33mph). **P** Coates. **S** 20.

POINTS 1 Bushell 400; 2 Pattison 318; 3 Rivett 301; 4 Coates 298; 5 Rowbottom 241; 6 Colburn 238.

BRITISH F4

Disastrous weekend for Piastri

TO SAY THAT OSCAR PIASTRI HAD a bad weekend at Rockingham would be an understatement. The title contender scored just a solitary point over the three races, allowing Jamie Caroline to extend his advantage.

Piastri’s first race was wrecked by contact with Arden team-mate Ayrton Simmons early on, and he then retired to the pits with a technical problem. A fresh engine for race two didn’t bring rewards either as a controversial collision with Caroline at Tarzan speared him into the gravel and he could only salvage 10th.

“At the hairpin, he was defending the inside line so I went to the outside,” Piastri explained. “But he just moved across and there was nowhere I could go.”

It was deemed a racing incident and

then, to cap a woeful weekend, he collided with Linus Lundqvist in the finale and suffered more car troubles.

It wasn’t smooth sailing for Caroline, either. He could only manage third in the opener, after a combination of old tyres and whacking the wall hampered his progress. He then retired from race two after the Piastri clash, having already hit team-mate Logan Sargeant, and had to settle for another third in race three. But that still leaves him with a 74.5-point lead.

Their problems enabled other drivers to shine. Lundqvist claimed a comfortable win in the opener, a move on Patrik Pasma around the outside at Chapman sealed Alex Quinn the race-two triumph, while Sargeant claimed a dominant maiden win in the finale.

STEPHEN LICKORISH



Piastri notched up just a single point across three races

RESULTS

RACE 1 (15 LAPS) 1 Linus Lundqvist; 2 Oliver York +1.895s; 3 Jamie Caroline; 4 Logan Sargeant; 5 Ayrton Simmons; 6 Alex Quinn. **CW** Hampus Ericsson. **FL** Lundqvist 1m19.629s (87.70mph).

P Lundqvist. **S** 16. **RACE 2 (15 LAPS) 1 Quinn**; 2 Patrik Pasma +1.531s; 3 Simmons; 4 Sargeant;

5 York; 6 Ericsson. **CW** Ericsson. **FL** Oscar Piastri 1m19.854s (87.45mph). **P** Pasma. **S** 16. **RACE 3 (15 LAPS) 1 Sargeant**; 2 York +3.235s; 3 Caroline; 4 Simmons; 5 Lundqvist; 6 Ericsson. **CW** Ericsson. **FL** Caroline 1m19.961s (87.34mph). **P** Sargeant. **S** 16.

POINTS 1 Caroline 364; 2 Piastri 289.5; 3 Sargeant 283; 4 Quinn 255; 5 Lundqvist 239.5; 6 York 215.5.

GINETTA GT4 SUPERCUP

Green drops back despite brace

TWO WINS FROM THREE RACES for title challenger Ben Green marked a good weekend at Rockingham, but the trademark consistency Callum Pointon has employed from day one meant he left the Corby circuit with a 91-point lead – one point more than he had heading into the weekend.

Declan Jones did the business in qualifying to start on pole, but a horrendous start as a result of not being able to see the lights dropped him out of contention and allowed Green into the lead ahead of Pointon.

But while Green held his own out front, it was George Gamble, running in his first weekend with the Rob Boston squad – following JHR's suspension – who was the star of the race.

A snapped power-steering belt in qualifying meant he started down in 19th, but with fresh tyres from the lack of Saturday morning running he performed a masterclass in overtaking.

By the end of lap one he had made fifth, and by lap 10 was able to put

a confident move on Pointon at Deene to snatch second, finishing 0.789s off Green.

A lights-to-flag win from pole in race two may have sounded easy for Green, but two safety-car periods with a rapid Pointon behind kept him sweating.

Green managed both restarts well, but wasn't able to break away from the championship leader.

"It was hard work keeping Callum behind, because I had a bit of a problem with the clutch off the start so couldn't get away very well," Green said.

Pointon added: "It was probably our hardest race we have ever had trying to get past, and especially with the safety cars. But it was a really good race and Ben deserved that win."

Fresh from a storming drive from 10th to fourth, Jones was keen to make amends for his first-race disappointment in the finale. He made a good start to take a lead he would never relinquish and cross the line comfortably ahead of double podium finisher Jack Mitchell, while Green could only manage 11th.

JASON NOBLE



Green (ahead) racked up two wins in Corby but was made to fight

RESULTS

RACE 1 (12 LAPS) 1 Ben Green; 2 George Gamble +0.789s; 3 Callum Pointon; 4 Charles Ladell; 5 Jack Mitchell; 6 Reece Somerfield. **Fastest lap** Gamble 1m22.837s (84.31mph). **Pole** Declan Jones. **Starters** 19. **RACE 2 (16 LAPS) 1 Green;** 2 Pointon +0.598s; 3 Mitchell; 4 Jones; 5 Carl Boardley; 6 Gamble. **FL** Pointon 1m23.381s (83.76mph). **P** Green. **S** 19. **RACE 3 (16 LAPS) 1 Jones;** 2 Mitchell +3.763s; 3 Boardley; 4 Gamble; 5 Pointon; 6 Tom Hibbert. **FL** Gamble 1m23.546s (83.59mph). **P** Jones. **S** 19. **POINTS 1 Pointon 458;** 2 Green 367; 3 Gamble 340; 4 Hibbert 305; 5 Jones 301; 6 Mitchell 283.

GINETTA JUNIOR

Bets are off as Gamble edges title race

TOM GAMBLE AND DANIEL HARPER dominated the Ginetta Junior proceedings at Rockingham, as their title rivals floundered and Gamble moved into the series lead.

Seb Priaulx, championship leader heading into the meeting, admitted the pair were "on another level" as he was left to pick up the podium scraps.

Wheelspin off the line for poleman Harper allowed Priaulx into the lead briefly, before the Douglas Motorsport driver stole back through at Deene and held off Gamble for the win.

Not to be outdone in race two, Gamble got the better start to slip into second behind Harry King, taking the lead with a slick move on the inside at Deene.

Harper had dropped to third but made a daring lunge into Tarzan on the second tour to snatch second.

Gamble made a fine getaway in race three while Harper and Priaulx squabbled



for second through the hairpins.

A clean move for Harper into Deene on the third lap settled it in his favour, before making a similar move on Gamble five laps later to claim his second win of the weekend.

"On Friday we struggled with pace but we have been able to turn it around," Harper said. "To pull two wins, two poles and a second – it doesn't get much better than that."

JASON NOBLE

Big winnings as Gamble (left) took the championship lead and Harper (right) a brace

RESULTS

RACE 1 (8 LAPS) 1 Daniel Harper; 2 Seb Priaulx +0.509s; 3 Tom Gamble; 4 Tom Wood; 5 Adam Smalley; 6 Harry King. **Fastest lap** Wood 1m39.523s (70.17mph). **Pole** Harper. **Starters** 19. **RACE 2 (10 LAPS) 1 Gamble;** 2 Harper +2.368s; 3 Priaulx; 4 Wood; 5 King; 6 Jordan Collard. **FL** Gamble 1m38.854s (70.64mph). **P** Harper. **S** 19. **RACE 3 (10 LAPS) 1 Harper;** 2 Gamble +0.155s; 3 Priaulx; 4 King; 5 Collard; 6 Luke Browning. **FL** Harper 1m38.884s (70.62mph). **P** Gamble. **S** 19. **POINTS 1 Gamble 500;** 2 Priaulx 493; 3 Harper 484; 4 Kiern Jewiss 422; 5 Wood 415; 6 King 347.



FORTY-FIVE YEARS AFTER RONNIE Peterson won the last Formula 2 race at Oulton Park in a March 722, Northern Ireland's Darwin Smith drove a sister car to a scintillating double victory over Richard Evans's 742.

It was a wonderfully evocative FIA International Series feature, enjoyed by a large and appreciative audience, and topped the best HSCC Gold Cup event so far.

The colourful double-header brought back international interest with competitors from the US, France, Sweden, Switzerland and Germany. It included Paul Bason's March 712, in which James Hunt finished third in 1972, and the ex-Emerson Fittipaldi Lotus 69 of Roger Bevan in a 23-car field showcasing nine marques, and three chassis eras celebrating champions Bruno Giacomelli, Jochen Rindt and Gilles Villeneuve.

Evans pursued Smith for all he was worth on Sunday and Monday, his BDG engine blunted by a misfire in the opener, with Chevron drivers Chris Lillingston-Price (B40) and Michael Bletsoe-Brown chasing. Behind the two-litre cars, American James King – revelling in his first visit to Oulton since his British F3 season in 1977 – inflicted rare 1600cc defeats on reigning quadruple champion Robert Simac in a similar 712.

Richard Tarling proved the master of defence in narrowly winning both Historic Formula Ford finals from Callum Grant, although his Jamun sounded like a jalopy in the first. Tarling has won four from 10 now, but fourth and third for Michael O'Brien eased him closer to the crown. Sam Mitchell netted third in the first points payer. Swede Roland 'Rockcrusher' Svensson, Neil

Shinner and Rob Smith were the over-fifties standouts as the top five finished the finale together.

The opening laps of Sunday's Derek Bell Trophy race were mesmerising as Neil Glover (Chevron B37) and Greg Thornton (Surtees TS11) threw everything F5000 V8 power could offer to hold Andy Smith (March 79B) at bay. Driveshaft failure stopped Thornton, but it took Smith a couple of goes to round Glover. When clonking the Knickerbrook apex tyre stack spelled instant retirement for Smith, Glover took a well-deserved first F5000 win in the VDS car.

Despite not having raced at the circuit this century, Steve Soper and Chris Ward trumped the Historic Touring Car Challengers in JD Classics' TWR Rover, a period Soper mount. Fuel-starvation problems dropped initial leaders Mark Wright and Dave Coyne – invitees with Wright's Ford Sierra RS500 – to fourth behind Ric Wood's latest new-build Ford Capri-GAA and Mark Smith's ex-Soper BMW M3. Jim Morris and Tom Shephard drove their gallant VW Golf GTI to a resounding Tony Dron Trophy Group 1 victory, humbling Capris and Rovers to mirror

Darwin Smith (above) took two victories in the Formula 2 races

Shephard's 1981 Silverstone TT class win in it with Jim's father, John.

Suffolk teenager James Clarke was overjoyed to land a fine Historic Touring Car victory in John Kyle's Lotus Cortina on Monday, chased by Rick Belcher's two-litre version, then receive the trophy from 1966 British champion John Fitzpatrick. Top qualifier Jack Drury missed the first leg with oil-pressure issues, but dad Terry's team changed the Falcon's engine for the afternoon race, which he won from the back. In one of the weekend's most enduring scraps, points leader Steve Platts (Singer Chamois) staved off the Imps of David Heale and triple title winner Simon Benoy, plus Rob Wainwright's Austin A40, for another brilliant double.

Seventeen-year-old Benn Tilley took his first Formula Junior win stylishly in Paul Smeeth's Lotus 22, then added a second later on Monday. Dundee's John Fyda, 72, who debuted at Oulton in the 1960s, driving an Imp, led the chase both times, deposing Peter de la Roche, who was in Pat Barford's Lola Mk3 this week. Circuit debutant Katsu Kubota enjoyed his Lotus 20/22, boldly repassing sub Ben Mitchell for a second fourth.

Ben Short fired Nick Riley's E-type from eighth to second at the Jaguar Classic Challenge start, then ousted Graeme Dodd from the lead at Old Hall. His efforts came to nought after the stops when Riley retired, leaving James Dodd to shake off hairy Druids spinner Alistair Dyson. Again the XK-class contest was sensational, Paul Kennelly, Marc Gordon and Chris Scholey finishing less than three seconds apart, split by Roger Cope's Mk1 saloon.

James Dodd grappled with fellow Honda Accord exponent Stewart Whyte in Super Touring, but the charging Scot



Whyte leads
Dodd in Honda
tin-top battle



in his ex-Tom Kristensen car – an Oulton BTCC winner – scored both days. Gianfranco Brancatelli took Group A honours and third overall in his Spa 24 Hours-winning Ford Sierra RS500, brought from New Zealand by Peter Sturgeon.

Lotus versus Morgan +8 battles characterised Sunday's splendid Road Sports miscellanies. In the absence of Elan arch-rival Peter Shaw, John Davison repelled a resurgent Will Plant in the Historic set. After '70s points leader Charles Barter (Datsun 240Z) had gone mowing, Scot Russell Paterson's Moggie rumbled past, but Julian Barter carved Shaw's Europa through from the stern – having misconnected its battery in qualifying – and took up the hunt before its brakes faded.

John Harrison kept Mark Charteris behind for all but the crucial part of the Classic Clubmans race, which drew a season's best field. With a run on Harrison out of Old Hall, Charteris squeezed past over the brow of Dentons to win, while Barry Webb atoned for a feeble start to oust Clive Wood in their B-Sport tussle.

An unfortunate brush between former champions Mike Whitaker and Mike Gardiner at the Shell Oils hairpin sidelined the latter from the Guards Trophy GT race, defusing an exhilarating TVR Griffith slugfest with John Spiers, in which he was headed by a recovering Whitaker. David Pittard and Oliver Stirling (sharing Graham Wilson's Elan) outran reigning champion John Davison, Stirling's cousin, in a tense battle for third. Once Rob Wainwright relayed Elva Mk7S owner Nick Pancisi, the thin Sports Racing set saw a walkover for poleman Philip Nelson (Chevron B8).

MARCUS PYE

Ben Short exercises
Nick Riley's E-type;
the car later retired

RESULTS

FORMULA FORD QUALIFICATION

RACE 1 (5 LAPS) 1 Dan Eagling

(Lotus 61MX); 2 Neil Shinner (Merlyn Mk20) +7.395s; 3 Greg Thornton (Titan Mk3/4); 4 David Wild (Lola T204); 5 Kevin Stanzl (Cossle 20F); 6 Cormac Flanagan (Alexis Mk14). **Class winner** Shinner. **Fastest lap** Flanagan 1m53.009s (85.75mph). **Pole** Wild.

Starters 32. CHAMPIONSHIP

RACE 1 (11 LAPS) 1 Richard

Tarling (Jamun T2); 2 Callum Grant (Merlyn Mk20A) +0.125s; 3 Sam Mitchell (Merlyn Mk20); 4 Michael O'Brien (Merlyn Mk20SS); 5 Benn Simms (Jomo JMR7); 6 Max Bartell (Merlyn Mk20A). **CW** Roland Svensson (Merlyn Mk17). **FL** Grant 1m50.665s (87.57mph). **P** Simms. **S** 32.

QUALIFICATION

RACE 2 (8 LAPS) 1 Shinner;

2 Flanagan +0.059s; 3 Rob Smith (Merlyn Mk20); 4 Wild; 5 Alistair Littlewood (Merlyn Mk20A); 6 Harvey Sykes (Cossle 20F). **CW** Flanagan. **FL** Flanagan 1m53.832s (85.13mph). **P** Shinner. **S** 28.

CHAMPIONSHIP RACE 2 (11

LAPS) 1 Tarling; 2 Grant +0.242s; 3 O'Brien; 4 Simms; 5 Mitchell; 6 Benn Tilley (Merlyn Mk20). **CW** Smith. **FL** Grant 1m51.133s (87.20mph). **P** Tarling. **S** 34.

70S ROAD SPORTS (10 LAPS)

1 Russell Paterson (Morgan +8);

2 Julian Barter (Lotus Europa) +3.121s; 3 Charles Barter (Datsun 240Z); 4 Will Leverett (Europa); 5 Stephen Cooke (Lotus 7); 6 James Dean (Europa). **CW** J Barter; C Barter; Peter Bowyer (MGB); Neil Brown (Lotus Eclat); David Tomkinson (Triumph Spitfire). **FL** J Barter 2m01.305s (79.88mph). **P** Paterson. **S** 25.

HISTORIC FORMULA 2 (BOTH

13 LAPS) 1 Darwin Smith (March

722); 2 Richard Evans (March 742) +17.365s; 3 Chris Lillingstone-Price (Chevron B40); 4 Mike Bletsoe-Brown (Chevron B27); 5 James King (March 712); 6 Marc Mercer (March 73B). **CW** King; Mercer; Stephen Weller (Elfin 600B). **FL** Smith 1m35.559s (101.41mph). **P** Smith. **S** 22.

RACE 2 1 Smith;

2 Evans +1.823s; 3 Lillingstone-Price; 4 Bletsoe-Brown; 5 King; 6 Robert Simac (March 712). **CW** King; John Murphy (Cossle 22F); Weller. **FL** Smith 1m35.450s (101.52mph). **P** Smith. **S** 19.

SUPER TOURING TROPHY

(12 LAPS) 1 Stewart Whyte

(Honda Accord); 2 James Dodd (Accord) +8.002s; 3 Gianfranco Brancatelli (Ford Sierra RS500); 4 Mark Jones (Renault Laguna); 5 Dave Jarran (Nissan Primera); 6 Roger Lavender (Ford Mondeo).

CW Brancatelli; Tony Absolom (Vauxhall Cavalier); Jason Hughes (MG ZS); Mark Smith (BMW M3); Ric Wood (Ford Capri). **FL** Whyte 1m47.081s (90.50mph). **P** Dodd.

S 17. RACE 2 (11 LAPS) 1 Whyte;

2 Dodd +5.244s; 3 Jones; 4 Jason Minshaw (Volvo S40); 5 Darren Fielding (Mondeo); 6 Brancatelli. **CW** Brancatelli; Hughes; Smith; Absolom. **FL** Whyte 1m47.739s (89.94mph). **P** Whyte. **S** 15.

GUARDS TROPHY GT CARS

(19 LAPS) 1 Mike Whitaker

(TVR Griffith); 2 John Spiers (Griffith) +7.530s; 3 David Pittard/Oliver Stirling (Lotus Elan); 4 John Davison (Elan); 5 Peter Thompson/Mark Hales (Griffith); 6 Robert Bremner (AC Cobra). **CW** Pittard/Stirling; Jamie Boot (Jaguar E-type); Andrew Bentley (MGB). **FL** Whitaker 1m55.512s (83.89mph). **P** Mike Gardiner/Dan Cox (Griffith). **S** 21.

GUARDS TROPHY SPORTS-

RACING CARS (18 LAPS) 1 Philip

Nelson (Chevron B8); 2 Rob Wainwright/Nick Pancisi (Elva Mk7S) +43.731s; 3 Vicky & Bob Brooks (Merlyn Mk6); 4 Brian Casey (Lenham P69); 5 Darren Wilson (Lotus 23B); 6 Katsu Kubota/Andy Middlehurst (23B). **CW** Wainwright/Pancisi; Brooks/Brooks; Casey; Michael O'Shea (Cooper Maserati). **FL** Nelson 1m53.776s (85.17mph). **P** Nelson. **S** 10.

DEREK BELL TROPHY/CLASSIC

RACING CARS (13 LAPS)

1 Andrew Smith (March 79B);

2 Neil Glover (Chevron B37) +23.847s; 3 Michael Bletsoe-Brown (Chevron B27); 4 James King (March 712); 5 Marc Mercer (March 73B); 6 Torgny Johansson (March 782). **CW** Glover; Bletsoe-Brown; King; Adam Simmonds (Lola T142); Dan Pyett (Tecno F2); Andy Jarvis (Palliser WDB2); Phil Nelson (Hawke DL2). **FL** Smith 1m35.053s (101.95mph). **P** Smith. **S** 18.

RACE 2 (11 LAPS) 1

Glover; 2 Bletsoe-Brown +19.278s; 3 King; 4 John Murphy (Cossle 22F); 5 Johansson; 6 Julian Stokes (Tecno F2). **CW** Bletsoe-Brown; King; Murphy; Stokes; Jarvis; Simmonds; Roger Fowler (Lola T60). **FL** Glover 1m40.189s (96.72mph). **P** Smith. **S** 16.

HISTORIC ROAD SPORTS

(11 LAPS) 1 John Davison (Lotus

Elan); 2 Will Plant (Morgan +8) +1.426s; 3 Kevin Kivlochan (+8); 4 Larry Tucker (Shelby Mustang GT350); 5 Keiron Baillie (Lotus 7); 6 Tim Pearce (+8). **CW** Plant; Tucker; Jonathan Rushton (Morgan +4); Laurie Tucker (MG Ashley GT). **FL** Davison 1m58.065s (82.08mph). **P** Davison. **S** 21.

JAGUAR CLASSIC CHALLENGE

(20 LAPS) 1 Graeme Dodd/James

Dodd (E-type); 2 Alistair Dyson (E) +13.790s; 3 Jamie Boot (E); 4 Mark Russell/Tony Jardine (E); 5 Robert Gate (E); 6 Martin Melling/Jason Minshaw (E FHC). **CW** Russell/Jardine; Melling/Minshaw; Paul Kennelly (XK150S); Roger Cope (Mk1). **FL** Ben Short (E) 1m58.626s (81.69mph). **P** Dyson. **S** 20.

HISTORIC TOURING CAR

CHALLENGE (26 LAPS) 1 Steve

Soper/Chris Ward (Rover Vitesse);

2 Ric Wood (Ford Capri) +19.781s; 3 Mark Smith (BMW M3); 4 Mark Wright/Dave Coyne (Ford Sierra RS500); 5 Steve Dance (Capri); 6 Tom Houlbrook (M3). **CW** Wood; Smith; Wright/Coyne; David Tomlin (Ford Escort RS1800); Jim Morris/Tom Shephard (VW Golf GTI); James Hanson/Paul Pochiol (Capri). **FL** Coyne 1m51.769s (86.70mph). **P** Soper/Ward. **S** 28.

HISTORIC TOURING CARS (BOTH

10 LAPS) 1 James Clarke (Ford

Lotus Cortina); 2 Richard Belcher (Ford Lotus Cortina) +5.070s;

3 Jonathan Lewis (Mini Cooper S);

4 Chris Middlehurst (Cooper S);

5 Robyn Slater (Ford Anglia);

6 Steve Platts (Singer Chamois).

CW Belcher; Lewis; Platts; Peter

Hallford (Ford Mustang); Roger

Godfrey (Cooper S); Nigel Cox

(Cortina). **FL** Clarke 2m04.802s

(77.65mph). **P** Jack Drury (Ford

Falcon). **S** 27.

RACE 2 1 Drury;

2 Clarke +13.376s; 3 Belcher;

4 Hallford; 5 Lewis; 6 Middlehurst.

CW Clarke; Belcher; Lewis; Platts;

Godfrey; Katsu Kubota (Cortina).

FL Drury 2m02.574s (79.06mph).

P Clarke. **S** 27.

FORMULA JUNIOR (8 LAPS)

1 Benn Tilley (Lotus 22); 2 John

Fyda (Brabham BT6) +13.365s;

3 Peter de la Roche (Lola Mk3);

4 Katsu Kubota (Lotus 20/22);

5 Chris Milner (Lotus 20/22); 6 Iain

Rowley (Lola Mk5). **CW** de la Roche;

Alex Morton (Condor S2); Andy

Harrison (Envoy Mk1); Nicholas

Daunt (Taraschi). **FL** Tilley

1m54.970s (84.29mph). **P** Tilley.

S 20.

RACE 2 (11 LAPS) 1 Tilley;

2 Fyda +17.709s; 3 de la Roche;

4 Kubota; 5 Ben Mitchell (Brabham

BT2); 6 Laine Martin (Lotus 20).

CW de la Roche; Morton; Ian

Simmonds (Envoy Mk1). **FL**

Tilley 1m54.949s (84.30mph).

P Tilley. **S** 19.

CLASSIC CLUBMANS (12 LAPS)

1 Mark Charteris (Mallock

Mk20/21); 2 John Harrison

(Mallock Mk21) +3.666s; 3 Alan

Cook (Mallock Mk20/21); 4 Steve

Chaplin (Phantom P79); 5 Mike

Lane (Mallock Mk18); 6 Mike

Evans (Mallock Mk27). **CW** Evans;

Barry Webb (Mallock Mk16BW).

FL Charteris 1m42.494s

(94.55mph). **P** Charteris. **S** 19.

SNETTERTON
MSVR AUGUST 26-27

Ahmed storms to F3 title with Norfolk brace

ENAAM AHMED WRAPPED UP the BRDC British Formula 3 title at Snetterton in emphatic style with a pair of wins to take his season total to 12.

The 17-year-old came into the meeting 106 points clear of Carlin team-mate James Pull in the standings with only 190 available from the remaining six races.

Ahmed looked assured of taking the title during the course of the weekend after winning the opening race from pole, withstanding race-long pressure from Lanan Racing's Toby Sowery, while Pull completed the podium in third.

In the part-reversed grid for race two, Brazilian Guilherme Samaia initially led from pole – the Double R Racing driver competing with a fractured left hand sustained during a Brazilian Formula 3 crash the weekend before.

Douglas Motorsport's Jordan Cane was on a mission, though, having started second, and a move around the outside of the right-hand Wilson hairpin put him on the inside of Samaia heading towards Palmer on lap two.

Cane swept into a lead that he would comfortably hold until the flag, claiming his second win of the season.

Samaia took second for Double R – his best British Formula 3 finish – ahead of Fortec's Ben Hingeley in third.

Fifth place for Ahmed – who'd started eighth – meant he only needed to finish race three to be crowned champion after his Carlin team-mates Pull and Cameron Das collided on the opening lap, which earned the latter a five-place grid penalty for the final race.

Das's penalty meant Ahmed started race three from pole and, in similar fashion to the opening race, he was shadowed throughout by Sowery.



Enaam Ahmed's championship-winning double took his season tally of wins to 12

But once again this year, Ahmed didn't put a foot wrong, taking the win and the championship, while Pull could only manage seventh, having started 11th.

"It's surreal, it's my first title since karting [CIK FIA European and world junior champion in 2014] and I'm really happy to win my first championship in cars," said Ahmed, who is scheduled to test a European Formula 3 car with Carlin at Silverstone today (Thursday).

"I couldn't be here without the team, they helped me so much, I'm glad I could win it for them."

It was also the perfect weekend for Oliver Barker in the Radical Challenge Championship, as he took a hat-trick of wins to put himself in title contention.

In race one, poleman Barker rubbed wheels off the startline with Steve

Burgess, but withstood pressure from the reigning champion to claim win number one.

While Burgess spun off chasing Barker in race two, a resulting safety car closed the field up and put Barker in the firing line of those behind. A late engine problem meant he had to nurse the car home and only just held on for the win.

His earlier success meant he needed to remain in the pits 15 seconds longer than his rivals during the mandatory pitstops of race three, thanks to a success penalty. Although he rejoined behind Dominik Jackson, Barker capitalised on a mistake to retake the lead and romp to his third victory.

Also clinching a championship was Jerome de Sadeleer in the Radical SR1 Cup, after title rival James Pinkerton was forced to retire in the opening race when the chain on his car broke on the grid.

He bounced back in the second race by taking victory, though, after Kristian Jeffrey took the win in the first race.

With his main rivals absent at various points over the weekend, Chris Hodgen (Dallara F304) took advantage in the Monoposto F3, 2000, FR2000 and Classic 2000 series by finishing second in both races, but might feel aggrieved having started from pole in both. Championship leader Ashley Dibden was unable to take part during the weekend after the engine in his Dallara F301 blew up during testing. Reigning champion Ben Cater (Dallara F306) did win Saturday's opening race but missed



De Sadeleer clinched the SR1 Cup title



Ahmed exuberantly celebrated title

Sunday's encounter to spend time with his son for his birthday. Neil Harrison in his Dallara F302 took the race two win.

Jeremy Timms (Dallara F301) took a comfortable brace of wins and clinched the Monoposto 1400 title, while his cousin, Jason, was not in action due to car problems.

In the Sports 2000 race, there was an intense battle between the top three cars, which were covered by less than 3.2s at the flag, with Paul Trayhurn (Gunn TS11) winning from Tom Stoten (Gunn TS11) and Michael Gibbins (MCR).

Chris Wright and Lee Wiggins won the 7 Race Series contest, decided over two one-hour races, having taken victory in the opener and third later on.

Darren Goes won the MSVT Trackday race aboard his SEAT Leon Cup.

STEFAN MACKLEY

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KIRKISTOWN 500 MRCI AUGUST 26

Comeback gives Murray crown

A PACKED KIRKISTOWN PROGRAMME produced two mighty comeback drives, one securing the Northern Ireland Formula Ford 1600 championship and a coveted Mazda Road to Indy Shootout place for Niall Murray.

Murray started the first race from the front row, but a monster start from the second row by David McCullough allowed him to get up the inside of leader Murray as they arrived at Colonial, only to outbrake himself, forcing himself and Murray to take the long way round, emerging at the very tail of the field. This left poleman Jordan Dempsey to get on with the business of dealing with regular rivals Alan Davidson and James Roe.

But Murray wasn't finished yet. Lap by lap, the white Van Diemen climbed through the order to make it a four-way scrap in the final stages. There was a brief flurry of side-by-side action in the last few turns and Murray was ahead at the flag by just a couple of tenths from the feisty Davidson, while McCullough followed Dempsey for fourth.

Race two was less intense as Murray cleared off to score his second win of the day by 6s.

Mike Johnston in the Closed Cars series also scored a comeback win. Having missed qualifying with his rapid Opel Tigra, he started from the back of the 21-car grid and scythed through to emerge in front, with a new lap record to boot. Behind him the SEAT Cupra battle went the way of Eoin Murray.

Johnston gave the second race a miss,

allowing Sam Mansfield's SEAT to take the win from a reversed-grid start, with Murray next. Peter Barrable was the top Supercar pilot both times, while Stephen Traub (Honda Integra) topped Northern Ireland Saloons.

Johnston also won the first Roadsports race from Jim Larkham's distant Radical, who won the second race as Johnston was again absent.

BOSS Ireland was all about attrition. Peter Dwyer's Lola-Nissan started race one from pole but Eamon Matheson's MM2 was ahead at half distance, by which time they had been joined by Donal Griffin's Rover-powered F3000 Reynard. Griffin just got his nose in front when the Reynard ground to a halt with an oil leak, while Matheson lasted until the final lap before stopping with a broken hub. This allowed Dwyer – now cruising with a broken throttle – to take victory, before heading the four-car race two grid.

Brian Hearty's Formula Sheane challenge lasted only as far as the first corner in race one before a torpedo attack from behind left him beached and the rest following the safety car. When they were released, Dave Parks grabbed the lead and went on to win from Richard Kearney and Mark Dunleavy. The trio repeated the result in race two.

The lead battle for the Formula Vee B & C race ended on the back straight when Gavin Buckley and Jack Byrne came together allowing Luke O'Faolin to score victory.

The 'A' race began as a two-car affair between Ray Moore and Colm Blackstone (Leastones) but they were soon joined by Dan Polley's Sheane for a dice. Moore emerged in front, but only by 0.030s from Blackburn.

In the absence of new champion Jonny Forsythe, who had domestic duties to perform, Dan Conlon and Paul Stewart took a close Ford Fiesta win apiece.

RICHARD YOUNG

RESULTS

NORTHERN IRELAND FORMULA FORD 1600 (BOTH 16 LAPS) 1 Niall

Murray (Van Diemen LA10); 2 Alan Davidson (Mondiale M89S) +0.360s; 3 Jordan Dempsey (Van Diemen RF00); 4 David McCullough (Van Diemen RF01); 5 James Roe (Van Diemen RF99); 6 Stephen O'Connor (Van Diemen RF90). **Class winners** Davidson; Nicky Gibson (Crosle 40F). **Fastest lap** Murray 1m01.515s (88.48mph).

Pole Dempsey. **Starters** 17.

RACE 2 1 Murray; 2 Davidson +6.430s; 3 McCullough; 4 Roe; 5 Dempsey; 6 Andy O'Brien (Van Diemen RF00).

CW Davidson; Gibson. **FL** Davidson 1m01.813s (88.06mph). **P** Murray. **S** 16.

CLOSED CARS (BOTH 13 LAPS)

1 Mike Johnston (Opel Tigra); 2 Eoin Murray (SEAT Cupra) +17.915s; 3 Shane Murphy (Cupra); 4 Barry English (Cupra); 5 Peter Barrable (ASK Supercar); 6 Sam Mansfield (Cupra). **CW** Stephen Traub (Honda Integra); Murray; Barrable. **FL** Johnston 58.743s (92.66mph).

P Murray. **S** 21. **RACE 2 1 Mansfield**; 2 Murray +0.26s; 3 English; 4 Rod McGovern (Cupra); 5 Barrable; 6 Alan

Dawson (Supercar). **CW** Traub; Barrable. **FL** Murray 1m01.571s (88.40mph). **P** Murray. **S** 18.

ROADSPORTS (BOTH 13 LAPS)

1 Mike Johnston (Opel Tigra); 2 Jim Larkham (Radical PR06) +7.329s; 3 Paul Conn (Crosle 47S); 4 John Benson (37S); 5 Maurice McClay (Westfield SE1); 6 Steve Morris (Van Diemen Multisports). **CW** Larkham. **FL** Larkham 1m00.513s (89.95mph). **P** Larkham. **S** 8.

RACE 2 1 Larkham; 2 Conn +1.449s; 3 Benson; 4 McClay; 5 John McCandless (47S); 6 Morris. **CW** Larkham; McClay. **FL** Larkham 1m00.81s (89.51 mph). **P** Larkham. **S** 7.

BOSS IRELAND (12 LAPS) 1 Peter Dwyer (Lola-Nissan); 2 Fergus Faherty (Dallara-Toyota) +7.522s; 3 John Stewart (Mygale M12); 4 Eamon Matheson (MM2); 5 Colin Lewis (Dallara F397); no other finishers. **FL** Dwyer 56.151s (96.94mph). **P** Dwyer. **S** 7.

RACE 2 (13 LAPS) 1 Dwyer; 2 Stewart +2.533s; no other finishers. **FL** Dwyer 1m01.130s (89.04mph). **P** Dwyer. **S** 4.

FORMULA SHEANE (10 LAPS) 1 David Parks; 2 Richard Kearney +0.217s; 3 Mark Dunleavy; 4 Tim Smail; 5 Robbie

Allen; 6 Leslie Shaw. **FL** Allen 1m01.950s (87.86mph). **P** Kearney. **S** 10.

RACE 2 (13 LAPS) 1 Parks; 2 Kearney +0.432s; 3 Dunleavy; 4 Allen; 5 John Linnane; 6 Shaw. **FL** Dunleavy and Allen 1m02.331s (87.32mph). **P** Kearney. **S** 9.

FORMULA VEE CLASSES B & C (6 LAPS) 1 Luke O'Faolin (Sheane FV01); 2 Tadgh Sharkey (Leystone JH002) +8.071s; 3 Ken Brown (Sheane FV); 4 Mark Miller (Leystone JH004); no other finishers. **FL** Brown

1m08.194s (79.82mph). **P** O'Faolin. **S** 7.

CLASS A (9 LAPS) 1 Ray Moore (Leystone JH004); 2 Colm Blackburn (Leystone JH004) +0.030s; 3 Dan Polley (Sheane FV01); 4 Kevin Grogan (Sheane FV); 5 O'Faolin; 6 Anthony Cross (Sheane FV94). **FL** Polley 1m06.894s (81.37mph). **P** Grogan. **S** 12.

FIESTA ZETEC (11 LAPS) 1 Daniel Conlon; 2 Mark Stewart +0.276s; 3 Paul Stewart; 4 Eorann O'Neill; 5 Roy Smyth; 6 Desi McGlade. **FL** M Stewart 1m17.222s (70.49mph). **P** Conlon. **S** 11. **RACE 2 (10 LAPS) 1 P Stewart**; 2 Conlon +0.979s; 3 Desi McGlade; 4 M Stewart; 5 O'Neill; 6 Ricky Hull. **FL** M Stewart 1m17.808s (69.96mph). **P** M Stewart. **S** 9.

THRUXTON
750MC AUGUST 26

Second title on the spin for Clio man 'Patch'

VICTORY FOR PATRICK FLETCHER in the second Clio 182 race at Thruxton sealed back-to-back championship wins, with two races of the series remaining.

Fletcher, whose usual title rival James Bark is missing from the championship this year, took his fourth win of the season from seventh on the reversed grid, having led by the end of the first lap. Ryan Polley was second after a move on Mark Balmer into the Club chicane, while Matt Digby took the final podium place ahead of Don de Graaff, who had taken a dominant win from pole in race one ahead of Polley and Digby.

Excluded from second in race one after his clutch assembly failed scrutineering, Nick Garner battled from the back of the grid to sixth in race two.

With commanding MX-5 championship leader Ben Short absent, Ali Bray was able to dig into the sizeable points gap with victory in race one, doing so in a car borrowed from series champion Brian Chandler after Bray suffered an engine failure during testing.

Bray's poor start dropped him to fifth, but he quickly recovered and was attacking Paul Maguire into Club for the lead by lap three. Maguire held on to second in the non-scoring guest car, running Hankook rather than the regulation Davanti tyres.

Race two was even more hotly contested. Once again Maguire led off the line, using the Hankook rubber's better grip to his advantage. He and Bray swapped positions into Club lap after lap until the final corner; Bray was just ahead, but he missed a gear on the exit, allowing Maguire to claim the spoils.

Shaun Traynor had been the form man



Fletcher (29) wrapped up 182 title with two races remaining

in the MR2 championship, a pattern that looked set to continue after he secured pole position for race one. Contact on the opening lap while battling for the lead with Paul Cook dropped him to fourth, but he got back past Cook the next time around to take third behind winning title rival Lewis Ward and Cam Walton.

Ward did the double in race two, boosting his championship chances, while Traynor spun on the opening lap at Church. He dropped to the back of the pack, but recovered to ninth.

Title contender Ben Rowe spun in race one after contact with Martin Fahy, but fourth in race two meant he too overtook Traynor in the standings.

Cook spun at the final corner following a close fight with Shane Mansbridge, who received a five-second penalty for avoidable contact earlier in the race, promoting Tim Heron to second.

Paul Boyd took a step towards the Sports Specials title with back-to-back wins ahead of fellow Eclipse driver Clive

Hudson, with the duo enjoying another two epic battles. Hudson led race one off the line, but went wide at Campbell, allowing Boyd through.

Their race-two dice was dominated by the slipstream up Woodham Hill, with another Eclipse piloted by Martin Gambling getting in on the action. It was Gambling's first race in the Eclipse, after mechanical issues prevented him from competing at Anglesey, but it ended when he hit the barriers at Church, admitting he was distracted while adjusting his mirror.

Pre-weekend championship leader Charles Hall (Locost) won Class B in race one, but retired from the second bout with a gearbox issue, giving Boyd the points lead.

Billy Albane took pole in RGB in a depleted effort for Spire, after John Cutmore suffered a wiring-loom fire during testing. Albane was hounded by Scott Mittell (Mittell MC53) for the lead until Mittell spun at Village. This dropped him behind team-mate Paul Smith, who then allowed him through on the final lap for second place.

Albane and Mittell resumed battle in race two, but Mittell was unable to find a way past the Spire. Albane extended his overall championship lead, but Mittell is ahead after taking dropped scores into account with two meetings remaining.

Smith had no drive off the line in race two, forcing him to retire.

David Bartholomew took victory in both 750 Formula races in his PRS 1b, in each instance ahead of Bill Cowley (Cowley MkIV), who extended his championship lead over the absent Robin Gearing. Repairs are still being made to Gearing's Darvi P88 following his Cadwell Park clash with Cowley.

CHRIS STEVENS



Bray (76) and Maguire (20) battled in MX-5s

RESULTS

CLIO 182 (BOTH 10 LAPS) 1 Don de Graaff; 2 Ryan Polley +4.56s; 3 Matt Digby; 4 Patrick Fletcher; 5 Mark Balmer; 6 Simon Donoghue.

Fastest lap Fletcher 1m30.28s (93.95mph).

Pole de Graaff. **Starters** 15. **RACE 2 1 Fletcher**; 2 Polley +0.15s; 3 Digby; 4 de Graaff; 5 Balmer; 6 Nick Garner. **FL** de Graaff 1m30.82s (93.39mph). **P** Marcin Wisniewski. **S** 16.

MX-5 CUP (BOTH 11 LAPS) 1 Ali Bray;

2 Paul Maguire +0.14s; 3 Ben Hancy; 4 Ian Tomlinson; 5 Scott Leach; 6 Daniel Stewart.

FL Bray 1m34.42s (89.83mph). **P** Bray. **S** 15.

RACE 2 1 Maguire; 2 Bray +0.33s; 3 Hancy; 4 Paul Bateman; 5 Stewart; 6 Leach.

FL Maguire 1m34.19s (90.05mph). **P** Bray. **S** 15.

MR2 (10 LAPS) 1 Lewis Ward; 2 Cam Walton +0.96s; 3 Shaun Traynor; 4 Paul Cook; 5 Josh Brooks; 6 Shane Mansbridge. **CW** William Gallacher (Roadster). **FL** Walton 1m31.07s (93.13mph). **P** Traynor. **S** 29. **RACE 2 (8 LAPS)**

1 Ward; 2 Tim Heron +9.15s; 3 Mansbridge; 4 Ben Rowe; 5 Cook; 6 Chris Thomas.

CW James Watson (Roadster). **FL** Ward 1m31.98s (92.21mph). **P** Walton. **S** 28.

SPORT SPECIALS (BOTH 10 LAPS) 1 Paul

Boyd (Eclipse SM1); 2 Clive Hudson (Eclipse

SM1) +0.43s; 3 John Moore (FRS Arrow 2);

4 Anton Landon (Cyana Mk2); 5 Charles Hall

(Locost); 6 Martin Gambling (Eclipse SM1).

CW Hall; Stewart Mutch (MEV MX150R).

FL Boyd 1m23.71s (101.32mph). **P** Boyd. **S** 22.

RACE 2 1 Boyd; 2 Hudson +0.09s; 3 Adrian Cooper (Procomp LA Gold); 4 Moore; 5 Nigel Brown (Sylva Phaser); 6 Mutch. **CW** Martin Buckland (STM Phoenix); Mutch. **FL** Hudson 1m23.45s (101.64mph). **P** Hudson. **S** 22.

RGB (BOTH 11 LAPS) 1 Billy Albane

(Spire GT3); 2 Scott Mittell (Mittell MC53)

+8.38s; 3 Paul Smith (Mittell MC53); 4 Paul

Rogers (Contour RGB09); 5 Tim Hoverd

(Sabre 12a); 6 Richard Webb (Spire GT-F).

CW Webb. **FL** Albane 1m17.33s (109.68mph).

P Albane. **S** 12. **RACE 2 1 Albane**; 2 Mittell

+0.11s; 3 Rogers; 4 Hoverd; 5 Stephen Dean

(Spire GT3); 6 Webb. **CW** Webb. **FL** Mittell

1m17.20s (109.87mph). **P** Mittell. **S** 11.

750 FORMULA (7 LAPS) 1 David

Bartholomew (PRS 1B); 2 Bill Cowley

(Cowley MkIV) +3.67s; 3 Mark Glover (Racekits

Falcon); 4 Ian Barley (Racekits Falcon); 5 Bill

Rutter (Batten 3); 6 Peter Bove (Darvi Mk4/5).

CW Christopher Johnson (Racekits Falcon).

FL Bartholomew 1m27.32s (97.13mph).

P Bartholomew. **S** 19. **RACE 2 (10 LAPS)**

1 Bartholomew; 2 Cowley +8.67s; 3 Glover;

4 Barley; 5 Bob Simpson (SS/F 750F); 6 Martin

Kemp (Racekits Falcon). **CW** Conway Daw

(Centaur Mk16). **FL** Bartholomew 1m27.06s

(97.42mph). **P** Bartholomew. **S** 17.



Albane (33)
beat Mittell
(53) in RGB



CASTLE COMBE
CCRC AUGUST 28

Harvey's Honda
claimed Hot
Hatch honours

Harvey takes surprise first series win

THE CASTLE COMBE HOT HATCH SERIES produced a pair of thrilling races on Bank Holiday Monday.

GT contender Chris Southcott and 2002 Saloon champion Gary Prebble in their Peugeot 205s fought hard in the first race until a sizeable accident for Josh Hignell (Citroen Saxo) at Tower brought out the safety car. On the restart Southcott had bodywork fouling the suspension; as he slowed suddenly, Prebble spun in avoidance at Tower and through the drama came Josh Harvey (Honda Civic) to steal his first victory in only his second race in the series.

Mark Wyatt started the second race from pole position and claimed victory from Prebble, having been prevented from taking part in the first encounter when his Vauxhall Astra lost both fourth and fifth gears.

Michael Moyers won the opening Formula Ford race, having initially fended off championship leader Josh Fisher. On the ninth lap Fisher aimed his Van Diemen for the inside of Moyers's Spectrum at the exit of Camp, but lost momentum and ended up ceding second to reigning champion Roger Orgee in his Ray.

In race two Fisher started well and held the lead after an early safety car, necessitated to rescue Andrew Higginbottom's stricken Van Diemen from Quarry. On the restart Fisher had pulled clear of his rival, but Moyers soon closed the gap and for the second meeting in succession the championship protagonists came to blows, this time at the exit of Quarry. Both retired on the spot. Through the drama came a wily Orgee to take the chequered flag and his first win of 2017.

Championship leader Scott Kendall was the victor in the first Super Mighty Mini race, and took just one lap to climb from eighth on the reversed grid to lead the second race. A brief safety car, with Robert Threlfall not surviving the opening lap, preceded a tremendous dice between Kendall, reigning champion Adrian Tuckley and Greg Jenkins. Tuckley was ahead when the race was brought to an early end, after race-one Mighty Minis winner Mark Burnett found himself in the barriers at Camp. Damien Harrington took the second Mighty victory.

GT championship leader Bradley John ended up off the road in qualifying with his Mitsubishi Lancer suffering a broken wheel, but a pair of podiums ensured he remains in the championship hunt. He now shares the lead with Class D driver Ilsa Cox, who won her class twice in her SEAT Leon. Oliver Bull won the opening race, but his Vauxhall Tigra Silhouette exited the second event when his rear suspension collapsed on the green-flag lap. Tony Bennett picked up the victory in his Caterham R300.

Tardy starts for Saloons poleman Simon Thornton-Norris in both races allowed Gary Prebble to claim a brace of wins in his SEAT Leon, with Thornton-Norris's Mitsubishi recovering to a pair of second places (and class wins) to maintain his championship lead.

The Midget and Sprite Challenge double-header was won by Stephen Watkins, after contact with Steve Collier at the start of the second race allowed him to pull out an early advantage.

LEE BONHAM

➔ P77 FULL RESULTS



Orgee (1)
recorded his
first win of 2017



Menzies was one of four drivers to secure the same points haul

WALDER

GURSTON DOWN BRITISH HILLCLIMB CHAMPIONSHIP

Hall and Menzies share wins

TWO DIFFERENT WINNERS AND four drivers racking up 17 points apiece exemplified a dramatic Gurston Down meeting.

Will Hall and Wallace Menzies split the victories and took the joint highest points score, but failed to encroach on Trevor Willis's lead because he secured a matching reward. Hall set the best time in round 27 and Menzies was only 0.06 seconds slower in round 28.

The 2015 champion, Alex Summers, crashed very heavily exiting Hollow in Q1, and as a precaution he was taken to hospital for overnight observation. He was found to have sustained fractures to his collarbone, knee and a small bone in his pelvis. Summers' partner Debbie Dunbar finished third in the 1100cc class, only slightly off the pace of class winner Steve Owen and second-placed Harry Pick. Summers' badly damaged Firestorm is unlikely to be seen again in competition this year.

Championship leader Willis had a close escape during the second run-off. "I really ought to have won," he said, "but I thought I saw something on the track at Hollow and slowed, then saw it was a mere ball of grass.

"I was so annoyed that I went into The Karousel far too hot and nearly threw it all away going off the edge of the track, but my time still got me third place."

Menzies' Gould-Cosworth enabled him to set a speed of 160mph through the finish. Hall was next best, clocking 157mph.

The fourth driver to score 17 points was Jason Mourant. Now approaching the end of his second season in his four-litre Gould, he is properly dialled in with the car. He was fastest overall in four practice runs over both days, and, although

he will miss the meeting at Doune, Mourant looks set to hold on to seventh in the points.

Paul Haimes's turbo Gould continues to improve, although it has taken the best part of five seasons to perfect. Haimes qualified fifth each time and finished fifth and sixth. He cited having a different clutch arrangement since Shelsley Walsh as the latest step forward.

Having spent nine seasons chasing his first championship points, Tony Hunt and his co-driver Terry Graves got scores on the board. Graham Wynn scored a point in his almost identical Gould-Cosworth HB.

It was confirmed that David Uren's Gould is unlikely to have its engine repaired this season, so his co-driver Nicola Menzies – Wallace's wife – shared with Sean Gould, improving her times on each successive run. Ed Hollier was another notable non-starter, since his Empire Evo is still to be reassembled following his heavy crash at Shelsley Walsh.

All of this is likely to protect defending champion Scott Moran's sixth position overall – the six-time champion is only making one more appearance this year. He is considering his options over the next couple of seasons, believing that the GR61X has several more titles in its grasp.

Kelvin Broad and Oli Tomlin ensured that the once-dominant Pilbeam marque was represented in each round. For the second event in succession, OMS marque constructor Steve Owen took a valuable 25 Hillclimb Leaders points in the car of his own design.

EDDIE WALDER

➔ FULL RESULTS

RESULTS

SNETTERTON

MSVR

BRDC BRITISH FORMULA 3 (ALL 10 LAPS)

1 Enaam Ahmed; 2 Toby Sowery +0.942s; 3 James Pull; 4 Ben Hingeley; 5 Krishnaraaj Mahadik; 6 Cameron Das. **Fastest lap** Ahmed 1m44.118s (102.65mph). **Pole**

Ahmed. **Starters** 15. **RACE 2**

1 Jordan Cane; 2 Guilherme Samaia +6.431s; 3 Hingeley; 4 Sowery; 5 Ahmed; 6 Mahadik. **FL** Das 1m43.099s (103.66mph). **P** Samaia.

S 15. RACE 3 1 Ahmed; 2 Sowery +0.455s; 3 Cane; 4 Callan O'Keeffe; 5 Mahadik; 6 Chase Owen. **FL** Sowery 1m44.847s (101.93mph). **P** Ahmed.

S 15. POINTS 1 Ahmed 575;

2 Sowery 432; 3 Pull 430; 4 Das 375; 5 Hingeley 372; 6 O'Keeffe 349.

RADICAL CHALLENGE (11 LAPS)

1 Oliver Barker; 2 Steve Burgess +2.125s; 3 Dominik Jackson; 4 Richard Baxter; 5 Elliot Goodman; 6 Jason Rishover. **Class winner** Peter Tyler. **FL** Barker 1m50.765s (96.49mph).

P Barker. **S 23. RACE 2 (10 LAPS)**

1 Barker; Jack Manchester +0.406s; 3 Jackson; 4 Mark Richards; 5 Baxter; 6 Jack Lang. **CW** Tyler. **FL** Burgess 1m52.031s (95.40mph). **P** Barker.

S 24. RACE 3 (21 LAPS) 1 Barker;

2 Jackson +5.613s; 3 Manchester; 4 Lang; 5 Baxter; 6 Burgess. **CW** Tyler/Tom Gladdis. **FL** Barker 1m50.723s (96.52mph). **P** Barker. **S 23.**

RADICAL SR1 CUP (BOTH 10 LAPS)

1 Kristian Jeffrey; 2 Jerome de Sadeleer +7.924s; 3 Rob Courtneidge; 4 Andrew Ritchie; 5 Andy Chittenden; 6 Nigel Paine. **CW** Chittenden.

FL Jeffrey 2m01.041s (88.30mph).

P James Pinkerton. **S 9. RACE 2**

1 Pinkerton; 2 de Sadeleer +11.226s; 3 Jeffrey; 4 Courtneidge; 5 Ritchie; 6 Paine. **CW** Paine. **FL** Pinkerton 2m00.698s (88.50mph). **P** Jeffrey. **S 9.**

MONOPOSTO F3/2000/FR2000

AND CLASSIC 2000 (6 LAPS) 1 Ben Cater (Dallara F306); 2 Chris Hodgen (Dallara F304) +1.607s; 3 Richard Crisp (Formula Renault); 4 Neil Harrison (Dallara F302); 5 Bryn Tootell (Van Diemen RF01); 6 James

Drew-Williams (Lola). **CW** Crisp; Tootell; Peter Whitmore (Reynard 913). **FL** Hodgen 1m51.944s (95.47mph). **P** Hodgen. **S 18.**

RACE 2 (8 LAPS) 1 Harrison;

2 Hodgen +0.645s; 3 Drew-Williams; 4 James Densley (Tatuus Formula Renault); 5 Tootell; 6 Mike Hatton (Dallara F301). **CW** Densley; Tootell; Whitmore. **FL** Hodgen 1m51m052s (96.24mph). **P** Hodgen. **S 17.**

MONOPOSTO 1800/1600/MOTO

1400 AND MOTO 1000 (BOTH 8 LAPS)

1 Jeremy Timms (Dallara F301); 2 Richard Gittings (Jedi Mk6) +4.770s; 3 Andrew Gordon-Colebrooke (Dallara); 4 Mark Reade (Leystone 1000); 5 Peter Lague (Jedi Mk6); 6 Matthew Walters (Mygale). **CW** Gittings; Walters; Geoff Fern (Van Diemen RF98). **FL** Timms 1m51.523s (95.83mph). **P** Timms. **S 20.**

RACE 2 1 Timms; 2 Gordon-

Colebrooke +23.928s; 3 Gittings; 4 Jonathan Reed (Jedi Mk6); 5 Mick Kinghorn (JKS JR01); 6 Lague. **CW** Gittings; Chris Lord (Van Diemen RF82); Eddie Guest (Lola T640).

FL Timms 1m52.625s (94.89mph). **P** Timms. **S 17.**

SPORTS 2000 (15 LAPS)

1 Paul Trayhurn (Gunn TS11);

2 Tom Stoten (TS11) +2.420s; 3 Michael Gibbins (MCR); 4 Tim Tudor (MCR); 5 Nick Bacon (TS11); 6 David Houghton (MCR). **CW** Stoten; Paul Streat (Lola T87/90); Joshua Law (Shrike P15); Jeremy Knight (Tiga SC80). **FL** Trayhurn 1m55.746s (92.34mph). **P** Gibbins. **S 28.**

7 RACE SERIES (55 LAPS)

1 Chris Wright/Lee Wiggins; 2 Phil Jenkins +13.105s; 3 Anthony Barnes; 4 Steve Day/Stephen Collins; 5 John Reid/David Briault; 6 Paul Browne. **FL** Jenkins 2m03.872s (85.73mph).

P Ollie Chadwick/Jasen Garrett. **S 19.**

MSVT TRACKDAY (20 LAPS)

1 Darren Goes (SEAT Leon Cup); 2 Simon Clark (Porsche Boxster S) +2.700s; 3 Callum McDougall/Ben Simonds (Caterham 1400 Supersport); 4 Jason Jones/Tony Jones (Toyota MR2 Roadster); 5 David



Chris Wright and Lee Wiggins won first 7 Series race

STYLES

ROUND-UP



Mark Burnett rolled his Mighty Mini at Castle Combe



Gardner/Chris Mills (BMW M3); 6 Tony Hobson/Jonny Sharp (VW Golf). **CW** Clark; Gary Burstow (BMW 328i); Neil House/Andy Tate (Renault Clio 172); John Cooper/Alastair Kellett (Ford Fiesta Zetec S). **FL** Goes 2m10.843s (81.68mph). **P** Goes. **S** 24.

CASTLE COMBE CCRC

CASTLE COMBE HOT HATCH (13 LAPS) 1 Josh Harvey (Honda Civic); 2 Chris Southcott (Peugeot 205) +3.074s; 3 Michael Harris (Peugeot 205 GTI); 4 Nick Adams (Honda Civic); 5 Matthew Bawtree (Honda Integra); 6 Paul Hatton (Ford Focus). **CW** Bawtree; Isaac Channing (Peugeot 106 GTI); Mark Sutton (MG ZR). **FL** Southcott 1m16.077s (87.54mph). **P** Mark Wyatt (Vauxhall Astra). **S** 22. **RACE TWO (16 LAPS)** 1 Wyatt; 2 Prebble +7.096s; 3 Southcott; 4 Harvey; 5 Bawtree; 6 Nick Adams

(Honda Civic). **CW** Bawtree; Channing; Sutton. **FL** Wyatt 1m15.159s (88.61mph). **P** Wyatt. **S** 21. **CASTLE COMBE FF1600 (BOTH 15 LAPS)** 1 Michael Moyers (Spectrum 011c); 2 Roger Orgee (Ray GR17) +0.929s; 3 Josh Fisher (Van Diemen JL14); 4 Michael Eastwell (Spectrum); 5 Luke Cooper (Swift SC16); 6 Nathan Ward (Spectrum 011c). **CW** Richard Morris (Swift SC92); Andrew Higginbottom (Van Diemen RF89). **FL** Orgee 1m10.802s (94.06mph). **P** Moyers. **S** 15. **RACE TWO 1 Orgee**; 2 Cooper +0.143s; 3 Eastwell; 4 Ward; 5 Matt Cox (Spectrum 011b); 6 Richard Morris (Swift SC92). **CW** Morris; Steve Bracegirdle (Van Diemen RF89). **FL** Orgee 1m11.100s (93.67mph). **P** Moyers. **S** 15. **SUPER AND MIGHTY MINIS (14 LAPS)** 1 Scott Kendall; 2 Adrian Tuckley +1.452s; 3 Greg Jenkins; 4 Alex Comis; 5 Paul Inch; 6 Steve

Rideout. **CW** Mark Burnett. **FL** Tuckley 1m25.273s (78.10mph). **P** Tuckley. **S** 29. **RACE TWO (8 LAPS)** 1 Tuckley; 2 Kendall +0.268s; 3 Jenkins; 4 Inch; 5 Comis; 6 Neven Kirkpatrick. **CW** Damien Harrington. **FL** Kendall 1m25.054s (78.30mph). **P** Kirkpatrick. **S** 29. **CASTLE COMBE GT (16 LAPS)** 1 Oliver Bull (Vauxhall Tigra Silhouette); 2 Tony Bennett (Caterham R300) +13.375s; 3 Bradley John (Mitsubishi Lancer); 4 Steve Hall (Audi TT RS); 5 Ilsa Cox (SEAT Leon Cupra); 6 Chris Southcott (MG Midget). **CW** Lee Frost (BMW M3); Iain McBay (Davrian Mk8). **FL** Bull 1m08.764s (96.85mph). **P** Bull. **S** 15. **RACE TWO (15 LAPS)** 1 Bennett; 2 John +4.808s; 3 Hall; 4 Cox; 5 Lucky Khera (BMW M3); 6 Jordan Billinton (Lamborghini Gallardo GT3). **CW** Cox; Khera; McBay. **FL** John 1m09.809s (95.40mph). **P** Bull. **S** 14.

SALOONS (BOTH 15 LAPS) 1 Gary Prebble (SEAT Leon Cupra); 2 Simon Thornton-Norris (Mitsubishi Colt Ralliart) +9.985s; 3 Will Di Claudio (Peugeot 106 GTI); 4 Geoff Ryall (Peugeot 106 GTI); 5 Oliver Cook (Renault Megane); 6 John Barnard (Vauxhall Astra). **CW** Thornton-Norris; Di Claudio; Alex Kite (Citroen Saxo). **FL** Prebble 1m13.827s (90.21mph). **P** Thornton-Norris. **S** 28. **RACE TWO 1 Prebble**; 2 Thornton-Norris +4.945s; 3 Tony Hutchings (Audi TT); 4 Di Claudio; 5 Ryall; 6 Cook. **CW** Thornton-Norris; Di Claudio; Kite. **FL** Thornton-Norris 1m14.781s (89.06mph). **P** Thornton-Norris. **S** 27. **MG MIDGET AND SPRITE CHALLENGE (BOTH 16 LAPS)** 1 Stephen Watkins (MG Midget); 2 Steve Collier (Midget) +5.090s; 3 Martin Morris (Midget); 4 Sam Healey (Austin-Healey Frogeye Sprite); 5 Carl Chadwick (Midget); 6 Stephen Pegram (Midget). **CW** Chadwick; Paul Campfield (Frogeye Sprite); Tom Walker (Mk1 Sprite); Andy Wolf (Midget). **FL** Collier 1m15.209s (88.55mph). **P** Watkins. **S** 21. **RACE TWO 1 Watkins**; 2 Collier +3.775s; 3 Morris; 4 Edward Reeve (Midget); 5 Richard Perry (Sprite); 6 Chadwick. **CW** Perry; Chadwick; Walker; Wolf. **FL** Watkins 1m14.867s (88.95mph). **P** Watkins. **S** 17.

GURSTON DOWN BHC

BRITISH HILLCLIMB ROUND 27 1 Will Hall (2.0 Force-AER/XTec WH) 26.01s; 2 Trevor Willis (3.2 OMS-RPE 28) 26.45s; 3 Jason Maurant (3.5

Gould-Judd GR55) 26.67s; 4 Wallace Menzies (3.3 Gould-Cosworth GR59M) 26.73s; 5 Paul Haimes (1.3t Gould-Suzuki GR59) 27.62s; 6 Oli Tomlin (4.0 Pilbeam-Judd MP97) 28.14s; 7 Richard Spedding (1.6 GWR-Suzuki Raptor) 28.83s; 8 Terry Graves (3.5 Gould-Cosworth GR55) 28.91s; 9 Tony Hunt (3.5 Gould-Cosworth GR55) 28.96s; 10 Kelvin Broad (1.3s Pilbeam-Suzuki MP101) 28.97s; 11 Sean Gould (1.6 Gould-Suzuki GR59) 29.05s; 12 Lee Griffiths (1.3s OMS-Suzuki 25) 38.63s. **ROUND 28 1 Menzies 26.07s**; 2 Maurant 26.62s; 3 Willis 26.63s; 4 Hall 27.07s; 5 Tomlin 27.61s; 6 Haimes 27.87s; 7 Gould 28.38s; 8 Broad & Graves 28.45s; 10 Graham Wynn (3.5 Gould-Cosworth GR55) 28.50s; 11 Spedding 28.60s; 12 Hunt 29.38s. **CW** Richard Brant (2.0 Renault Clio 172) 38.50s; Steven Darley (2.4t Subaru Impreza) 33.51s; David Warburton (2.5 Caterham-Durated) 32.93s; Brad Drown (1.4 Citroen AX) 37.18s; Colin Satchell (2.0 Peugeot 205) 34.06s; Joe Cross (2.0t Subaru Impreza) 32.47s. **record** Simon Jenks (1.6 Caterham Suzuki) 31.20s; Allan McDonald (2.4t Morris-Mitsubishi Mini-Evo) 30.37s; Steve Owen (1.0 OMS-Suzuki 28) 29.78s; Gould 28.51s; Tim Elmer (2.0 Dallara-TKD F303) 29.75s; Haimes 27.49s; Menzies 26.48s. **POINTS 1 Willis 205**; 2 Menzies 170; 3 Hall 142; 4 Spedding 138; 5 Alex Summers 130; 6 Scott Moran 122; 7 Maurant 108; 8 Dave Uren 77; 9 Gould 73; 10 Ed Hollier 48.



Gary Prebble (middle, SEAT) headed another strong Saloons grid

WHAT'S ON

LAT IMAGES



The MP4/4 was the clear winner over the FW14B

Results are in from F1 world cup

THERE AREN'T MANY BETTER summer sporting spectacles to enjoy than a world cup, and with football not providing one this year, Autosport decided to fill the void with a world cup of our own, to find exactly out what Formula 1 fans consider their favourite car of all time.

We came up with a shortlist of cars, and threw the top 32 into a pot to draw eight groups to kick the tournament off.

The original list, compiled from votes cast by members of Autosport staff, our Autosport Academy for budding motorsport journalists, and social media responses, was not that short. In total 148 cars were nominated, from dominant world-title winners to utter no-hopers from Life, Fondmetal, Simtek and Andrea Moda: a reminder of the difference between asking people to nominate the 'best' F1 cars and their 'favourite' cars. Our focus was on the latter.

The draw was random and, unlike in football's world cup, only the group winners progressed to the next stage.

The Brawn BGP 001 was a dominant winner of the opening group, seeing off the McLaren MP4-16, Leyton House CG901 that so nearly won the 1990 French GP and the Brabham BT55 that is often credited as being the predecessor to a car that would do very well in this competition – the McLaren MP4/4.

Each group vote ran for 24 hours, so



the following day the 1990 Ferrari 641 narrowly defeated the iconic Lotus 72, which was as close as a pre-1988 car would come to showing well in the competition. The performance of some old favourites, such as the Eagle T1G (fourth in that group) Lotus 49 (third in Group C) Tyrrell P34 (fourth in Group E) and Ferrari 156 (third in Group H) made it clear that – on social media at least – this was not a competition that would favour cars beyond a certain generation.

But newer cars didn't always win, with Michael Schumacher's dominant Ferrari F2002 losing out to the MP4/4, while the Jordan 191's Group D victory over world championship winners from Williams (1996 and '87) and Brabham ('83) proves that a car doesn't have to be successful to capture fans' imagination.

In true world cup fashion, we even had 'extra time' to decide Group D, with the Renault R26 and Williams FW15C tied

Cars from the early generations of F1 did not score highly in the polls [outrageous! – ed]

after their vote closed. The 1993 Williams just got the nod, and a penalty shootout wasn't required.

That car's predecessor, the FW14B, just beat the car it lost to on track in its original incarnation, the McLaren MP4/6, while the 2005 McLaren MP4-20 sailed through Group G, and the final V12 F1 car, 1995's Ferrari 418 T2, defeated the Tyrrell 006 by 1% of the vote to win the final group.

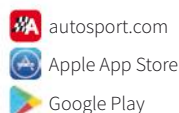
The winners went into two semi-finals made up of four cars each, with the top two from each contest progressing to the final. Extra time was needed again, with the Brawn and the 1992 Williams tying for second behind the MP4/4 in the opening semi, and Nigel Mansell's world title winner defeated Jenson Button's. The '90 and '95 Ferraris were no match for the McLaren MP4-20 and Jordan 191 in the other contest, so the field for the final was set.

The final honours went to the dominant Ayrton Senna/Alain Prost McLaren, taking 35% of the vote against 27% for the Williams, 20% for the Jordan, and the rest going to the more modern McLaren.

Yesterday (Wednesday) would have been Bruce McLaren's 80th birthday and, while his F1 team hasn't had much to celebrate of late, its rich history clearly remains fresh in the minds of fans.

GLENN FREEMAN

DOWNLOAD AUTOSPORT ON THE MOVE



INTERNATIONAL MOTORSPORT

ITALIAN GRAND PRIX FORMULA 1 WORLD CHAMPIONSHIP

Rd 13/20

Monza, Italy

September 3

TV Live Sky Sports F1,

Sunday 1230. Radio BBC

Radio 5 Live, Sunday 1300.

Highlights Channel 4,

Sunday 1745

FORMULA 2

Rd 9/11

Monza, Italy

September 2-3

TV Live Sky Sports F1,

Saturday 1455,

Sunday 0925

GP3 SERIES

Rd 6/8

Monza, Italy

September 2-3

TV Live Sky Sports F1,

Saturday 1645,

Sunday 0815

PORSCHE SUPERCUP

Rd 7/8

Monza, Italy

September 3

TV Live Eurosport 2,

Sunday 1030

WORLD ENDURANCE CHAMPIONSHIP

Rd 5/9

Mexico City, Mexico

September 3

TV Live Motorsport.tv,

Sunday 1745, BT Sport 2,

Sunday 1730

WORLD SERIES FORMULA V8 3.5

Rd 7/9

Mexico City, Mexico

September 2-3

TV Delayed BT Sport 3,

Saturday 2230. **Live** BT

Sport 2, Sunday 1530

INDYCAR SERIES

Rd 15/16

Watkins Glen, New York,

USA

September 3

TV Live BT Sport ESPN,

Sunday 1800

INDY LIGHTS

Rd 10/10

Watkins Glen, NY, USA

September 3

TCR INTERNATIONAL

Rd 8/10

Buriram, Thailand

September 3

TV Live Motorsport.tv,

Sunday 1800



HOT ON THE WEB THIS WEEK

You Tube SCHU JR WALKS IN FATHER'S SHOES

Search for Mick Schumacher Honours Michael With Spa Demo Run

Mick Schumacher, son of seven-time world champion Michael, commemorates the 25th anniversary of his father's maiden Formula 1 victory by driving his 1994 title-winning Benetton B194 at last weekend's Belgian Grand Prix.

NEXT WEEK

ON SALE THURSDAY

ITALIAN GRAND PRIX
Reaction to all the action from Monza



NASCAR CUP

Rd 25/36

Darlington, South Carolina, USA

September 3

TV Live Premier Sports,

Sunday 2230

SUPER TC2000

Rd 8/12

Santa Fe, Argentina

September 3

SCANDINAVIAN TOURING CARS

Rd 6/7

Anderstorp, Sweden

September 3

WORLD RALLYCROSS

Rd 9/12

Loheac, France

September 2-3

TV Live Motorsport.tv,

Sunday 1300

WEC MEXICO CITY



UK MOTORSPORT

BRANDS HATCH MSVR

September 2

FF1600, Lotus Elise, Lotus

Cup, Trackday Trophy,

All-Comers, Lotus Sprint

OULTON PARK MGCC

September 2

MG Cup, MG Metro, BCV8,

Thoroughbred Sportscars,

Cockshoot Cup, MG

Trophy, Equipe GTS

SILVERSTONE MSVR

September 2-3

International GT Open,

Euroformula Open

TV GT BT Sport 2,

Saturday 1500, Sunday

1300. Euroformula BT

Sport 2, Saturday 1400,

Sunday 1200

ANGLESEY BARC

September 2-3

Clios, Sports/Saloons,

Karts, Global Lites

DONINGTON PARK BARC

September 2-3

Britcar Endurance,

Junior Saloons, FISCAR,

Tin Tops, Kumho

BMW, Hyundai Coupe,

Intermarque

THRUXTON BARC

September 2-3

VW Cup, Clubmans,

Ferrari Classic, VAG

Trophy, Track Attack,

MaX5, Pre-1966

THRUXTON BARC



Touring Cars, Group 1
Touring Cars, Pre-1993
Touring Cars, Pre-2003

Touring Cars, Pre-2005
Production Touring
Cars, Blue Oval Saloons,

Thunder Saloons, Pre-
2003 Classic VWs, Honda
VTEC, Smart 4Two





FROM THE ARCHIVE

The Shadow DN5s of Jean-Pierre Jarier and Tom Pryce are closest to camera as the F1 pack files around the picturesque Montjuich Park circuit ahead of the ill-fated 1975 Spanish Grand Prix. Shadow team principal Don Nichols passed away last week at the age of 92.

MY FIRST MOTORSPORT MEMORY



STEPHEN LICKORISH

[@sdlickorish](#)

UP CLOSE AND PERSONAL AT SILVERSTONE TESTING

Formula 1 testing is certainly not the most interesting spectacle. But, for a seven-year-old getting a first taste of the sport, it was amazing. In May 2001, any thoughts of an in-season testing ban were many years away, so Silverstone would regularly host F1 test days, which were free to watch. I was already a massive fan of F1 by this point, but had never seen a car on-track before. As soon as we arrived, I was instantly blown away by the glorious sound of the screaming V10 engines. The sight of the cars threading their way through the Brooklands/Luffield complex and then blasting out of Woodcote was incredible – I spent the whole day with a massive grin on my face. And I was hooked. Living just 25 minutes from Silverstone, we made many more visits to test days over the next few years.

The trouble was, there was no way of knowing beforehand how many teams or drivers would attend. I remember one day only Williams and Jordan turned up. Other times we struck gold, seeing rare glimpses of the cash-strapped Prost and Arrows squads in their final seasons.

But my favourite memory of all those trips came at the pre-British Grand Prix test of 2005. For just £10 we could get into the paddock during the lunch break – a massively unexpected bonus. Even with Liberty's plans to take F1 to the fans, the thought of paying such a modest amount for such incredible access is unrealistic these days.

Despite there only being a few hundred people at Silverstone for the test, there was still a huge crowd around the Ferrari motorhome because Michael Schumacher was present.

Realising it was pointless waiting there, we instead headed over to Red Bull, my dad spotting Vitantonio Liuzzi on the way. Again, there was a crowd outside the front entrance to the Red Bull hospitality area waiting for David Coulthard to emerge. But I noticed there was also a side exit, and sure enough that was where DC emerged – and I was finally able to get his autograph after years of unsuccessful attempts at Autosport International!

That proved to be my final visit to Silverstone before F1 testing restrictions kicked in for 2007. Now, the thought of spending a day just watching F1 cars pounding relentlessly around a track does not fill with me the same joy; but for a seven-year-old, finally seeing those machines up close was simply a dream come true. 🍀

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