

F1 Lewis steals
back points lead
in French GP

F2 Briton Russell
wins as drivers
slam new car

Pikes Peak
Electric VW
smashes record



AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

JUNE 28 2018

Hamilton blitzes, Vettel blunders

How Ferrari ace's error
gave Lewis title edge



'Seb destroyed
the race for himself
and Bottas'

NIKI LAUDA



BOTB
WIN YOUR DREAM CAR



GUARANTEED WEEKLY WINNER

LOWEST TICKET PRICES EVER, STARTING AT JUST 90p! VISIT BOTB.COM



**TICKETS
FROM 90p**



**£23 MILLION OF
DREAM CARS WON**



**AS SEEN IN UK AIRPORTS
SINCE 1999**



**1 YEAR FREE SERVICING
AND INSURANCE**



**OVER 180 CARS
TO CHOOSE FROM**



WATCH OUR CHAT SHOW **BOTB TV** ON YOUTUBE





PORTLOCK
LAT IMAGES

VETTEL'S ERROR HANDS ADVANTAGE BACK TO HAMILTON

Sebastian Vettel's mistake at the start of last weekend's French Grand Prix was not on a par with his Azerbaijan and Singapore errors of last year, but it could still prove costly. Lewis Hamilton has the odd 'off' weekend, but in recent years he has largely managed to avoid the sort of incidents Vettel occasionally still gets involved in.

Mercedes will also be very happy that it has managed to get back ahead of Ferrari after a lacklustre Canadian GP. The fight at the front remains close – and will probably swing back and forth depending on the track in question and Pirelli tyre compounds – but it would be nice to see some wheel-to-wheel battling between the top cars.

There was quite a lot of overtaking at Paul Ricard, but most of it fell into the 'that was a bit too easy' category and underlines the chasm between the top three teams and the rest. Vettel had little trouble charging up the field and even had time for an extra pitstop, still getting out comfortably ahead of Carlos Sainz's 'Class B' Renault.

It was good to see the return of the French GP, one of motorsport's classic events, but the problems getting into the circuit (and attitude of some of those trying to control traffic) were unfortunate. The race's future in F1 is not guaranteed, so we hope the issues can be resolved ahead of next year's GP.

● Congratulations to Volkswagen and Romain Dumas on their incredible Pikes Peak record run. When Sebastien Loeb raced up the mountain in 8m13.878s in 2013, many thought it would be a long time before anyone could approach the Peugeot 208 T16's mark. But the remarkable electric I.D. R reached the top in 7m57.148s. Turn to page 7 for a look at the car and p20 for Charles Bradley's account of the atmospheric event.



Kevin Turner

KEVIN TURNER
EDITOR

kevin.turner@autosport.com

FOR OTHER
WAYS TO READ
AUTOSPORT
VISIT
AUTOSPORT.COM



CONTENTS



COVER IMAGES

Etherington/LAT Images,
Sutton/Sutton Images, Louis Yio

PIT+PADDOCK

- 4 Massive pile-up hits WTCR
- 6 Leclerc moves in on Ferrari
- 8 Race-ready electric GT unveiled
- 11 F1 technical focus
- 12 Fifth column: Nigel Roebuck
- 19 In the paddock: Edd Straw
- 20 In the paddock: Charles Bradley
- 21 Feedback: your letters

RACE CENTRE

- 22 **COVER STORY**
French GP report and analysis
- 38 Subaru back on top in BTCC
- 42 IndyCar: Newgarden wins, Dixon stars
- 46 World of Sport: Formula 2; GP3; WTCR; European F3; DTM; Blancpain Sprint

CLUB AUTOSPORT

- 64 Byrne in historic F1 for British GP
- 66 Cumming to return after crash
- 69 Club column: Stephen Lickorish
- 70 National reports: Croft; Kirkistown; Rockingham; Brands Hatch; Silverstone; Oulton Park

FINISHING STRAIGHT

- 78 What's on this week
- 80 From the archive: 1972 Canadian GP
- 82 Pit your wits against our quiz

SUBSCRIPTION OFFER

- 68 Subscribe for £1 for first six weeks and get a 2018 Mercedes F1 hat





"WHEN I SAW
THE CAR OF HUFF,
I COULDN'T
BELIEVE THAT"

ESTEBAN GUERRIERI

APOCALYPTIC PILE-UP MARS

WTCR

Having addressed journalists about his comeback from injury and expressed his disappointment at not being able to contest his home WTCR round, Tiago Monteiro was left eating his words after witnessing a monster pile-up on the opening lap at Vila Real last Saturday – undoubtedly the biggest in World Touring Cars for years. "That was crazy," said the Portuguese, as the grid slowly began to reform.

The accident, which led to Saturday's race resuming two and a quarter hours after the initial start, was triggered by a coming together between the Sebastien Loeb Racing Volkswagen Golf GTIs of Rob Huff and Mehdi Bennani.

From pole, Huff made a slightly slower getaway than Bennani, which allowed the Moroccan a run on his team-mate. Huff had appeared to nose ahead as the pair went through the fast Turn 3 right-hander, but their weekends came to a catastrophic end when Huff's left-rear corner was hit by the front-right of Bennani, sending both out of control and into the outside barrier. Bennani's car landed on the bonnet of Huff's as both were spat back out, which blocked the road and caused

further collisions behind.

With the majority of the 27-car field involved, a lengthy delay was necessary to allow for repairs to be made to barriers – which, according to Tom Coronel, were "completely gone; I mean, gone" – and the recovery of damaged cars, before the race resumed. Even then, eight cars were absent on the restart, with a number of others hurriedly repaired and Gaffataped up.

Norbert Michelisz was immediately behind the SLR drivers and was hit by Huff's car as it rebounded onto the racing line. Despite making it back to the grid, the Hungarian was barred from taking the restart as his BRC Hyundai was found to have roll-over damage. "I was hit from the back, I went sideways just at the moment when Rob came back from the walls and because of that I couldn't avoid the impact," Michelisz told Autosport. "It was impossible to judge whose fault it was, whether it was Rob or Mehdi."

Theo Bjork's YMR Hyundai briefly caught fire in the incident, but was repaired in time for Sunday. The Swede, who won the weekend's final race, said: "It was a very, very big hit. I don't know what started it, but Bennani and Huff went into the barrier. I came up just behind them



Ticktum gets miracle after mega-shunt

FORMULA 3

Dan Ticktum's Dallara-Volkswagen was the last to arrive in the assembly area for the final race of the Formula 3 European Championship round at the Norisring last Sunday, pushed by a bunch of sweaty Motopark mechanics who gave off that air of exhausted elation you would normally expect from London Marathon finishers.

Just over an hour later, it was first into parc ferme after Red Bull Junior Ticktum had taken victory.

The Motopark rebuild – which allowed Ticktum to leave Bavaria just one point adrift of series leader Marcus Armstrong – was a ground-up job caused by a massive startline shunt in race two. Ticktum, who had qualified on the third row, stalled, and was rammed from behind by Carlin driver Ameya Vaidyanathan, who had started from the 11th row and was focusing on the car to his left rather than the stationary machine in front of him.

Both drivers were taken to hospital in Nuremberg. Ticktum had X-rays to the front, side and back of his head, plus an ultrasound, while Vaidyanathan stayed on for a neck X-ray.

"I was trying to get the car started, glancing in my mirrors," said Ticktum. "I saw him and I knew he was going to hit me. So I held the steering wheel and braced my head against the headrest. I've still got a headache."

Ticktum was allowed an engine change without penalty because it was prompted by accident damage.

Vaidyanathan was banned by stewards from the third race – not that he was going to compete anyway – and they recommended that his 'standard of ability and awareness' is assessed by the FIA. "I am obviously devastated at the consequences of my mistake, which took place in the high-stress environment of a race start," he said.

MARCUS SIMMONS



WTCR STREET RACE

and I think it was Huff who landed on my car. It was crazy – such a big impact.

"The safety of the cars is fantastic. [There's] not a scratch on me."

Esteban Guerrieri, who finished second and was the only one of the three Munnich Motorsport drivers to contest the resumed race after his mechanics completed repairs to his Honda Civic on the grid, said: "I saw a car in the air, which I think was Rob, and I tried to avoid getting stuck in a car that was sideways, because I knew then that everybody would come from the back.

"When I jumped out of the car I saw Mehdi fall on the floor so I got a bit afraid. Rob was sitting down, he was out of breath. I was thinking that everybody was OK, and then when I saw the car of Huff – I couldn't believe that."

Unsurprisingly, SLR was the team left counting the biggest cost. Huff and Bennani were taken to hospital for precautionary checks, although both were later discharged, while both cars were immediately ruled out of competing for the remainder of the weekend. The front end of Huff's VW absorbed most of the energy from his impact, with its engine separating from the chassis, while Bennani's Golf sustained substantial

damage down its left side, particularly to its left-rear corner. SLR was given permission on Saturday to leave the circuit early, while Huff later confirmed that both cars were "completely destroyed" and would be replaced by two new Golfs for next month's Slovakia Ring round.

Despite the accident's severity, it brought out the best of the relationships between drivers. James Thompson leapt from his Civic to help Munnich team-mate Yann Ehrlacher from the boot of his car, while Huff praised Gabriele Tarquini – who was suffering from flu in the heat – and Yvan Muller for immediately attending to him.

"I'd like to say a huge thanks to Gabriele Tarquini," said Huff. "I was very winded after the crash and couldn't get out of my car, and with the engine oil spilling it was on fire. He quickly came over and helped me get out of the car and stayed with me in the few minutes before the medical teams arrived.

"Also thanks to Yvan Muller, who also came to help out; it just shows that even though we're all rivals on the track, there's a great camaraderie between us all."

JACK COZENS

P49 RACE REPORT



Ferrari ready to replace Raikkonen with Leclerc for '19

FORMULA 1

Ferrari is ready to replace Kimi Raikkonen with rising star Charles Leclerc in its Formula 1 driver line-up for 2019, Autosport has learned.

Raikkonen, who turns 39 in October, earned a one-year contract extension with the Italian team last year to cover the 2018 season. Ferrari president Sergio Marchionne said last December that the '07 world champion needed more consistency and that "probably this ['18] is the last season to find the right key".

Raikkonen enjoyed a strong start to 2018, scoring three podiums in the first four races and performing much closer to team-mate Sebastian Vettel's level than in previous seasons. But he finished off the podium in Monaco and Canada, while Vettel scored a second and a victory to take a championship lead he subsequently lost to Lewis Hamilton last weekend at Paul Ricard. Meanwhile, Leclerc has scored points in four of the past five races for Sauber, and put the team into Q3 for the first time in three years at the French Grand Prix.

Autosport understands that Ferrari considered replacing Raikkonen with current Red Bull driver Daniel Ricciardo, who is out of contract at the end of 2018. It ultimately decided that the cost of hiring the

Australian would be too high when combined with Vettel's existing salary.

That left it with a choice between Raikkonen, who is still Ferrari's most recent world champion but is yet to win a race since rejoining the team in 2014, and F1 rookie Leclerc.

A final decision has not been made but Ferrari is understood to be leaning towards promoting Leclerc to a race seat.

This would shift it away from its policy of signing established drivers and would mean that the team swaps a driver with 278 grand prix starts to date — 138 for Ferrari, the third highest of any driver — for one with just eight GPs under his belt.

Asked by Autosport at Paul Ricard about his position on extending his F1 career, Raikkonen said he was "not any different to one week, two weeks, a month ago".

Leclerc is a product of the Ferrari Driver Academy and won back-to-back titles in GP3 and Formula 2 under the guidance of the scheme. He would be its first graduate to make it to a Ferrari F1 race seat.

Leclerc said at the Canadian GP that when people talk about him as a future Ferrari driver "it only makes me smile, but it doesn't feel realistic for now. When it will be time to think I will think about it."

ROBERTO CHINCHERO &
SCOTT MITCHELL

F2 racers fed up with unreliability

FORMULA 2

Formula 2 drivers are losing patience with the issues on the new-for-2018 car, with the top four in the standings entering last weekend's Paul Ricard round all suffering clutch and reliability issues in France.

Lando Norris (a stall), Artem Markelov (two stalls), Alexander Albon (two broken throttle sensors) and George Russell (one broken throttle sensor) all had troublesome weekends.

The haloed car with its new turbocharged engine and wider wings was thrust into competition at the first round in Bahrain in April, having had its pre-season testing hampered by poor weather. And while the series has to be credited for regularly running a test car and bringing upgrades to each subsequent round, it seemed to take a step backwards in Paul Ricard.

"The issues this weekend are purely down to the Formula 2 technical department, which is a shame really because a lot of drivers' races and weekends are being destroyed at the moment," said ART Grand Prix driver Russell. "You think it's going in the right direction and here we are. Every time I go out on track, I fear having a problem. All I want is to not have a problem. That's my fear all the time and it is for all of the drivers — you just want to jump in the car and drive it, not just worry about finishing the race."

Norris and Albon (see race report, p46) both said that this year's championship could be decided in favour of the competitor with the fewest reliability issues, not the best driver.

Other drivers also spoke out, including Arjun Maini, who delivered a tearful plea over his radio on the slowing-down lap after the sprint race. "I don't want to race in this championship anymore!" said the Indian.

Formula 2 technical chief Didier Perrin admitted that there were "major concerns", but that his department is working overtime to produce solutions.

"Yes we have reliability issues, yes we spend a lot of energy and yes it is a major concern as we have three races back-to-back-to-back," he said. "We understand it can be a frustration for the driver and I guarantee we are on the case to solve any root cause."

JACK BENYON





PIKES PEAK OK, we've featured this car in these pages a couple of times already, but we're making no excuses for doing so again because this is cool. Volkswagen's electric I.D. R Pikes Peak challenger won the Pikes Peak hillclimb in Colorado last weekend, with Romain Dumas not only setting a new record for electric vehicles, but also decimating Sebastien Loeb's all-time record from 2013 by 16 seconds, leaving it at 7m57.148s.

DTM and Super GT finally align regulations

DTM/SUPER GT

The DTM and Japan's Super GT series have formalised their common adoption of the new Class 1 regulations, which will be introduced in Germany next year and in the Far East in 2020.

DTM chief Gerhard Berger and Super GT boss Masaaki Bandoh presented their common future to the media at the Norisring last weekend, but what does it mean for the future of the two series?

The DTM faces an immediate future with just Audi and BMW, because Mercedes is pulling out at the end of this season, while Super GT is based on participation from Toyota (via its Lexus brand), Honda and Nissan. It's tempting to hope that each manufacturer would field teams in both series, but Berger says that the intention for now is more to allow the 'match races' between the two series that will kick off in 2019, with one in Europe and one in Asia.

"I think it's more to make the joint races," Berger told Autosport. "Once you have done that, at least theoretically it [the manufacturers competing in both series]

is possible. Let's see what we can build. If you don't have this situation, you can't think about it."

The match races for 2019, in which Super GT cars will run to the existing GT500 rules, will require a 'balance of performance' between the two concepts. Fuji looks likely to be the venue for the Asian leg, while Berger said the European round will be "at the end of the season".

Engine regulations will be identical to the existing Super GT concept of two-litre, four-cylinder turbocharged powerplants, with both series using the spec DTM carbonfibre monocoque, which could be manufactured in Japan for Super GT to the same spec as is used in Germany.

Will any new manufacturers join the DTM? Rumours are swirling around about an Aston Martin entry for 2020, with Berger admitting "it's one of the companies we are in discussions with. But I've stopped being optimistic or pessimistic because things are changing with car manufacturers every week. We're just hanging on and doing our best."

MARCUS SIMMONS



IN THE HEADLINES

McLAREN TUNNEL GLOOM

McLaren has said that it cannot identify the aerodynamic failings of its 2018 Formula 1 car in windtunnel testing and is having to “experiment” on grand prix weekends to find solutions. The team is one of many users of Toyota’s benchmark Cologne windtunnel, but CEO Zak Brown revealed that a “characteristic” of the MCL33 means that its problem won’t show up. “It’s in aerodynamics,” said Brown. “We can’t try to solve it in the windtunnel because we can’t replicate the issue or issues.”

MONTEIRO NEARLY READY

Touring car star Tiago Monteiro says he is “almost ready” to return to racing following his heavy testing crash at Barcelona last September. FIA concussion doctors advised him to leave 11 to 12 months before returning to action, but he has completed six private test sessions. Monteiro had signed for the World Touring Car Cup with Honda team Boutsen Ginion Racing, and could theoretically be fit for the four end-of-season flyaway rounds.

PALMER – AND DENTISTS

Will Palmer, the 2015 McLaren Autosport BRDC Award winner, has called time on his GP3 season to concentrate on his university placement year in asset management. Palmer’s MP Motorsport seat was taken for last weekend’s Paul Ricard round by Formula Renault 2.0 star Christian Lundgaard. From now on the car will be filled by European Formula 3 racer Devlin DeFrancesco, who will combine GP3 with his F3 campaign with Carlin. Canadian DeFrancesco missed last weekend’s Norisring F3 round in favour of wisdom-tooth surgery in Miami.

CORVETTES FOR CHINA

Corvette Racing is to contest the Shanghai round of the World Endurance Championship in November. The GTE Pro team, which races in IMSA and at Le Mans, is racing in China because the country is Chevrolet’s second largest market.

ASTON AT SILVERSTONE

Aston Martin is to open a new base at Silverstone in October for its testing and development programme. The Aston test centre will be housed in a bespoke pit complex, with exclusive use of a private track.

ASI GETS BIGGER HALLS

Autosport International is moving next year – not very far though. The January 10-13 event will instead shift into the Birmingham NEC’s Piazza. The move ensures more space for exhibits and events. Tickets are available on autosportinternational.com

NEW CAR



Race-spec Tesla on track

ELECTRIC GT

The Electric GT organisation has delivered its first race-ready Tesla Model S P100DL to SPV Racing, the first team to confirm its entry into the 2018-19 Electric Production Car Series.

The delivery, at the Barcelona circuit last week, consisted of the race-spec version of the P100DL road car, transformed to compete in the new category, which is scheduled to start its eight-round inaugural season at Jerez this December.

When the series was first announced in March 2016, it was set to feature a grid of Tesla’s Model S P85 variant, but Electric GT has since decided to use the more-powerful P100DL type that the American manufacturer began producing nearly two years ago. “In August 2016, Tesla presented this P100DL, and it very quickly was proven to be the fastest-accelerating car you buy,” said Electric GT CEO Mark Gemmell. “And we just thought, ‘Well that is such a serious statement, that has to be the car that we’re racing’”

Another difference from the championship’s initial launch announcement is the date of its first race, which the series originally aimed to organise for 2017. Gemmell did not shy away from discussing the near two-year delay, which he explained was necessary to get the FIA approval that Electric GT received this February, and which meant it adopted the EPCS moniker.

“The fact is there is a very important gatekeeper, and that’s the FIA, and they needed to see that this was serious – they

needed to check the car was safe and a crash test was necessary,” he said. “We know [this series is] going to happen. It’s not an ‘if; it’s just ‘when’, and we’ve thought that from the beginning.”

The lack of teams signed up to enter the 2018-19 EPCS or buy a race-ready P100DL, which costs just under €300,000, also raises scepticism over Electric GT’s future. But Gemmell is confident that more squads will confirm their participation over the coming months.

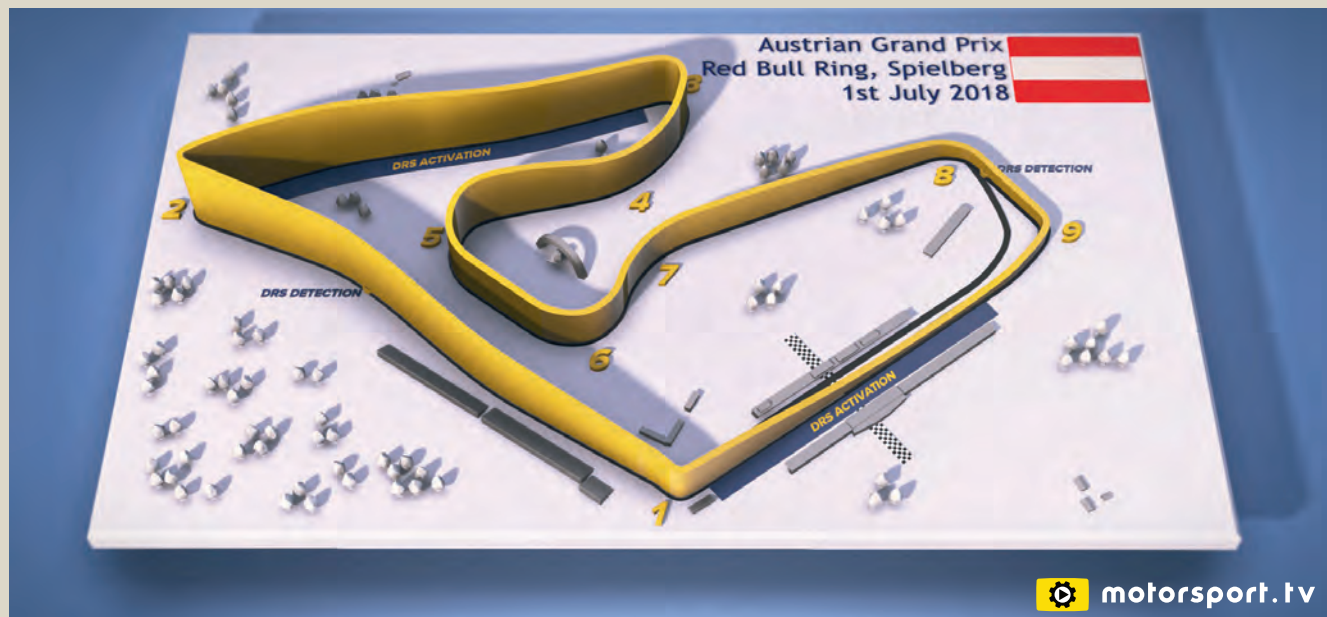
“Right now, we’ve got four very interested teams,” he said. “There are three others that are warming up. If three or four more teams were to approach us, we’d basically be saying, ‘It looks like we’re going to be filling the roster very soon’”

Electric GT has also announced that the first EPCS championship will end at Vallelunga on October 27-28 2019, which leaves one round yet to be confirmed. LVP (League of Videogame Professionals, by MEDIAPRO) was also revealed as the promoter of the Electric GT eSports series that will accompany EPCS events.

ALEX KALINAUCKAS



F1 AUSTRIAN GRAND PRIX PREVIEW



UK START TIMES

FRIDAY

FP1 1000 FP2 1400

SATURDAY

FP3 1100 QUALIFYING 1400

SUNDAY

RACE 1410

LIVE ON SKY SPORTS F1 & CHANNEL 4

BBC RADIO 5 LIVE SPORTS EXTRA 1400

DRIVERS' CHAMPIONSHIP AND CONSTRUCTORS' CHAMPIONSHIP SO FAR

1	Lewis Hamilton	145
2	Sebastian Vettel	131
3	Daniel Ricciardo	96
4	Valtteri Bottas	92
5	Kimi Raikkonen	83

1	Mercedes	237
2	Ferrari	214
3	Red Bull	164
4	Renault	62
5	McLaren	40

TYRE ALLOCATION

SUPERHARD

HARD

MEDIUM

SOFT

SUPERSOFT

ULTRASOFT

HYPERSOFT

INTERMEDIATE

WET



▲

▲

▲

▲

▲

AVAILABLE AVAILABLE AVAILABLE AVAILABLE AVAILABLE

TRACK STATS

LENGTH 2.683 miles

NUMBER OF LAPS 71

2017 POLE POSITION

Valtteri Bottas 1m04.251s

POLE LAP RECORD

Valtteri Bottas 1m04.251s (2017)

RACE LAP RECORD

Lewis Hamilton 1m07.411s (2017)

PREVIOUS WINNERS

2017	Valtteri Bottas	Mercedes
2016	Lewis Hamilton	Mercedes
2015	Nico Rosberg	Mercedes
2014	Nico Rosberg	Mercedes
2003	M Schumacher	Ferrari
2002	M Schumacher	Ferrari
2001	David Coulthard	McLaren
2000	Mika Hakkinen	McLaren
1999	Eddie Irvine	Ferrari
1998	Mika Hakkinen	McLaren



SUTTONIMAGES

THEMES TO WATCH

RED BULL ON HOME SOIL

Back-to-back podiums on power-sensitive circuits have put Red Bull in a fine position to attack at its home grand prix, where it has good history. Max Verstappen is back on form, but Daniel Ricciardo needs to recover after not finishing on the podium since his win in the Monaco Grand Prix.

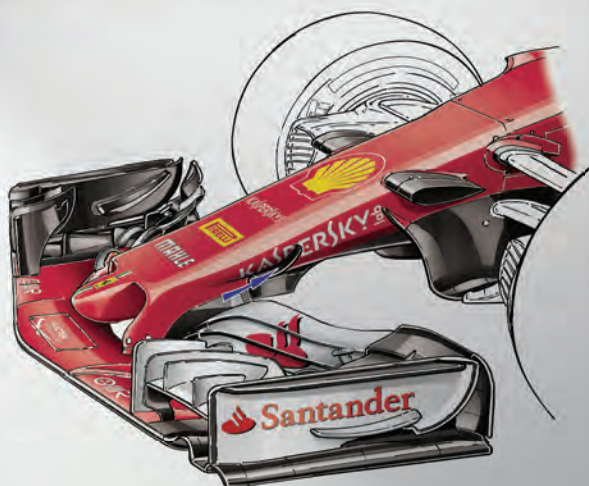
WILL VETTEL BOUNCE BACK AFTER RICARD?

Sebastian Vettel threw away the championship lead with his error at Turn 1 at the start of the French GP, ruining Valtteri Bottas's race in the process. Ferrari needs the four-time world champion back on form to ensure Lewis Hamilton does not start to build a big cushion.

KEEPING AN EYE ON THE DRIVER MARKET

With Ricciardo's future up in the air and impacting Carlos Sainz Jr's 2019 plans too, the first pieces of the F1 driver-market puzzle may be about to fall into place. We're unlikely to get news on Fernando Alonso this side of the summer break, though.

THE ART OF RACING



GIORGIO
PIOLA

TIMEPIECES



GIORGIOPIOLA.com

| 500 Pieces Limited Edition | Forged Carbon Case | Titanium and Aluminum Bezel | Sapphire Crystal
| Water Resistant up to 100m | Swiss Automatic Chronograph Movement

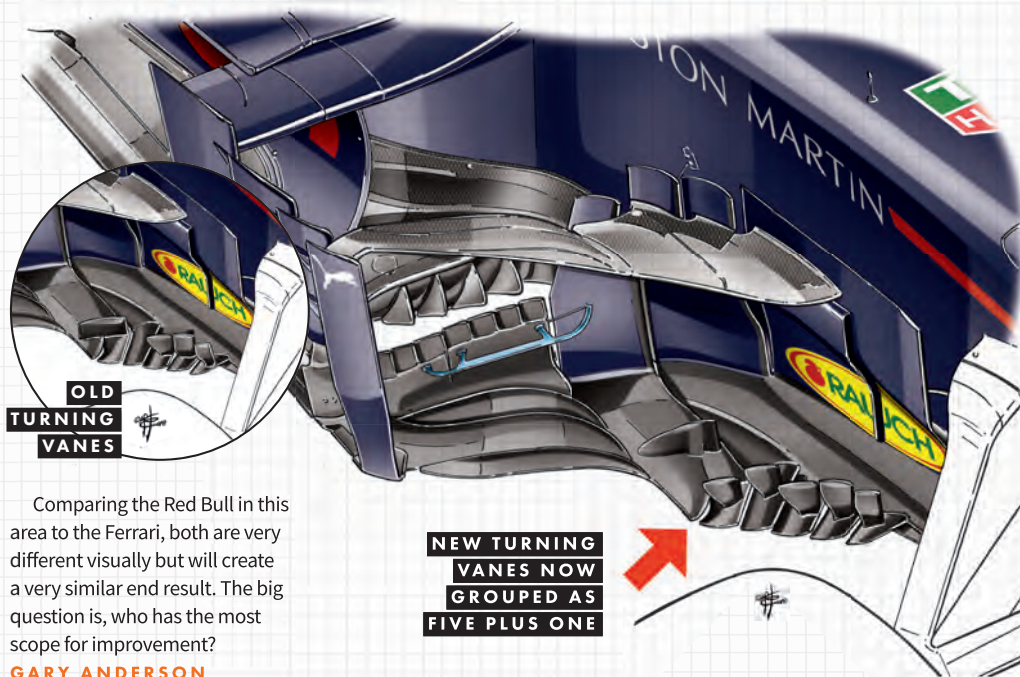
DRAWING BOARD

GIORGIO PIOLA

RED BULL SIDEPODS

Red Bull introduced small modifications to the leading edge of its underfloor. Previously, it had a package of three vertical turning vanes and one larger one on the forward-facing fingers of this area of the floor. It now has five plus one, which are further rearwards.

All of these small components are optimised in position, angle and size to improve the airflow through this area. Any improvement helps the performance of the front wing, and helps the airflow along the outer sides of the underfloor act like a skirt. This reduces the amount of airflow that leaks into the low-pressure area underneath the car, improving the performance of the underfloor.



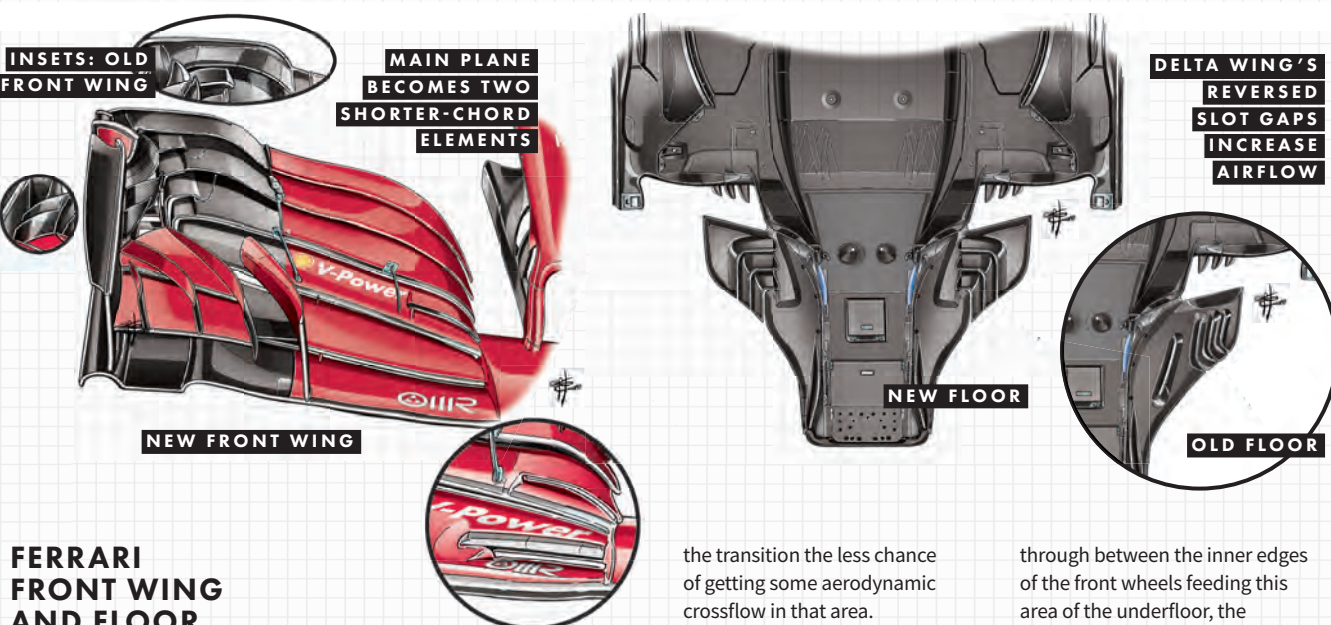
Comparing the Red Bull in this area to the Ferrari, both are very different visually but will create a very similar end result. The big question is, who has the most scope for improvement?

GARY ANDERSON

INSETS: OLD FRONT WING

MAIN PLANE BECOMES TWO SHORTER-CHORD ELEMENTS

DELTA WING'S REVERSED SLOT GAPS INCREASE AIRFLOW



FERRARI FRONT WING AND FLOOR

The biggest change on Ferrari's new front wing is the short slot gap in the main plane just below the V-Power sticker shown in the inset. Now it continues along its full length, making the main plane into two shorter-chord elements.

The longer-chord main plane was introduced mid-season last year and was something I questioned at the time. Yes, Ferrari will probably get more downforce from it, but it will be that bit more

pitch-sensitive. So it really depends on what your overall car can live with. The new version will be more driver-friendly but may induce a little bit more understeer.

The outer flaps (black section) also have a gentler transition where they join the red parts of the flap. The trailing-edge gurney flap again is more progressive as it increases in size going outwards. These changes will be to reduce sensitivity issues, as the gentler

the transition the less chance of getting some aerodynamic crossflow in that area.

Ferrari also had a new floor, with detail changes to the forward delta-wing areas. The 'L' slot gaps in that area have now been reversed, increasing the amount of airflow that will be pulled through them. This, in turn, works the underneath surface of these wings harder, allowing them to produce more downforce.

This modification will have been made possible by the changes to the front wing. With more consistent airflow coming

through between the inner edges of the front wheels feeding this area of the underfloor, the challenge would have been to use that extra airflow to improve the performance of this area.

These modifications will definitely change the aerodynamic characteristics of the car and, with Paul Ricard being a new track and the Saturday practice lost to bad weather, I doubt very much if Ferrari got the best from this new package. So we may not see the benefit until the Austrian Grand Prix, or even British GP.

GARY ANDERSON

FIFTH COLUMN

LAW AND DISORDER

The insidious culture of litigation has driven Formula 1's governance into a culture of fear and paranoia

NIGEL ROEBUCK



Lauda feels that fear of litigation is driving too many decisions

"Are you saying," I asked Niki Lauda, "that we've made Formula 1 too safe?"
 "Yes," said Lauda. "One hundred per cent. One hundred per cent..."

In this day and age, I suggested, most people would argue that you cannot make it too safe.

"I know," Niki replied, "but it's developed so quickly in this direction, and this drives me crazy. In my time, when somebody went straight on into the guardrail, we'd go to the organisers and get it changed, fine, but now we're making all these changes – and without accidents!"

Is it an Austrian thing, or a generation thing – or maybe a bit of both? Whatever, Lauda – like Gerhard Berger – grew up long before political correctness began sinking its talons into free speech, and if I have always savoured their company, it is not least because they say what they think. That wasn't unusual in 1972, when I first met Niki, and a chat in Montreal confirmed that he hasn't changed a whit.

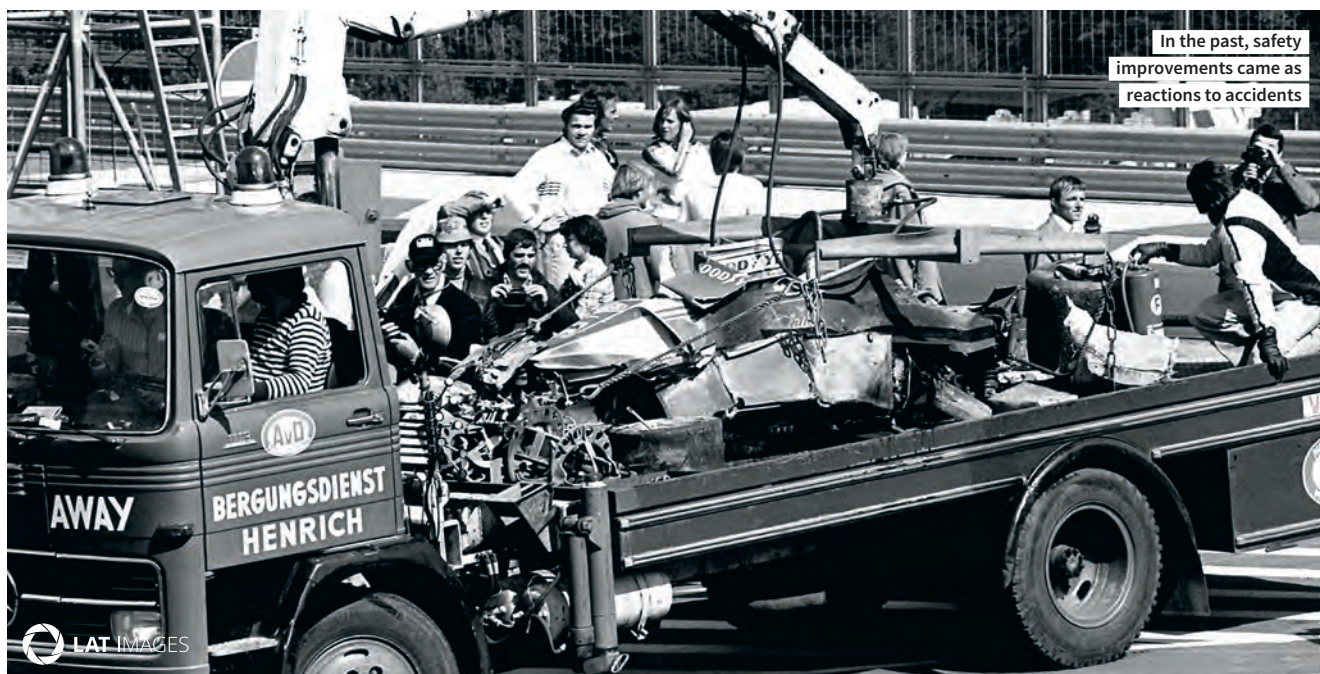
It began with my asking Lauda for his thoughts on the state of Formula 1 – and its future. He hesitated before answering: "I have to think how to say this..."

"The whole world is changing in a lot of ways – safety first, everyone suing each other... you know what I'm trying to say? Unfortunately Formula 1 seems to be going the same way, and at the same pace – which is wrong. One is normal life, and the other is extreme – the best people in the world driving to the limit – and if the rules for both develop in the same way, then you destroy the spectacle of Formula 1.

"Today everything is driven more and more by lawyers, which I think is stupid – and Formula 1 is following so quickly that, for example, we end up with this ***** halo. And in the race it seems like everything that happens is immediately 'under investigation', to be decided by stewards: if you say now, 'What has to be changed?', I say we have to stop this – immediately.

"For me, the big problem is that the FIA is here for road safety, which it always has been, and is also in charge of the rules of Formula 1 – but whereas in the past the two were clearly defined, and separate, now it all comes together, and this was triggered by the Bianchi accident, because the FIA was worried about being sued by his family.

"That accident had nothing to do with Formula 1's fundamental safety, but what it did was trigger much more quickly the situation we have now, which is that no-one takes



decisions any more without thinking, ‘What is the legal consequence of this?’ If you do this with Formula 1, my view is that you’re going to kill it, and nothing confirms what I’m saying more than the introduction of the halo – which would not have helped poor Bianchi. How do we stop that sort of thing, in this legally-driven world? I don’t know...

“The Liberty people are American, and they seem to be good at marketing, but they don’t know the DNA of Formula 1 right from the beginning. Now they work closely with the FIA because they need guidance to understand the sport, and my worry is where we’re going to end up.

“Liberty should say, ‘This has to be a spectacle, has to be this and that to bring it back to what it was – and still be acceptably safe’. The way things are coming together now, I’m pessimistic that the DNA of Formula 1 will be completely destroyed. What do people want to see?

“I think they want to see extremes, like in the past, but this is all going to be stopped.”

As Niki paused for breath, I mentioned something Ken Tyrrell said to me 30 or so years ago: “Of course we have to work for safety – but at the same time we need

“I’M PESSIMISTIC ABOUT RACING ITSELF, THE BASIS OF WHAT WE’RE TRYING TO SELL”

to be careful we don’t finish up with something no-one wants to watch any more...”

“Absolutely right,” Lauda said. “Everything has gone in completely the wrong direction – there’s a thin line, and we’ve gone over it: we need to bring it back to that line, where you have safety, but also you still race properly.

“Look at MotoGP: at the race in Austria I spoke to [Marc] Marquez about how those guys live – they really fight with their machines, and you can see it! That’s why the spectacle is so exciting for the fans, but in Formula 1 the halo took all that away – at least before you could see the drivers’ helmets, so you knew who you were watching! My suggestion would be to

bring the cars back to normal, with open cockpits, so you can see what the drivers are doing.”

While I may agree with Lauda on the subject of halos – it was a pleasure at Indianapolis again to see single-seaters without the things – the fact is that they have been introduced, and it is surely inconceivable that any FIA president would ever turn back the clock, and remove them.

“Yes, I know,” Niki agreed. “Like I said, the world is going in that direction – but I say again, look at MotoGP, where this guy Carmelo Ezpeleta [the head of Dorna, the commercial rights holder] basically runs it his own way, by his rules: if they get one team that’s too quick, he takes a decision on what to do to close up the field again, and he doesn’t talk to Honda or Yamaha about it – he just does it. He runs the business himself – he’s not affected by all this safety and security bullshit. Unless a circuit is crazy, he doesn’t do anything on safety – it is the way it is. Even though the world changes, he’s been able to keep the sport as attractive as it always was – so why are we not able to do that?

“What I’m saying is that the DNA of motorcycle racing has not changed – actually it’s getting better and better. So why are we affected, and they are not? For me, the bikes are *much* more dangerous than the cars – that’s what Marquez said to me, and he’s right. Basically motorcycle racing is the same sport it has always been, and the fans love that about it – but our sport has changed, and this is the mistake.”

As one close to Bernie Ecclestone throughout his life in motor racing, how does Lauda feel about Formula 1’s new American owners?

“Well, I must say that when Liberty took over, I thought it would have been logical for them to keep Bernie as an adviser for maybe a couple of years, but it didn’t happen. The thing is, though, that Formula 1 is driven so much by politics these days that even when Bernie was here eventually he couldn’t take decisions any more – he was fighting the Formula 1 Commission, voting rights, this and that, backwards and forwards...

“Not even Bernie could stop it, and now, with the Americans coming in, it will accelerate, and that’s my worry. In terms of marketing, Liberty is doing a good job, but I’m pessimistic about racing itself, the basis of what we’re trying to sell, because of this combination of the FIA and Liberty: it’s a fact that Americans are very legally driven, and from the point of view of the core business, I’m worried. >>



"In my opinion we need to reset the whole sport. We need to say there's no more Formula 1 Commission, no more F1 Strategy Group and all this shit – reset the whole thing from the start. Honestly, I think this is the only way – let the FIA do what they do, and let Liberty do the marketing and bring the money in, but set up a system like Dorna in MotoGP, and start again."

In terms of TV figures, for some years now Formula 1 – like every other major racing series on earth – has been in decline, and in our branch of the sport, I suggested to Lauda, some

"THE CIRCUITS ARE WRONGLY DESIGNED. THERE'S NO LONGER RESPECT BETWEEN DRIVERS"

of that must be attributed to the long domination of Mercedes – his team. He didn't disagree.

"For sure it's boring if Mercedes wins every championship – when it's like that, you lose people, and that's normal. Having said that, this year we're back to a more competitive situation, with three teams fighting, and I hope people are starting to come back, but the thing is, they're coming back after a period of Mercedes domination – it doesn't mean that there are *more* people coming to Formula 1. This is the catch – we're not getting more people because the spectacle is not good enough."

There has been endless debate about the next Formula 1, to be introduced in 2021, and I suggested that the inclusion

of Ross Brawn in the Liberty triumvirate was surely a cause for optimism – if anyone knows Formula 1, after all, it is surely he.

"Yes, there's no question about that, and Ross has been very good at his job – but does he know what the future of Formula 1 should be? He knows the existing situation – which is getting slowed down by all these rules – but I think the future does not need only Ross. There's a technical group working on the next Formula 1, with people like Pat Symonds, but I think it needs some new – maybe young – brains as well, which, combined with their experience, can come up with a better package."

Very well, I said, if you had the power to decide how Formula 1 should be in 2021, what needs to change?

"We need to get back to cars that look normal – and we need to make sure they can overtake each other. And then – for me this is the most important thing – the drivers should have total freedom to drive: no restrictions. If we live in a world of 'stewards' investigations', in the minds of these guys you slow them down: 'If I try to pass, and I hit him, I'll get penalised...' All these stupid rules have to disappear – these guys are the best, so let them race, as they did in the past."

"The difference between now and then is that in the past Formula 1 was really dangerous. Of course you can't bring that back, but we have to get back to normal circuits, where the edge of the road is the edge of the road, and if you go over it you spin or crash. And also, if you pass somebody, you have to be sure to do it properly, because then you will get the respect back. If you have those things, you will see an exciting race: today, with all this runoff shit, someone goes off, and he loses three seconds, and comes back! This is all wrong – the circuits are wrongly designed, and there is no longer any respect between drivers."



Lauda, as you can see, had a lot to get off his chest: with that done, we moved on to life at Mercedes, starting with the renewal of Lewis Hamilton's contract. Late last year Toto Wolff said negotiations would soon be complete, and then that everything would be settled by the time of Melbourne. Still, though, there has been no announcement.

"Basically," said Niki, "the important things are the salary and the length of the contract, and this is all agreed. Now, though, we argue forever about how many off-track days Lewis has to do, how long these days are, what the sponsors

require... These things have to be done – for both sides – but it's not really an issue. As you say, a Melbourne deadline was put on it, but it should never have had a deadline, because when that passed of course it led to all this media speculation."

Another question about Hamilton. Throughout his Formula 1 career, at McLaren and now Mercedes, he has had these mysterious 'off weekends'; and I wondered if Lauda had any explanation for them. Like everyone at Mercedes, Niki is fiercely defensive of Lewis.

"Well... no driver is perfect. They're on and off, there's no question about it, and normally you're talking about one or two tenths. When Lewis is at a medium level, you see it in his face, but usually he manages to find a way out of it, and comes back to his best. I think this happens when you've been driving in Formula 1 for such a long time – for me it's a normal human reaction, and I remember weekends like that when I was driving.

"All in all, I think the combination of Hamilton and Bottas couldn't be better. Valtteri is doing a very good job, especially this year. He's a very quiet person, but I can tell you, if he wants to say something, he says it – if the Finn gets upset, he tells you! And that's good. He works extremely hard, and this year his performance is perfect, I think."

That seemed to suggest that Mercedes will be unchanged for 2019 and beyond, which in turn perhaps means that Daniel Ricciardo, for all the speculation about a move from Red Bull, will in the end have no alternative but to stay put.

"Actually," said Lauda, "I think Ricciardo is in a very good position. Red Bull are paying Verstappen a *lot* of money – and if I'm the other driver there, after winning China and Monaco, I go to Helmut Marko and say, 'I know what my friend gets...' Red Bull always said, 'Stupid Mercedes – they pay Hamilton a fortune, they pay Rosberg a fortune, and if you combine the two, the whole budget is gone!' But now I think we're cheaper than what they're going to have to pay Verstappen and Ricciardo. If you're world champion, for marketing reasons of course you're worth more money, but I think that, for what he has done, Verstappen is *extremely* well paid, and Ricciardo should say, 'I want to stay – but give me the same as the little kid.'

"If you ask me today, the logic is that Ricciardo has to stay where he is: we're happy with Hamilton and Bottas, and I don't believe Ferrari are really pushing for him – after the season Vettel had with Ricciardo at Red Bull a few years ago, I don't think he would want him there..." >>



If Montreal was less diverting than we might have anticipated, Paul Ricard went somewhat the other way. While it was never in doubt that Lewis Hamilton, replete with new Mercedes engine, would score his 44th victory with the team, there was plenty going on behind him, and not surprisingly, after 10 years away, everyone rejoiced at the return of the French Grand Prix.

When the race first ventured to Ricard in 1971, the venue – ritzy for its time – was well received, but the track itself left the drivers cold, and that was no surprise, given that in the recent past the French Grand Prix had been run at classic road circuits like Rouen les Essarts and Clermont-Ferrand. That was another time, though: at the weekend one commentator described Ricard as ‘iconic’, so there we are.

While some perhaps care for the abrasive blue and red stripes that festoon the enormous runoff areas at post-modern Ricard, I confess that Montreal is rather more to my taste. As Lauda said, “The edge of the road should be the edge of the road”, and at the Circuit Gilles Villeneuve it emphatically is. Unlike Ricard, it also has a safe pit exit lane.

Villeneuve is inevitably on many a mind over the weekend

“THEY COME TO SEE SPECTACLE, NOT TO WATCH CARS THAT LOOK LIKE THEY’RE ON RAILS”

of Montreal, and this year it was particularly so, for this was the 40th anniversary of the circuit’s first Canadian Grand Prix, which he won. In the airport, touchingly, there were banners and mats everywhere: ‘Salut Gilles. 40 Ans.’

If the race was dull, a highlight of the day was a lap, by Jacques Villeneuve, in a Ferrari 312T3 like the one his father drove to victory in 1978. Beforehand I asked Jacques if he were going to give the car a blast, but he said no, sadly, it was to be a slow lap of honour, nothing more. At least, though, the bark of the flat-12 reminded us of how a Formula 1 engine can sound.

Montreal has ever been a haven of Ferrari fans, and they rejoiced in Vettel’s victory. Seb is one of few contemporary



drivers with an awareness of his sport’s history, and over the weekend was appropriately respectful of Gilles: “He was, after all, Ferrari’s favourite driver...”

So he was, and as I thought of him, I remembered one of our last conversations, at Rio three months before he died.

“The crowd is losing out,” he said, “and that’s really bad. For one thing, everyone loves to see cars sliding, but you can’t slide these cars, because it loses you time. And for another, overtaking is really hard because the braking zone has disappeared.

“If we went round the corner 20mph slower, the public wouldn’t even see it – and if the cars were visibly at the limit, sliding, they would love it. Of course the aerodynamicists don’t like the idea of reducing downforce, but I’m sorry, the public don’t come to see aerodynamic brilliance – they come to see a spectacle, not to watch cars that look like they’re on rails...”

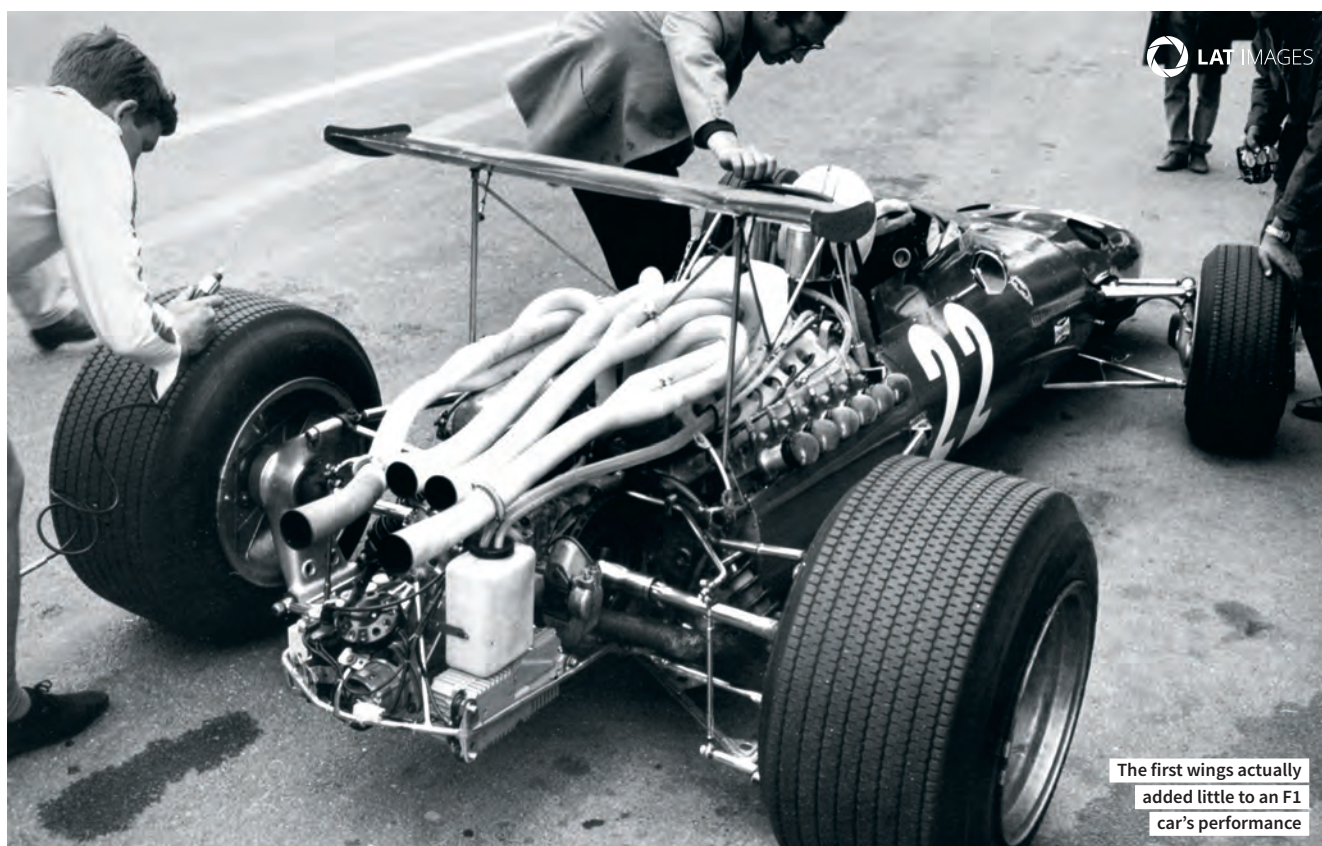
People talk about how much closer the world championship is this year, and – in terms of Mercedes facing serious competition for the first time in five years – that’s true, but it doesn’t mean we’re getting wheel-to-wheel duels between Hamilton and Vettel, and until the ‘aero’ rules are radically changed that will likely remain the way of it.

It was 50 years ago this month that a wing was first seen on a Formula 1 car, Chris Amon’s Ferrari taking pole at Spa by four seconds! “Actually,” Amon said, “I did similar times with and without it – it was a tiny thing, and didn’t make a huge difference to the grip, but it certainly made the car feel more stable, and I can remember thinking, ‘Now what can of worms are we opening here?’”

Jacques Villeneuve did
a lap in a Ferrari 312T3
like his father's in Montreal



LAT IMAGES



The first wings actually
added little to an F1
car's performance



**+ Slater
Gordon**
Lawyers

Unsure if you
are breaking
the law whilst
driving?

Let us bring
you up to
speed.

Anyone with a driving licence and a car is potentially at risk of falling foul of the law at some point in their life. If you ever find yourself in this situation – then contact our specialist team for expert legal advice.



Slater and Gordon (UK) LLP is authorised and regulated by the Solicitors Regulation Authority.

Offices throughout the UK

Call **0808 175 8000**
slatergordon.co.uk

Family | Employment | Estate Planning, Wills and Probate
Property | [Crime](#) | Dispute Resolution | Personal Injury



IN ALONSO'S SHADOW

It's hard for Stoffel Vandoorne to shine when his team-mate is one of the F1 greats, but he's been busy making progress out of the spotlight

EDD STRAW

Just 15 months ago, Stoffel Vandoorne was a bright Formula 1 rookie star, about to embark on his first full season at McLaren. But today, he's the most anonymous driver on the grid thanks to a combination of Fernando Alonso's headline-grabbing antics and McLaren's struggles.

Yet the only driver to have been outqualified by his team-mate every weekend, who has only contributed 20% of his team's points, is doing better than the numbers suggest. In fact, he's got a touch of the Sebastian Vettel about him.

That's not to say that Vandoorne is at Vettel's level yet, but there are similarities beyond their initials. Their driving styles are much the same, therefore so is what they demand from the car.

"I like rear stability," says Vandoorne. "Our head of aero is Peter Prodromou, he's worked at Red Bull and a comment that often comes up is everything I want from the car is exactly like Vettel wants from his car."

"They believe if they can create the car like that, it's probably the quickest way of going around a circuit. But he said when something is not 100% right, then you struggle a bit more."

"We brake late into the corners, we require quite a lot of stability

don't just pay back everything you've just cashed [at the exit].

"Vettel drives similarly, carrying a lot of speed in, and because he's normally in a good car he looks pretty good. To some extent, in his last year at Red Bull in 2014 Ricciardo made him look ordinary, which he clearly isn't. With Stoffel, we're going through the same process."

The upgrade introduced at the Spanish Grand Prix improved the consistency and stability of the car, which played to Vandoorne's favour. The result was that his performance level improved.

Vandoorne is much closer to Alonso this year. He is, on average, 0.227 seconds slower than Alonso in qualifying. In Monaco, Vandoorne was quicker than Alonso during practice before problems struck. And in the following race in Canada, he was bang on Alonso's pace and qualified just 0.009s down before a so-so start (a McLaren weakness) and then a puncture compromised his race.

There have been other largely unseen high points. In Bahrain, Vandoorne picked up massive wheelspin at the start and was last into the first corner. But he charged back through to finish eighth behind Alonso in what was his best race performance of the season.

The starts have generally hurt Vandoorne. He has only gained positions twice this season on the first lap, most recently in France thanks to the chaos that struck at Turns 1 and 3, the only other instance coming in Azerbaijan.

This is just another one of the small challenges that's making life harder for Vandoorne – the fact that McLaren has struggled with its launches ever since the clutch regulations changed at the start of last season.

Off-track, Vandoorne has quietly got on with embedding himself in the team with his contributions and, along with Stallard, knowing when to follow Alonso's direction and when to go their own way. That's key to thriving in the shadow of Alonso. If Vandoorne always tries to beat, or even match, Alonso at his own game, then he will fail. But Vandoorne has at least managed to gain a foothold.

It's too easy to dismiss Vandoorne as having been found out in F1 and declare what made him, in the words of Alonso last weekend, "the most talented young driver of the last couple of years" nothing more than hype.

Vandoorne has been in an extraordinarily difficult situation up against an all-time great in a team that is battling myriad problems with limited testing. Vettel took over a year to get on top of the demands of F1, with his big breakthrough coming in the 2008 European Grand Prix at Valencia 14 months after his debut. It's time for Vandoorne to make a similar breakthrough and build on his unseen progress. *✍*

"IF VANDOORNE ALWAYS TRIES TO BEAT ALONSO AT HIS OWN GAME, THEN HE WILL FAIL"

from the car and we want it to be progressive because you also need the rotation [in the corners]. But obviously you don't want the car to slide. It needs to be something controllable and that's very hard to create. But when you nail it, it is extremely fast."

Given that McLaren started the season with a rear-end instability problem, it's no surprise that Vandoorne struggled early on. Upgrades and set-up work have ameliorated, but not eliminated, this. Tom Stallard, Vandoorne's race engineer, believes that's a part of the improvement, but that there's more to it.

"There's some of that, and some is genuine improvements he's making within himself," says Stallard. "His approach is always to try to carry a lot of speed [into corners], and sometimes that compromises the exit. As we've made the car a bit more stable and also worked with him, he's getting better at the balance between the two so you carry the speed at the entry but you



PARTY LIKE IT'S 19.99(KM)

Volkswagen breaks the eight-minute barrier for the Pikes Peak course with an extreme electric car, exploited to its limits by Romain Dumas

CHARLES BRADLEY

Volkswagen's Romain Dumas made history at Pikes Peak last Sunday, not only smashing Sebastien Loeb's outright course record by more than 16 seconds, but doing so driving an all-electric car in a completely open class.

To call Pikes Peaks a 'hillclimb' doesn't really do it justice. The Colorado mountain is 4302 metres at its summit — that's over 14,000 feet. The elevation change from start to finish of this 12.4-mile (19.99km) course is 65 times the height of Spa's Eau Rouge-to-Raidillon climb!

For this year's 96th running, Volkswagen brought its I.D. R project — a bespoke sports-prototype with four-wheel drive and the equivalent of 680bhp. Packing a 0-60mph time of 2.29s, its key advantage over Loeb's Peugeot of 2013 were the twin electric motors (powering each axle) being immune from the effects of altitude.

While Loeb's 3.2-litre twin-turbo engine lost an estimated 57% of its 875bhp by the finish line, Dumas still had all of his 500kW available — but he did have to contest with driving through low-hanging cloud, which gave a few anxious moments during a run that averaged over 90mph.

"IT'S WHAT EVERY ENGINEER WOULD LIKE, AT LEAST ONCE; NO TECHNICAL RULE LIMITS"

To appreciate the majesty and scale of the mountain, I got the chance to ascend to the Devil's Playground section of the course. This area gets its name because, during thunderstorms, lightning hits the exposed rocks and bounces crazily between them. None of that today; we arrive just before sunrise, and it's some vista as the sun pops out from the cloudbase, which is a thousand feet below us in the valley.

This is the beginning of the final sector of the course, and packs some of its fastest corners — including three sensational 120mph left-handers. The air is so thin up here that any hike to a better view soon makes the lungs burn, and for the cars the high altitude inhibits downforce due to a 35% reduction in air density.

The previous sector's hairpins stretch out beneath like a crazy ribbon that zig-zags through the boulders and scree; there's barely any vegetation here, and snow still sits in crags and crevices, belying the fact that it's late June.

The altitude change is also reflected by your surroundings: you begin in the lush, verdant forest near the startline, which gives way to hardy tall pine trees, which then thin out before vanishing completely. The previously obscured horizon takes over, and your view flip-flops between mountain face and, literally, thin air. And the few barriers that are here seem like token gestures.

"When I was young, I was intrigued by Pikes Peak, watching [rally legend Ari] Vatanen," says Dumas, who'd already won this event three times. "It was always one of those races I wanted to do, the mountain is so beautiful.

"The three sectors are completely different, you actually need to adapt your style, and judge where to push. The first has a lot of medium-speed corners, 160-180km/h [100-110mph], for which you need agility and downforce. The second sector is not so interesting, because you have eight hairpins in a row, and then the final sector is crazy fast — you feel the gs just like you do in the Porsche Curves at Le Mans.

"There are lots of trees at the start, and as you rise you have fewer trees to worry about but more rocks! And towards the finish, if you make a mistake you'll have a big jump... It's a kind of Nordschleife, but for sure it has even more risk."

Dumas won on the day by 40s, ahead of Simone Faggioli's Norma M20. All kinds of weird and wonderful cars took on this challenge, with highlights including legendary NASCAR crew chief Ray Evernham in a highly modified 1936 Chevrolet Sedan, WRC veteran Manfred Stohl in a 1972 VW Beetle, former DTM racer Vanina Ickx in a Gillet Vertigo, and *Fast & Furious* stuntman Paul Dallenbach among the open-wheel entries (check out his insane tree-felling 2012 crash on YouTube).

That frontier spirit — apt for this part of the world — is reflected in the rules for the Unlimited Class. Beyond a certain level of safety equipment, and a demand for four wheels (no more, no less), there are no rules.

This 'anything-goes' attitude is what former F1 technical director Willy Rampf coins an "engineer's playground" — he admits this VW is the highest-downforce machine he's ever produced. That's some statement given his background.

"To develop an aerodynamic car without technical regulation limits was very, very nice," he smiles after I ask about his years of being 'boxed-in' in F1. "For an engineer it's like a paradise. A long splitter, a huge diffuser and a wide rear wing — the size of a workbench — with side skirts. It's what every engineer would like to design, at least once!"

Much like the venue itself, the absence of limits feels just right. And VW deserves all the plaudits it gets for embracing this with an extreme electric car that Dumas exploited to break the eight-minute barrier — an epic achievement at a larger-than-life venue. 🚗

YOUR SAY

The view on TV must have looked good, as was the view from the grandstand, but of the 80 GPs I have been to over the years this was the worst experience ever

SIMON SCOTT

Traffic chaos at the French Grand Prix

The organisation of the French GP was appalling. The FIA and Liberty should seriously consider whether the event should be held again as it is totally incapable of coping with crowds.

The car parks were, in reality, cleared scrubland making a complete free-for-all. Exit from car park to asphalt road took almost three hours. Police stood by and let chaos reign.

Inside, the circuit facilities were poor, with only one small food/drink outlet serving the grandstands at Ste Baume corner. And walking was dangerous inside the circuit with rocks and mud everywhere.

The view on TV must have looked good, as was the view from the grandstand, but of the 80 GPs I have been to over the years this was the worst experience ever.

Bernie Ecclestone, I understand, ultimately owns the Paul Ricard circuit. He once said of Silverstone – I paraphrase – that it was ‘a country fair pretending to be a world-class event’, yet Silverstone has never sunk to these depths.

Simon Scott

By email

Will Honda get the same treatment as Renault?

Honda beware, Red Bull Racing’s renowned arrogance is alive and well and you won’t get the recognition for any future success. Christian Horner’s reply to the Channel 4 question ‘What will you miss most from the Renault relationship?’ was a minute’s silence followed by the comment ‘I’m still thinking!’ Renault powering his team to eight world titles not so long ago clearly counts for nothing.

Andrew Andersz

Aston Clinton, Buckinghamshire

Stunning vision for WEC’s future

‘Le Mans reveals its 2020 vision for the WEC’ (Pit + Paddock, June 21) – and wow, what a vision it is. The proposed new formula for the top line of sportscar racing is a stroke of genius by the Automobile Club de l’Ouest and the FIA.

There are many different manufacturers with hypercars



that can be easily modified for the discipline of endurance racing. With names like Aston Martin, Porsche, McLaren and Ferrari potentially on board, fighting it out within the main class for overall wins, the appeal to race fans will be more far-reaching than it is currently. It may even get mainstream manufacturers like Toyota producing these types of cars as halo models for their brand, which will be fantastic.

Fabulous-looking cars, big-name manufacturers, various different engine configurations, and much cheaper to run – what’s not to like about this?

Michael Skeet

Lordswood, Southampton

Call for change at the top at McLaren

I read with interest Eric Boullier’s assertion that he’s getting the job done at McLaren. Sadly, there is only one performance indicator that counts in F1, namely the stopwatch, and by that measurement he is failing miserably. It is time for him and Zak Brown to step down and for Martin Whitmarsh to be appointed to begin the rebuilding process.

Peter Bove

By email

HAVE YOUR SAY, GET IN TOUCH


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

@
E-mail
autosport@
autosport.com


Visit our website
autosport.com


Twitter
twitter.com/
autosport


Facebook
facebook.com/
autosport


Instagram
instagram.com/
autosportdotcom


YouTube
youtube.com/
AUTOSPORTdotcom

RACE CENTRE

FRENCH GRAND PRIX • BTCC CROFT • INDYCAR ROAD AMERICA • WORLD OF SPORT

GORIA/SUTTON IMAGES



VETTEL'S ERROR HANDS HAMILTON A FRENCH GIFT

*Hamilton and Mercedes back on top as Red Bull fails to pressure for win
and Vettel spends race slicing through field after first-lap mistake*

EDD STRAW, GRAND PRIX EDITOR



THE FRENCH GRAND PRIX WAS A MIRROR IMAGE OF CANADA TWO WEEKS EARLIER. In Montreal, Sebastian Vettel was dominant while Lewis Hamilton struggled to fifth, but at Paul Ricard the roles were reversed. A zero-sum world championship game, you could say, but in France last weekend there was a significant difference.

In Canada, Hamilton had a lacklustre weekend, but at Paul Ricard Vettel was the architect of his own downfall. Sliding into the back of Valtteri Bottas's Mercedes at the first corner was the biggest mistake of the Ferrari driver's otherwise superb season. With the initiative being passed between the big three teams on a race-by-race basis even five points, the difference between Vettel's result and the third place he should have taken, could prove to be vital.

Vettel's was an honest mistake. Having taken advantage of the extra bite of the ultrasoft Pirellis on which he and Ferrari team-mate Kimi Raikkonen started against the supersoft-shod Mercedes and Red Bulls, Vettel latched onto Hamilton's tail on the approach to Turn 1. He realised there was no way past and attempted to take a conservative run into the corner while boxed in, only for Bottas to swoop ahead on the brakes to reclaim second.

Vettel locked up the inside-front wheel and, with the rear end sliding, clattered into the rear of Bottas, damaging his front wing and

giving Bottas floor damage and a puncture.

"My start was very good, but then I had no place to go," said Vettel. "I tried to get out of it but in Turn 1 it got very tight. I was very close to Lewis in front and Valtteri tried to get his position back. Then I had no grip and lost the rear."

"The way I look at it with hindsight, I would have liked to have a worse start because then it would have been more straightforward and I would not be in that position. It did not feel that there was a lot I could have done differently and I tried to get out of it. You don't hit the brakes 200 metres before the corner just because you think it could be a bad spot to be in."

This wasn't a case of Vettel being over-eager and launching a stupid move, it was a small but costly misjudgement at an unfamiliar track. The result was Vettel heading to the pits under the safety car for a new front wing, having also clashed with Haas driver Romain Grosjean at Turn 3. This effectively split the race into two parts: Vettel and



Bottas fighting their way up the order from taking the restart 17th and 18th respectively; and the fight for victory, with the battle for third place falling between the two.

Hamilton was never under any serious threat from Max Verstappen, save for perhaps at the restart. With the Red Bull worryingly close after Hamilton launched back to racing speed, it seemed that Verstappen would get a sniff. But the rear end twitched through the final corner and that gave Hamilton the advantage he needed to lead by 0.873s over the line. Over the next 19 laps, prior to Verstappen's in-lap, Hamilton was on average 0.318s faster.

That added up to a lead of seven seconds, enough for Hamilton to extend his first stint without fear of an undercut. It was a logical move to mitigate the risk of making two pitstops in quick succession, as this was another of those F1 races where rain is expected but never comes.

Hamilton's lead was just over five seconds after he stopped to switch from supersofts to softs. Verstappen was on the same compound, albeit eight laps older and, while it would be overstating the case to say he threatened Hamilton either before or after the stop he did enough to prevent the Mercedes driver protecting his engine as much as he would have liked.

"I am always really conscious of the engine, so whenever I can I push a bit more and turn the engine down and make up for the time you lose

by turning it down – I just do it in the driving," said Hamilton. "Once I got in the lead, 10 laps before my stop I think I turned down a little bit and then I went back up because Max's pace was really good. Then, after the stop, I was able to run in quite a comfortable position. After that, I was never really challenged pace-wise."

Verstappen never got closer than 3.9s, six laps from home, as Hamilton controlled the pace. The gap at the line was 7.090s after Verstappen eased off, but the difference might as well have been a minute.

With Hamilton on top, it was essential for Vettel that he recovered. His fightback was a rapid one, having taken soft Pirellis on which Ferrari hoped he would get to the end of the race. At this point, there was still a distant chance that Vettel could still emerge as a victory contender, and certainly as a podium threat, if he could avoid losing too much time to the leaders, especially with the possibility of rain in the second half of the race.

After the first flying lap of the restart, Vettel was already 11.5s behind Hamilton and, by the time he took fifth place from Carlos Sainz 14 laps later, he was still only 30s behind. That was pretty good going considering every one of the 12 positions required a pass rather than picking up places when cars ahead pitted.

"I was surprised," said Vettel. "I think it was to do with quite a strong >>



SUTTON/SUTTON IMAGES



SUTTON/SUTTON IMAGES

ETHERINGTON
LAT IMAGES

Vettel's lock-up and consequent slide into Bottas ruined chances for both of them on lap one

QUALIFYING



THE QUESTION AFTER FRIDAY PRACTICE WAS WHETHER THE seemingly dominant pace advantage of Mercedes was real, or if Sebastian Vettel and Ferrari would produce their now-traditional overnight turnaround to seize the initiative. Ferrari did make progress in time for qualifying, but not enough, and the result was a second front-row lockout of 2018 for Mercedes duo Lewis Hamilton and Valtteri Bottas.

Hamilton's path to a 75th pole position was serene, topping Q1 and Q2 before seizing the initiative on the first runs in the top 10 shootout. He banged in a 1m30.222s before the session was red-flagged thanks to Romain Grosjean spinning his Haas exiting Turn 3 and nosing into the Turn 4 barrier.

After the restart, Bottas did grab pole for a few moments before Hamilton clinched it by 0.118 seconds. He declared it a "really simple session", while Bottas suspected missing half of FP2 thanks to a water leak, a loss compounded by much of FP3 being washed out, held him back.

Vettel ran wide out of Turn 6 on his final Q3 lap, but reckoned even without that he would not have been ahead of Bottas. But at least he did better than Kimi Raikkonen, who ended up behind Red Bull pairing Max Verstappen (trimmed out) and Daniel Ricciardo (higher downforce) after yet another mistake on his Q3 run, picking up oversteer into Turn 4 and having to abandon his lap. It was another messy qualifying performance for the Finn.

The star of qualifying was Charles Leclerc, who produced a mighty lap to reach Q3 for the first time in his career – and the first time for Sauber in three years – just two hundredths ahead of Force India's Esteban Ocon.

"A lot [of credit] goes to the team," said Leclerc. "We worked so hard, I stayed until very late last night to work on the car and they gave me the car I needed. Yesterday, we didn't think Q2 was possible. What a recovery!"

Leclerc converted that into eighth place, albeit with a lap slower than the one he set in Q2 as grip levels faded, ahead of the one Haas driver to post a time: Kevin Magnussen.

Magnussen ended the session furious with Raikkonen for getting in his way. The stewards agreed that Magnussen's lap was "thwarted", but did not penalise Raikkonen because it wasn't a clear case of impeding.

**"YESTERDAY,
WE DIDN'T
THINK Q2
WAS EVEN
POSSIBLE"
LECLERC**



Things looked different behind Hamilton, but his win was never challenged

headwind we had, from the east end of the track to the west end, down the long straight. We were gaining a lot in the second part of the straights, which obviously made the tow quite strong. If the wind was the other way around, it would have been more difficult."

The more powerful tow, combined with the fact that the gain from the DRS was consequently increased, made it easy to pass into the unpopular chicane that split the iconic Mistral Straight in two. The drivers had complained about the configuration on Friday, even suggesting, rather optimistically, to Charlie Whiting that it could be removed, and justifiably expected there to be little overtaking. But the combination of the conditions and the mixed-up order after the first lap proved them wrong.

Vettel's charge was largely without incident, although the attempts of his first victim – Fernando Alonso – to hold on to 16th place in the face of the Ferrari's attack around the outside into the Turn 3 right-hander resulted in the McLaren spinning.

Vettel then dispatched the Williams of Sergey Sirotkin at the end of the Mistral Straight for 15th. Brendon Hartley (Toro Rosso) and Lance Stroll (Williams) followed a lap later, with Vettel passing Sauber's Marcus Ericsson and McLaren's Stoffel Vandoorne on successive laps to run 11th after four racing laps.

Nico Hulkenberg, Sergio Perez, Romain Grosjean, Charles Leclerc, Kevin Magnussen and Sainz were the next to fall victim to Vettel. At that point, while Hamilton was out of reach, second-placed Verstappen was only 25s up the road. In the next few laps, Verstappen was very fractionally faster, but on average only by a matter of hundredths, before diving into the pits to switch to softs. He emerged just ahead of Vettel, which was clearly the intention even though Vettel still had a five-second penalty to serve, if not at the second pitstop he planned not to make then applied post-race.

Even then, with Daniel Ricciardo and Kimi Raikkonen both yet to pit, Vettel was in the right position to pick up third place on the road.



"WITH THE TOP FIVE SETTLED,
ALL EYES WERE ON BOTTAS
IN THE CLOSING STAGES"

Provided, of course, his tyres stood up.

Vettel did get ahead of both when they pitted, but never got into a podium position. Ricciardo stopped first, coming out three seconds behind Vettel after pitting on lap 28. But he rapidly closed, and on lap 34 Vettel ran wide in the long Turn 11 right-hander, allowing Ricciardo to dive past him on the inside.

This was the same lap Raikkonen stopped, emerging eight seconds behind his team-mate. That gap disappeared quickly, and Raikkonen made an easy pass on Vettel to reclaim fourth. Vettel and the team discussed the possibility of making another stop but, with Bottas floating in the vicinity of 21s behind at that point, it wasn't possible to do so without sacrificing track position.

Bottas hadn't been able to follow Vettel through the field anywhere near as incisively. The Finn was battling a car that he described as "terrible to drive", not only because of downforce lost thanks to floor damage but also the resulting impact on aero balance. But in a hobbled

car he did climb the order. The trouble was that his rubber was even more problematic than Vettel's and, partly thanks to a front-tyre vibration, the team opted to call him in on lap 39. That meant sacrificing places to Sainz's Renault and Magnussen's Haas – places Mercedes predicted he would reclaim.

As a consequence, this also allowed Vettel to make a stop without losing fifth place, even with the extra five seconds he was held in the pits. This effectively ensured that he would finish in that position, because after the stop he was 35s behind Raikkonen, who was at that time focused on catching Ricciardo.

The Red Bull driver should have had third place sewn up, but front-wing problems compromised his race.

"When I pitted, the boys said the front-left part of the wing was damaged and they think it happened just two laps before the pitstop. I started to get quite a lot of understeer all of a sudden," said Ricciardo. "I don't know if it was a failure or we hit some debris and that broke it.

"Already with the soft tyre we were struggling when we left the pits, and then a few laps later the team said the right part broke, so both parts identically seemed to break. We were slow because of that. We had a lot less downforce and were understeering, so Kimi was always going to catch us with that pace." Raikkonen moved into third on lap 47 of the 53.

With the top five positions settled, all eyes were on Bottas in the closing stages. His task was made more difficult when the rear jack failed at his stop, leading to an 8.7s pitstop that put him further away from sixth place than anticipated. He had Sainz – who had leaped to third at the start thanks to being able to keep out of the way of the first-corner chaos, but then inevitably slid back behind the leading runners – Magnussen and Vandoorne up ahead.

Bottas emerged from the pits at the start of lap 40, 3.8s behind Vandoorne, and quickly started to reel him in. Fortunately, the McLaren driver had yet to pit and duly removed himself from Bottas's path. Bottas was then 6.8s behind Magnussen, with Sainz a further >>





TRACKSIDE VIEW

TO WATCH
OUR TRACK
GUIDES VISIT
AUTOSPORT.COM/
VIDEO

Eleven minutes into free practice three, the track falls silent thanks to heavy rain on parts of the Paul Ricard circuit. Thirty-nine minutes later, Fernando Alonso heads out to applause from the crowd in the Turn 11 grandstand. Or should that be grandstand 'near' Turn 11, for those sat in it are a sea of blue-and-red stripes, and more, away from the long right-hander.

Alonso is one of only a handful of drivers who venture out in the wet, with Williams pairing Lance Stroll and Sergey Sirotkin the first to commit to more than a single exploratory lap. Through the long right-hander, neither is sure how much grip to expect, both kicking out the rear on standing water at the exit of the corner as they explore the grip.

"We hoped for wet qualifying so wanted to go out and get an impression of how the track is, how the car is and so on," says Sirotkin. "It's tricky because everybody says 'don't take risks', but to get a reasonable feel you need to.

"There are some occasions where you find yourself quite far under the limit, but on others when you are hardly [pushing] you lose the car because you get aquaplaning."

Turn 11, which puts huge



motorsport.tv

demand on the front left and tightens, is a particularly tricky corner in wet conditions. Stroll carries more speed through the corner than Sirotkin, although given the variable level of grip it's perhaps understandable Sirotkin is cautious.

"The Tarmac actually had good grip but that's in the medium to slow speed where aquaplaning doesn't play a role," adds the Russian. "Other corners, like Turn 4-5, you have these patches that are really slippery and unpredictable.

There's some patches that have no grip, and it's tricky to cross them and not lose a car while still maximising the pace."

Sirotkin cites the Turn 13 right-hand kink as having a river running across it, and walking round in the final moments of the session you certainly see it. Charles Leclerc and Pierre Gasly both catch the river and have a wobble.

Paul Ricard is a curious track to watch at thanks to the painted lines on the runoff areas and the myriad

of different configurations – at the chicane on the Mistral Straight it looks something like Spaghetti Junction, with roads and runoff in all directions. But for the drivers, it's just a normal track – save for the lack of visual reference points.

"We are sitting quite low, so we don't see so much of the lines, the blue and the red," said Sebastian Vettel on Saturday. "I think the more difficult thing is that there are no references."

EDD STRAW

Sirotkin was one of the few to try his hand during wet session





3.2s up the road. Bottas closed on Magnussen but, thanks to the deployment of the virtual safety car after Lance Stroll's heavily flatspotted and ageing front-left tyre blew when the Canadian turned into the Signes right-hander, he ran out of time.

Bottas did pick up one place, as both he and Magnussen were able to pass Sainz, who had suffered a Renault MGU-K failure five laps from home. Shorn of 160bhp, Sainz was a sitting duck but still ended up eighth behind Bottas and sixth-placed Magnussen thanks to nearly two laps spent under the VSC. This ensured that team-mate Hulkenberg and Sauber rookie sensation Leclerc couldn't catch him.

Even a brief VSC can make a big difference to a driver's race. But up front, it was a combination of small factors that resulted in Hamilton and Mercedes domination. “Marginal gains matter” was how Mercedes boss Toto Wolff explained his team turning around a frustrating Canada performance into a triumphant one in France.

On the stopwatch, based on a comparison with Hamilton's qualifying pace relative to Vettel's in Montreal, this represented a swing of six tenths of a second. That's wrapped up in a complex web of track characteristics, weather conditions, the gain of the new Mercedes engine specification, the return of the thinner (by 0.4mm) tyre treads to prevent overheating, and set-up vagaries.

Given that Vettel is usually a slow starter, working methodically from the start of Friday practice through to qualifying, you have to ask if FP3 being effectively wiped out by rain played a part in things going against Ferrari...

The reality is that Mercedes was back on top in France. But with the fastest team changing on a race-by-race basis, the Silver Arrows were due a good one.

That's why the key to this championship will be acing the good days and making the best of the bad days. Vettel's first-lap error ensured his bad day was worse than it should have been, in doing so making Hamilton's good day into a great one. ❧



SUTTON IMAGES

Leclerc stars again with Q3 appearance

Charles Leclerc is getting closer to being promoted to a Ferrari drive for next season, and did his chances no end of good by making Q3 for the first time in his F1 career – going on to convert that into a fourth points finish in five races.

Leclerc had a difficult Friday, and suspected that even making Q2 would be a challenge before putting himself eighth on the grid on Saturday.

He then drove a feisty race, briefly passing Kimi Raikkonen's Ferrari on the opening lap. He spent most of the contest battling against the inevitable regression to the mean after his stunning qualifying performance, eventually finishing 10th.

"It was probably the best, because the quali was the best one," said Sauber team principal Frederic Vasseur of his team's weekend. "I think it was a good weekend, we had a strong pace in quali, and even today we were able to stay on the train."

"But we just have to understand what happened for five laps when we were a bit off the pace. We had a strange part of the race when we were a bit out of the pace, but then if we pitted we were behind the Williams."

"So we were struggling with the strategy, or rather with the situation of the other cars."

French drivers prove pointless on home return



All three French drivers finished their first home grand prix without points – and all picked up penalties for incidents during the race.

Romain Grosjean, who started 10th but crashed at Turn 4 during qualifying before he was able to set a time in Q3, was first to get in trouble. On the run to the first corner, he jinked

left and hit compatriot Esteban Ocon, with both sustaining minor aero damage but continuing. While the head-on view suggested Grosjean reacted to Charles Leclerc moving to the left, overhead replays proved the Sauber was comfortably ahead.

That meant Grosjean had to serve a five-second penalty at his first pitstop on his way to

11th, seven seconds behind Monegasque driver Leclerc.

Grosjean was also hit by Sebastian Vettel at Turn 3 on the first lap, although that contact did not attract the interest of the stewards.

Ocon was also in the wars later on the first lap at Turn 3, turning in from the outside line to take the apex. At this point,



BIG NUMBER

75

HAMILTON'S POLE TALLY

This was Lewis Hamilton's 75th F1 pole position in 216 attempts. He is the first driver to reach that mark, having broken Michael Schumacher's record of 68 last season.

TEE
LAT IMAGES



TEE
LAT IMAGES

Toro Rosso's Pierre Gasly was behind him and on the inside line. As Ocon turned in, Gasly was attempting to pass but lost the rear and spun into Ocon, with the collision putting both drivers out of the race.

"The stewards reviewed video evidence, heard from the driver of car 10 (Pierre Gasly), the driver of car 31 (Esteban Ocon)

and the team representatives," the stewards' decision read.

"The driver of car 31 was optimistic in his move from the left of the track across to the apex of the corner. The driver of car 10 was also overly optimistic in his late braking into the corner. The stewards are of the view both drivers made errors which contributed to the collision."

Q & A FERNANDO ALONSO McLaren Formula 1 (and Toyota WEC) driver

Fernando Alonso followed up his Le Mans 24 Hours victory with a poor weekend in France as McLaren slumped further off the pace than

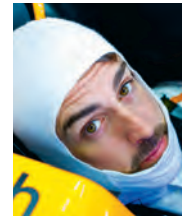
at any other stage this season. He retired on his last lap with a supposed suspension problem after a failed attempt to take fastest lap.

Is this hard to take after winning a week ago?

No, I'd prefer to be here last than be watching television. We're Formula 1 drivers doing the best job in the world and we were not competitive today. We were very, very bad, but I am eighth in the world championship so maybe something good is happening.

Why are you so positive?

I'm surprised how negative you are. We are just 20 drivers in the world doing this job. We come here and sometimes we are a little bit better, sometimes a little bit worse. The question is how I manage to be positive, how I



manage to smile, how I manage to breathe, to eat, to sleep... I manage very well. I feel very privileged.

How was the troubled race?

Not easy at all. All the race I was on the back foot. From the start we had to avoid a lot of accidents in front of us. People seemed to shortcut the circuit. We stayed on the circuit and we became last doing that. It was not our race. We had a suspension problem at the end and didn't even see the chequered flag.

You sounded frustrated on the radio...

On the radio the team was definitely overexcited, telling me the gaps with the fifth guy, the sixth guy. I was last after the safety car and I had a problem with the brakes overheating, I had one set of tyres for the whole race because we stopped on lap one to fit the yellow tyres so I think it was a defensive race. It was not frustration, but we know that this weekend we've been quite uncompetitive.

Mercedes engine fears after Perez problem



ETHERINGTON
LAT IMAGES

Mercedes Formula 1 team boss Toto Wolff has admitted Sergio Perez's engine problem in the French Grand Prix left him worried about the fate of his drivers and other customers after the introduction of an updated engine dubbed Spec 2.1.

Customer team Force India had to retire Perez's car with an engine problem, which Wolff said sparked concern about what could happen to Hamilton, team-mate Valtteri Bottas or the two Williams drivers. No further engine problems occurred before the end of the race.

Asked if there was worry when Perez stopped, Wolff replied: "Yes, because with a new power unit you are always listening very

carefully, looking at the data. If one of the six power units has a problem, which we understand was a loss of water pressure, obviously you're listening very carefully to what happens to your own engines."

Mercedes has built F1's benchmark engine since the start of the V6 turbo-hybrid era in 2014, but reckoned Ferrari had at least matched it at the start of '18.

Wolff said it was "very difficult to say" if Spec 2.1 had put Mercedes ahead again. "When you look at the [qualifying] data, the quickest car on the straight was still Kimi [Raikkonen's Ferrari]," said Wolff. "But we believe he was maybe running a different aero configuration."

LMP3 ACE LOOKS TO LE MANS

One driver with his eyes firmly fixed on this week's Le Mans 24 Hours is rising LMP3 star Jack Butel, who continued his campaign in this year's LMP3 Cup Championship with a podium appearance at Spa-Francorchamps recently.

Jerseyman Butel, 22, and his Speedworks Motorsport team-mate Dominic Paul scored their first rostrum finish of the season at the series' European away day earlier this month.

Having shown impressive pace all season, the duo has been blighted by bad luck so far this year, and scored the podium in the face of adversity in race one.

Having qualified their Ligier JS P3 second on the grid for the first one-hour race, Paul was then hit at the La Source hairpin on the first lap, hobbling the car with a heavy vibration. Paul clung on to hand to Butel, who brought the car home in third place.

"I have no idea how we got that podium, because when we stopped at the end of the race there was damage to the tyre from the accident, and it could have let go at any time," says Butel. "If the tyre had gone we'd have been out as it's a long lap to crawl back to the pits at Spa."

"It felt great to be back on the podium though, and I do think that standing on the podium at Spa means that little bit more because it's a special stage and something people take notice of, especially with Le Mans right around the corner."

Race two would bring more misfortune for Butel and Paul, who worked their way into the lead of the race

before contact with a backmarker caused a puncture that eventually led to tyre failure as Paul exited Eau Rouge corner, putting the car out of a comfortable lead.

"It was a big one for Dominic as he hit the barriers hard, but fortunately he escaped anything nasty, which is testament to how strong Ligier build the cars," says Butel. "It's left the team with a tight turnaround for the next round though."

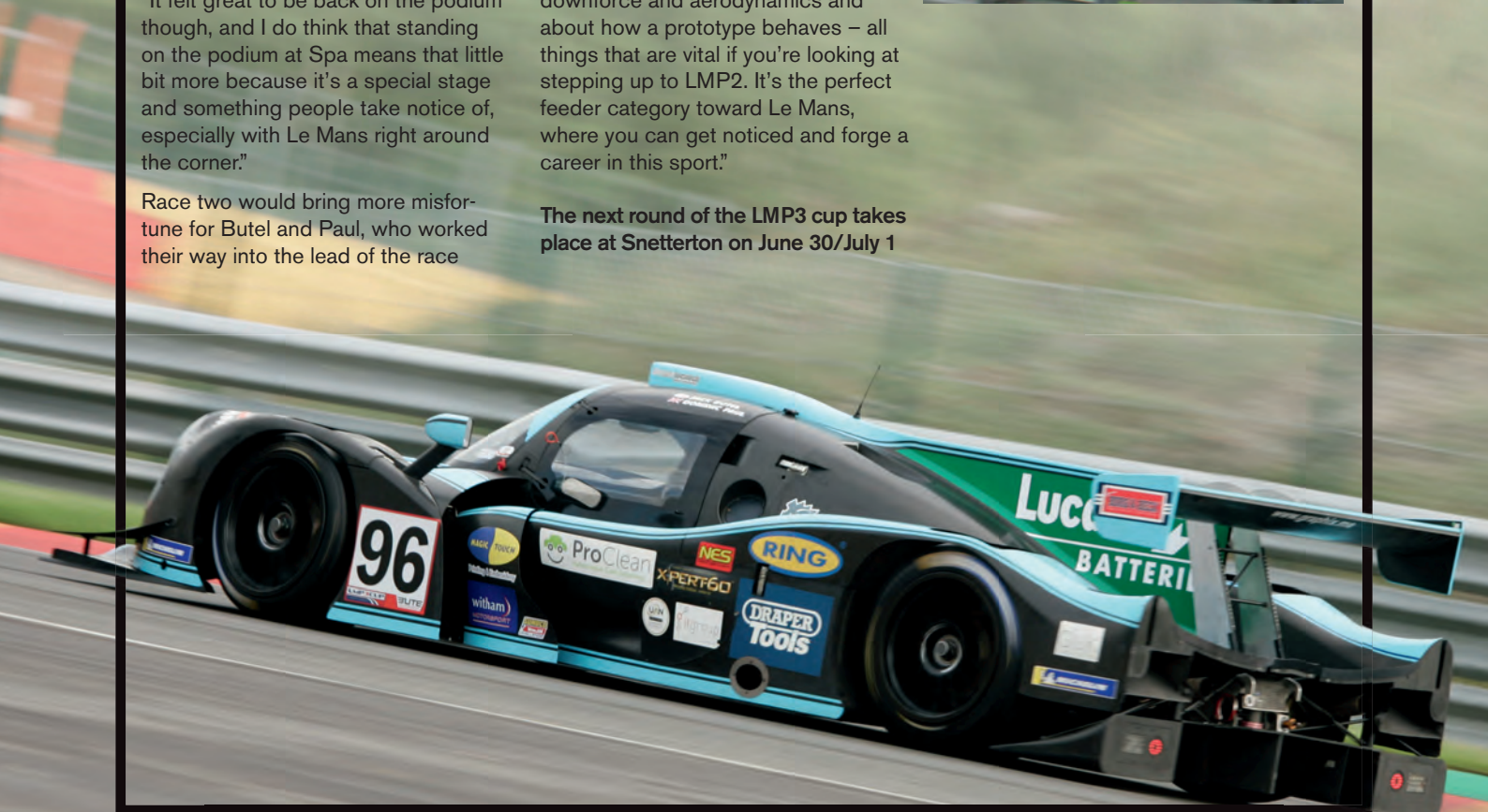
"It's a shame because all year we've had the pace and not really been able to show it. We've made so many small changes to the car to improve the balance and the handling and the car has improved massively."

Butel's attention now switches to Le Mans, an event he aspires to as his career goal.

"The thing that entices me about Le Mans is it's just so high-profile," he says. "Almost all the best drivers have raced there and I think everybody will start looking at Le Mans because Formula 1 and higher levels of single-seaters are so inaccessible to many."

"Racing LMP3 is the perfect feeder as it teaches you about racing with downforce and aerodynamics and about how a prototype behaves – all things that are vital if you're looking at stepping up to LMP2. It's the perfect feeder category toward Le Mans, where you can get noticed and forge a career in this sport."

The next round of the LMP3 cup takes place at Snetterton on June 30/July 1



Sainz demoted by MGU-K failure



Carlos Sainz dropped from sixth to eighth in the final four laps of the French Grand Prix as a result of an MGU-K failure.

The loss of 160bhp of electrical power cost him 'Class B' victory and allowed both Kevin Magnussen and Valtteri Bottas to get ahead of him – but it could have been worse but for the fact that almost two of those laps were under VSC conditions thanks to Lance Stroll's off.

"I owe that... it saved us the points finish," said Sainz. "It's very difficult to digest, this P8. It's a good result, but when you are the whole race running P6, easily, comfortably, then suddenly five laps to the end this happens, I feel bad for the team and for myself.

"It's a shame, because it was the perfect weekend. A sixth place after a perfect quali, a perfect start, very good pace all race."

Sainz ran third in the early stages after capitalising on the first-corner chaos, but let Kimi Raikkonen, Sebastian Vettel and Daniel Ricciardo pass him given their significant car advantages.

Renault team-mate Nico Hulkenberg finished ninth after a strong race, making up for the disappointment of going out of qualifying in Q2 despite lapping only a tenth off Sainz.

Ericsson's Friday ruined by 'strange' fiery crash

Marcus Ericsson suffered a heavy impact during Friday's first free practice session, spinning into the wall at the long Turn 11 Le Beausset right-hander.

After hitting the wall with the right-rear corner of his Sauber, the car caught fire

and the right side of the engine cover was burned away. Although Ericsson was uninjured, he missed Friday's second session.

"I wasn't going any faster," said Ericsson. "I just lost the rear end completely. It was one of those strange crashes

that you don't really find a good explanation for.

"We analysed it and couldn't really see anything apart from the wind being different on that lap compared with previous ones. On that lap I had a lot less headwind so I had less downforce."



Stroll suffers front blowout









Lance Stroll suffered a left-front tyre blowout at the super-fast Signes corner during the French Grand Prix.

The Canadian had pitted at the end of the first lap and attempted to run the rest of the race on that set of softs.

"With about 20 laps to go I felt a massive vibration and it was just big wear on the front-left tyre," said the Williams driver. "I had a flat spot on that tyre. Then with a few laps to go the vibration was so bad the tyre just blew. It was optimistic to go the whole race on one set of tyres."

Team-mate Sergey Sirotkin and Toro Rosso's Brendon Hartley both successfully made the finish using that strategy.



	19 Stroll #18 1m33.729s		15 Ericsson #9 1m32.820s		11 Ocon #31 1m32.075s
	16 Alonso #14 1m32.976s				
20 Hartley #28 1m33.025s	18 Sirotkin #35 1m33.636s	16 Alonso #14 1m32.976s	14 Gasly #10 1m32.460s	12 Hulkenberg #27 1m32.115s	11 Ocon #31 1m32.075s

FREE PRACTICE 1

POS	DRIVER	TIME
1	Hamilton	1m32.231s
2	Bottas	1m32.371s
3	Ricciardo	1m32.527s
4	Raikkonen	1m33.003s
5	Vettel	1m33.172s
6	Grosjean	1m33.318s
7	Verstappen	1m33.331s
8	Gasly	1m33.685s
9	Perez	1m33.719s
10	Magnussen	1m34.108s
11	Sainz	1m34.258s
12	Ocon	1m34.484s
13	Leclerc	1m34.513s
14	Ericsson	1m34.592s
15	Hartley	1m34.664s
16	Alonso	1m34.862s
17	Stroll	1m34.881s
18	Hulkenberg	1m34.993s
19	Vandoorne	1m35.021s
20	Sirotkin	1m35.105s

WEATHER 27C, sunny

FREE PRACTICE 2

POS	DRIVER	TIME
1	Hamilton	1m32.539s
2	Ricciardo	1m33.243s
3	Verstappen	1m33.271s
4	Raikkonen	1m33.426s
5	Vettel	1m33.689s
6	Grosjean	1m33.699s
7	Bottas	1m34.156s
8	Alonso	1m34.400s
9	Magnussen	1m34.457s
10	Gasly	1m34.535s
11	Hulkenberg	1m35.067s
12	Sainz	1m35.086s
13	Vandoorne	1m35.172s
14	Leclerc	1m35.583s
15	Hartley	1m35.697s
16	Ocon	1m35.705s
17	Stroll	1m35.936s
18	Sirotkin	1m35.970s
19	Perez	1m36.080s
20	Ericsson	no time

WEATHER 28C, sunny

FREE PRACTICE 3

POS	DRIVER	TIME
1	Bottas	1m33.666s
2	Sainz	1m34.953s
3	Leclerc	1m35.012s
4	Alonso	1m36.365s
5	Vettel	1m36.756s
6	Vandoorne	1m37.547s
7	Gasly	1m38.317s
8	Ericsson	1m38.450s
9	Perez	1m39.641s
10	Ricciardo	1m39.738s
11	Ocon	1m40.087s
12	Hamilton	1m40.743s
13	Raikkonen	1m49.711s
14	Stroll	2m02.399s
15	Sirotkin	2m04.093s
16	Magnussen	no time
17	Hartley	no time
18	Grosjean	no time
19	Hulkenberg	no time
20	Verstappen	no time

WEATHER 23C, wet

SEASON STATS

DRIVERS' CHAMPIONSHIP

1	Hamilton	145
2	Vettel	131
3	Ricciardo	96
4	Bottas	92
5	Raikkonen	83
6	Verstappen	68
7	Hulkenberg	34
8	Alonso	32
9	Sainz	28
10	Magnussen	27
11	Gasly	18
12	Perez	17
13	Ocon	11
14	Leclerc	11
15	Vandoorne	8
16	Stroll	4
17	Ericsson	2
18	Hartley	1
19	Grosjean	0
20	Sirotkin	0

CONSTRUCTORS' CHAMPIONSHIP

1	Mercedes	237
2	Ferrari	214
3	Red Bull	164
4	Renault	62
5	McLaren	40
6	Force India	28
7	Haas	27
8	Toro Rosso	19
9	Sauber	13
10	Williams	4

QUALIFYING BATTLE

Hamilton	5	3	Bottas
Vettel	7	1	Raikkonen
Ricciardo	2	5	Verstappen
Perez	2	6	Ocon
Stroll	3	5	Sirotkin
Hulkenberg	5	3	Sainz
Gasly	4	3	Hartley
Grosjean	2	5	Magnussen
Vandoorne	0	8	Alonso
Ericsson	2	6	Leclerc

WINS

Hamilton	3
Vettel	3
Ricciardo	2

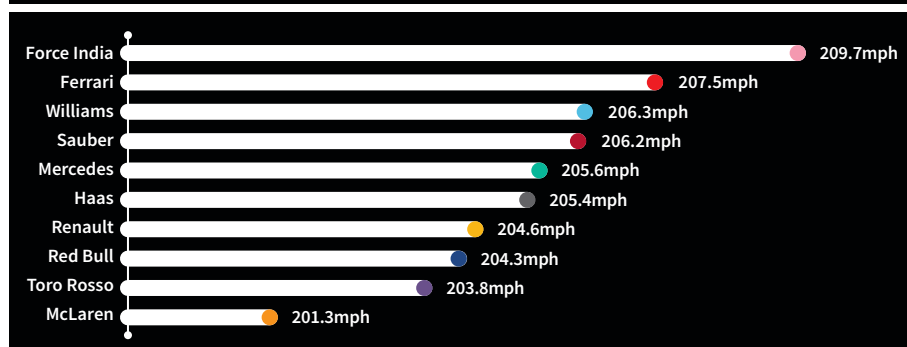
FASTEST LAPS

Bottas	3
Ricciardo	3
Verstappen	2

POLE POSITIONS

Vettel	4
Hamilton	3
Ricciardo	1

SPEED TRAP



QUALIFYING 1

POS	DRIVER	TIME
1	Hamilton	1m31.271s
2	Verstappen	1m31.531s
3	Raikkonen	1m31.567s
4	Bottas	1m31.776s
5	Vettel	1m31.820s
6	Ricciardo	1m31.910s
7	Grosjean	1m32.083s
8	Magnussen	1m32.169s
9	Sainz	1m32.394s
10	Gasly	1m32.447s
11	Leclerc	1m32.538s
12	Perez	1m32.692s
13	Ocon	1m32.786s
14	Ericsson	1m32.804s
15	Hulkenberg	1m32.949s
16	Alonso	1m32.976s
17	Hartley	1m33.025s
18	Vandoorne	1m33.162s
19	Sirotkin	1m33.636s
20	Stroll	1m33.729s

QUALIFYING 2

POS	DRIVER	TIME
1	Hamilton	1m30.645s
2	Vettel	1m30.751s
3	Raikkonen	1m30.772s
4	Verstappen	1m30.818s
5	Bottas	1m31.227s
6	Grosjean	1m31.472s
7	Magnussen	1m31.510s
8	Ricciardo	1m31.538s
9	Sainz	1m32.016s
10	Leclerc	1m32.055s
11	Ocon	1m32.075s
12	Hulkenberg	1m32.115s
13	Perez	1m32.454s
14	Gasly	1m32.460s
15	Ericsson	1m32.820s

QUALIFYING 3

POS	DRIVER	TIME
1	Hamilton	1m30.029s
2	Bottas	1m30.147s
3	Vettel	1m30.400s
4	Verstappen	1m30.705s
5	Ricciardo	1m30.895s
6	Raikkonen	1m31.057s
7	Sainz	1m32.126s
8	Leclerc	1m32.635s
9	Magnussen	1m32.930s
10	Grosjean	no time

WEATHER 23C, cloudy

STARTING GRID

--	--	--	--	--	--	--	--	--	--

RACE RESULTS 53 LAPS - 192.44 MILES

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Lewis Hamilton (GB)	Mercedes	1h30m11.385s	52	SSu, Sn
2	Max Verstappen (NL)	Red Bull-Renault	+7.090s		SSu, Sn
3	Kimi Raikkonen (FIN)	Ferrari	+25.888s	1	USu, SSn
4	Daniel Ricciardo (AUS)	Red Bull-Renault	+34.736s		SSu, Sn
5	Sebastian Vettel (D)	Ferrari	+1m01.935s		USu, Sn, USu
6	Kevin Magnussen (DK)	Haas-Ferrari	+1m19.364s		USu, Sn
7	Valtteri Bottas (FIN)	Mercedes	+1m20.632s		SSu, Sn, SSn
8	Carlos Sainz (E)	Renault	+1m27.184s		USu, Sn
9	Nico Hulkenberg (D)	Renault	+1m31.989s		Sn, USu
10	Charles Leclerc (MC)	Sauber-Ferrari	+1m33.873s		USu, SSn
11	Romain Grosjean (F)	Haas-Ferrari	-1 lap		USu, SSn
12	Stoffel Vandoorne (B)	McLaren-Renault	-1 lap		SSn, USn
13	Marcus Ericsson (S)	Sauber-Ferrari	-1 lap		SSn, USn
14	Brendon Hartley (NZ)	Toro Rosso-Honda	-1 lap		USn, SSn
15	Sergey Sirotkin (RUS)	Williams-Mercedes	-1 lap		USn, Sn
16	Fernando Alonso (E)	McLaren-Renault	50 laps-suspension		SSn, Sn, USn
17	Lance Stroll (CDN)	Williams-Mercedes	48 laps-tyre		USn, Sn
R	Sergio Perez (MEX)	Force India-Mercedes	27 laps-powerunit		Sn
R	Esteban Ocon (F)	Force India-Mercedes	0 laps-collision		USn
R	Pierre Gasly (F)	Toro Rosso-Honda	0 laps-collision		SSn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Bottas	1m34.225s	-	41
2	Verstappen	1m34.275s	+0.050s	47
3	Raikkonen	1m34.398s	+0.173s	48
4	Vettel	1m34.485s	+0.260s	42
5	Hamilton	1m34.509s	+0.284s	49
6	Alonso	1m35.133s	+0.908s	48
7	Ricciardo	1m35.382s	+1.157s	37
8	Magnussen	1m35.425s	+1.200s	50
9	Sainz	1m35.638s	+1.413s	46
10	Grosjean	1m35.695s	+1.470s	47
11	Hulkenberg	1m35.873s	+1.648s	46
12	Leclerc	1m35.977s	+1.752s	45
13	Ericsson	1m36.494s	+2.269s	37
14	Vandoorne	1m36.675s	+2.450s	48
15	Hartley	1m36.839s	+2.614s	40
16	Sirotkin	1m38.300s	+4.075s	35
17	Perez	1m38.319s	+4.094s	25
18	Stroll	1m38.319s	+4.094s	35

WEATHER 24C, sunny

TYRES n - New set u - Used set Available | SH - Superhard H - Hard M - Medium S - Soft SS - Supersoft US - Ultrasoft HS - Hypersoft Int - Intermediate W - Wet

WINNER'S AVERAGE SPEED 128.02mph FASTEST LAP AVERAGE SPEED 138.70mph

RACE BRIEFING

FP2

FORCE INDIA fined €15,000 for losing a wheel from Perez's car, and additional €85,000 suspended for 12 months subject to no further similar breach

GRID PENALTIES

HARTLEY required to start from the back for additional power-unit elements used

RACE PENALTIES

GROSJEAN Five-second penalty and two licence points for colliding with Ocon
VETTEL Five-second penalty and two licence points for colliding with Bottas

SIROTKIN Five-second penalty and two licence points for driving unnecessarily slowly behind the safety car

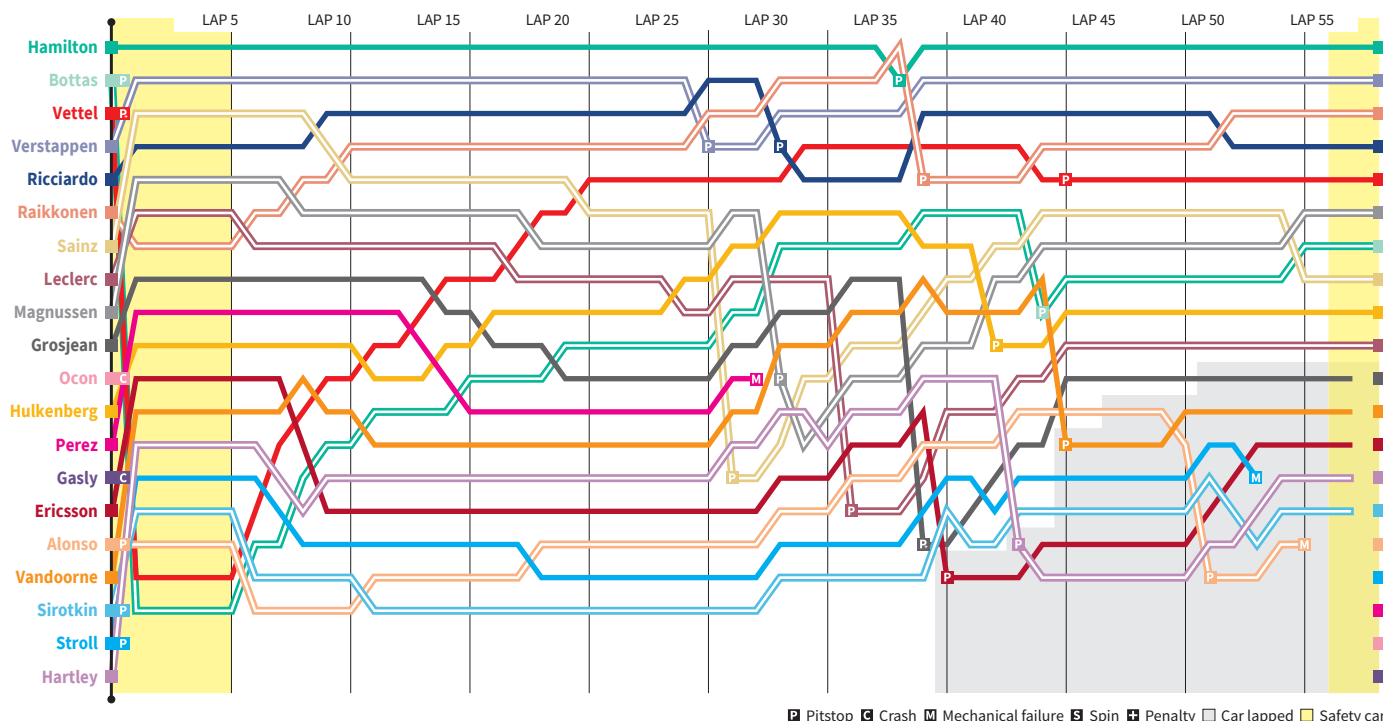
NEXT RACE

JULY 1
AUSTRIAN GP

Red Bull Ring



LAP CHART What happened, when



ONLY SAINZ RATES FULL MARKS IN FRANCE

The Renault driver was at his peak all weekend: 'best of the rest' in qualifying, and would have repeated the feat in the race but for an MGU-K failure

EDD STRAW

MERCEDES



LEWIS HAMILTON

9 Hamilton and Mercedes were back in the sweet spot in France. His Q3 performance could have been better in terms of time, if not position, so it wasn't a perfect weekend. But at all the crucial moments – qualifying, start, restart – he never released his vice-like grip on the French GP.



VALTTERI BOTTAS

8 Another of those weekends during which Bottas drove very well but came away with less than he deserved. It's impossible to judge his race pace given the damage inflicted on his car by Vettel, but he deserves credit for plugging away and salvaging seventh place.

FERRARI



SEBASTIAN VETTEL

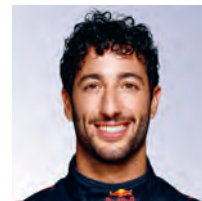
5 Made an error on his final Q3 run and gave away time – albeit not enough to cost him a front-row slot – and then another at the first corner as he rear-ended Bottas. Drove well on a salvage job, but he has only himself to blame for coming away with fifth rather than a podium finish.



KIMI RAIKKONEN

7 You can set your watch by his Q3 errors, and again he found himself at the back of the Big Three battle after abandoning his key push lap thanks to a moment in Turn 4. Showed decent race pace, but run to third owed much to the Vettel/Bottas collision and Ricciardo's front-wing problems.

RED BULL



DANIEL RICCIARDO

8 As in Canada, seemed to be the slower Red Bull driver, although he was running more downforce than Verstappen. Race was solid, and he would surely have finished third but for the front-wing problems. A good weekend's work, but not quite as good as his team-mate's.



MAX VERSTAPPEN

9 Had the edge on Ricciardo and did what he could to keep Hamilton honest in the race. His one chance perhaps came at the restart, but a slight rear-end twitch cost him after he latched onto the back of Hamilton. Without that, maybe he could have attacked, but it's a very minor criticism.

FORCE INDIA



SERGIO PEREZ

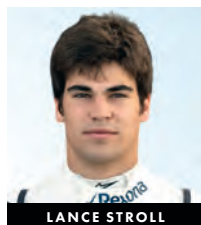
7 On a difficult weekend for Force India, Perez had the lion's share of the bad luck thanks to his car shedding a wheel in free practice and then an engine failure in the race. He was outpaced by Ocon, but was keeping himself in touch with the points positions when he retired.



ESTEBAN OCON

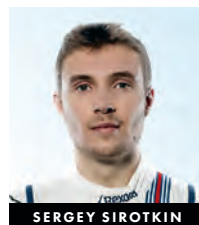
8 Comfortably outqualified Perez, but his race started to unravel from the moment Grosjean swerved into him on the run down to the first corner. He had a minority share of blame in the clash with Gasly, but by that point his race was already compromised by the aero damage.

WILLIAMS



LANCE STROLL

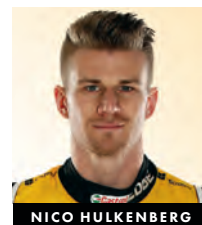
7 Clobbering the floor of the car in qualifying meant he lost the Saturday battle. But he was ahead of Sirotkin in the closing stages of the race when his front-left tyre gave out at Signes – the legacy of a flat spot on very well-worn rubber. Had the edge on Sirotkin on underlying pace.



SERGEY SIROTKIN

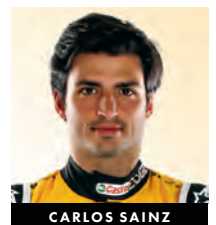
6 Sirotkin at least prevailed in the qualifying battle. But he dropped behind Stroll on the first lap before tracking him for much of the race. Losing DRS range to Stroll proved costly late on, allowing Ericsson and Hartley to get past him, and suggested Stroll perhaps had a shade more speed.

RENAULT



NICO HULKENBERG

8 Was very happy with his Q2 lap, until he was told it wasn't good enough for the top 10. But while Sainz did outqualify him, it was only by a tenth. Drove a good race (although poor track position at the start proved costly), making passes when he needed to and being rewarded by a solid points finish.

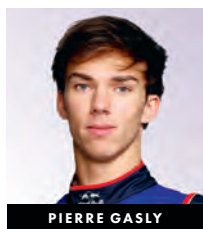


CARLOS SAINZ

10 Arguably his strongest performance of the season, outqualifying his team-mate and then driving a strong race after climbing to third at the start. Had sixth sewn up when a late-race MGU-K failure caused him to drop back – although the VSC mitigated his losses.



TORO ROSSO



PIERRE GASLY

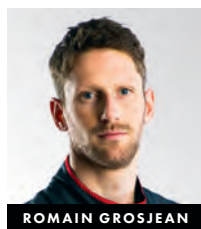
6 Did a good job in qualifying, but his first home GP didn't make it past the third corner. Has to carry most of the responsibility given he spun into Ocon, although his compatriot played a part by turning in blind. A forgivable-but-costly mistake that made it impossible to judge his race pace.



BRENDON HARTLEY

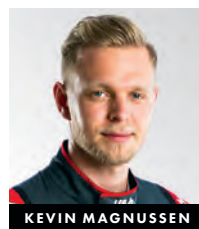
6 Continues to show a decent turn of speed but not be allowed to have a smooth run through the race weekend. This time, he underachieved in Q1 thanks to a combination of factors, and then had to start at the back owing to power-unit component changes.

HAAS



ROMAIN GROSJEAN

5 Was nip-and-tuck with team-mate on pace, but his crash in Q3 cost him a fourth-row slot, then the needless sideswipe at Ocon on the run to the first corner earned him a penalty. While he did have a little bad luck in the race, he needs to bring consistency back to his game to end his points drought.



KEVIN MAGNUSSEN

8 Took 'Class B' honours in sixth, although had to work for it. Fury at Raikkonen after Q3 was not rewarded with a penalty for the Finn, although the stewards accepted it "thwarted" his lap. Needed Sainz's MGU-K failure to take sixth, although the Haas was potentially quick enough to have been ahead anyway.

McLAREN



STOFFEL VANDOORNE

6 Was a couple of tenths off Alonso in qualifying, although comparing race pace is tricky given their diverging strategies. Never in serious points contention; that's excusable given this was McLaren's weakest race of the year, but didn't build on the progress of the previous two races.



FERNANDO ALONSO

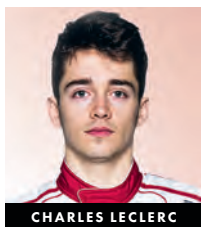
7 Said he was at 90% after Le Mans, and perhaps that contributed to a so-so performance. The McLaren was poor, but Alonso's sector pace was enough to make Q2 had he strung it together. His race spin trying to hold off Vettel was needless, and even a pointless tilt at fastest lap failed.

SAUBER



MARCUS ERICSSON

5 Team-mate stole the plaudits, but deserves credit for recovering from Friday crash to reach Q2 with only 24 practice laps under his belt. His race wasn't bad, but looks that way given team-mate's strong performance and Ericsson being more compromised by traffic, ending up 50 seconds behind.

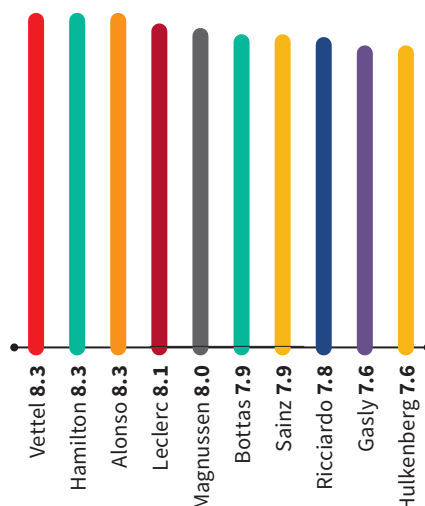


CHARLES LECLERC

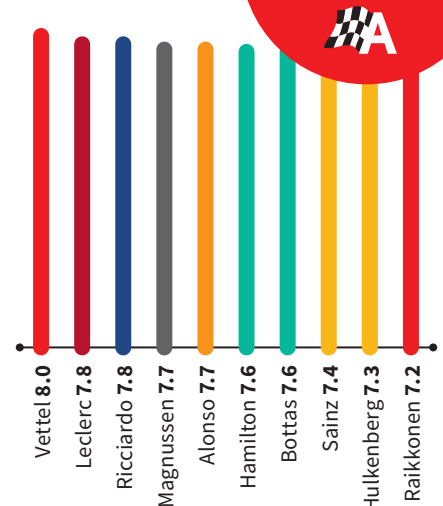
9 After "a disaster" on Friday, Leclerc hit back stunningly by making Q3. Race was a determined battle against regression to the mean of the car. The one reason to mark him down is his off-track moment at Turn 2 that let Magnussen past and made it easier for Bottas to get ahead.

TOP 10 AVERAGE RATINGS

AUTOSPORT'S RATING AFTER ROUND 8



READERS' RATING AFTER ROUND 8



GIVE
YOUR DRIVER
RATINGS

VISIT
AUTOSPORT.COM



Sutton and Subaru strike back

Croft is a happy rear-wheel-drive hunting ground, but few would have predicted the reigning champion's victory double in Yorkshire

MATT SALISBURY

ALL PHOTOGRAPHY
LAT IMAGES/JEP



History will tell you that Croft has traditionally been a circuit that favours rear-wheel-drive cars in the British Touring Car Championship, and it proved to be the case once again as the series hit the halfway stage in North Yorkshire.

What few would have expected was that it would be the Team BMR-run Subarus that would come away from the weekend having picked up two of the three victories to add another intriguing twist to the championship fight.

The travails of defending champion Ash Sutton and team-mate Jason Plato were well documented during the first four meetings of the year, as the team struggled to extract maximum performance from the newly developed Swindon engine being run in the Levorg this season.

With a series of updates made to the car,

and a small boost increase, Croft became a weekend where the team simply had to turn a corner to keep its season on track.

It was clear from first practice that the changes had made a difference, with Sutton topping the times in the second free-practice session and then heading team-mate Plato in a one-two in qualifying. There was still cause for concern – Plato's engine cried enough during the session and had to be changed overnight – but come race day the cars were still strong.

Sutton duly led a one-two in the opening race before surprising himself by repeating the feat in race two despite running maximum ballast on his car. Another solid top-10 finish in the final race meant a big haul of points for the reigning champion, who now finds himself 51 off the lead going into the summer break.

"It's been a good weekend but there are a few facts that need to be remembered,"

said Sutton. "It's a rear-wheel-drive circuit, it's my favourite circuit, we had no ballast going into the weekend and we've had a big update on the car. The slight boost increase we got was just the final little part and everything came together for us.

"We delivered the goods in race one and then we started to lose some of the perks in race two, but the car still performed well with the ballast. I was surprised by how well we did, to be honest, but it shows the guys have done a mega job.

"This was the opportunity for us to score some good points, and if it didn't happen here it wasn't going to happen anywhere.

"The upcoming test at Snetterton is going to be important, and fingers crossed we can find that last little bit to build on this weekend."

Plato's strong run to second in the opener gave him his first points finish of the year, but it would prove to be the highlight of



Sutton and Plato
were well clear of
the pack in race one



Plato took first 2018
points finish while Sutton
led Subaru fightback



Turkington kept his
points lead thanks to
three top-five finishes

his day, as a drivethrough penalty for a jumped start in race two meant he slipped back to 14th spot before failing to score in race three on the hard-compound tyre.

Even with maximum ballast on his car, it was points leader Colin Turkington who many were tipping to impress given his superb record at Croft. Although unable to add to his win tally, the WSR BMW man was near the sharp end throughout the weekend, and three top-five finishes – including a battling podium result in race two – ensured that he goes into the summer break with a 19-point lead in the championship standings.

“The performance advantage from rear-wheel drive to front-wheel drive isn’t what it was, so we had to maximise what we have,” he reflected. “It’s getting harder to win races and score points, but when we have the chance to win again we will do. To come away from this weekend with

three top-fives is a good result, but there are many people who can win races. We have to see what we can improve before we get to Snetterton.”

While the way the results panned out for his rivals meant Turkington extended his advantage by seven points, the man now sitting in second place actually outscored the former champion across the weekend as a whole, with Tom Ingram impressing at the wheel of his Speedworks-run Toyota.

Quickest during first free practice, Ingram qualified fifth and was then the best placed front-wheel-drive car in the opening two races of the weekend, taking podium finishes in both. Holding off Turkington throughout the second race was particularly impressive, and more points for a solid ninth place in race three mean it’s Ingram who heads the chasing pack at the halfway stage of the year.

“To close the gap on Colin, move up to

second in the championship and bring home two podium finishes is great; it’s been a mega weekend,” said the reigning Independents’ champion. “I’m keeping my head down and focusing on what we’re doing, and the only one I’m looking at is Colin as we need to keep outscoring him.

“We’ve had a few challenging weekends with the balance of the car, but I think we are getting back in the window, which leaves me feeling confident for the second half of the year.”

As Honda continues development of the new FK8 version of the Civic Type R, Matt Neal bounced back from a difficult qualifying session to pick up three points finishes, the highlight being fourth in the finale. It means he’s third in the standings after a weekend that exceeded expectations.

“It’s been a toughie but we salvaged some points from it,” he said. “The car is a work in progress and the problem is that >>

BMR'S PERFECT STORM?

It was little surprise to see the improved performance of the Subaru being a hot topic among fans after Ash Sutton and Jason Plato locked out the front row in qualifying – and more so when Sutton went on to take two wins.

Talk of turbo boost returned to the fore as a result of the Levorgs' frontrunning pace, but there were also questions about how the team had jumped so far up the order given that the boost increase it had been granted was relatively small. As one team boss pointed out, how had the squad made such big gains when it hadn't tested the car on track?

The answer lay in simulation work, plus a lack of ballast, and a circuit that was always going to suit the Subaru.

"There has been a lot of work put in with our engine suppliers and also behind the scenes at BMR," performance engineer Tony Carrozza explained. "We brought aero upgrades, cooling updates, induction updates and even some centre-of-gravity height updates. They were all things we ran through simulation to see what would give us improved performance, and a combination of little gains have come together."

But was it feasible to expect to see the results of the simulation work translate into immediate gains on track, or did the team simply get lucky?

"We've been working on the simulations for two or three years and are always building on them," Carrozza continued. "We can bolt a load of changes onto the car in the simulations and see what works best; it saves us time and money when it comes to developing the cars without going testing. But you have to validate the simulations to be able to trust them, which is what we've done in recent years. Now we're reaping the rewards of the development work that's already been carried out."

Now the question everyone will be asking is, will the team continue to reap the rewards of that simulation work when the series heads for Snetterton after the summer break?



the championship is so close. The handicap system and the weight has a bearing on things, but we have the test coming up at Snetterton and hopefully we can continue to learn there and then take that into the second half of the year."

Going into the weekend on the back of a strong showing at Oulton Park, Andrew Jordan had been keen to move up the standings, and it was a case of mission accomplished for the BMW driver despite admitting that he wasn't totally happy with the handling of his car on Sunday.

A spin in the opening race didn't help his chances, but three points finishes allowed him to move up to fourth in the standings, just ahead of Tom Chilton, who continued his recent run of good form by adding another podium finish to his tally.

"We've clawed back some good points after getting it wrong in qualifying," reflected the Motorbase Ford racer. "We knew we had to pull things back on race day and that's what we have done. We're going into the summer on a high, and with the test coming up in the summer break we'll work on a few things to make sure that when we go racing again, we can work on putting together a championship challenge."

While Jordan and Chilton were working their way up the standings, Croft proved to be a weekend to forget for three of the drivers who had previously been among Turkington's closest challengers.

Having held second place after Oulton Park, Adam Morgan suffered contact in the opening race that broke his Ciceley Mercedes' suspension and forced him to retire, and he had to console himself with a 12th-place finish in race three as his only points-scoring result of the weekend. He tumbled to sixth in the standings.

There was also just one points finish for Josh Cook, despite the pace of the Power Maxed Racing Vauxhall being displayed by team-mate Senna Proctor taking a podium in race three. Cook's downfall was caused by a brake failure on the opening lap of race two that sent him off at high speed at Tower, although he at least avoided making contact with the tyre wall before

he disappeared into the field on the outside of the circuit.

From the back of the grid in race three he could only climb to 18th, leaving the nine points he secured in race one as his only score from the weekend.

That was still more than Jack Goff could manage in a disastrous event for the Eurotech Honda squad. From the high of Matt Simpson's win at Oulton Park, there were no points for Goff but instead a lot of head-scratching.

"It's been horrendous from the start of practice," he said. "We've tried loads on the car and it hasn't worked. Our car has been the worst it's ever been, and that's two seasons in a row where we haven't scored any points here."

"I don't know why we can't get the car to work, but 12 months ago we went on to Snetterton and put it on pole by half a second, so let's see what happens after the summer break."

Whatever Eurotech's issues may have been, they certainly didn't affect the similar Civics of the BTC Norlin squad, which had been fully repaired after the accident at Oulton Park two weeks earlier.

TCR UK points leader Dan Lloyd drove well in the opening two races and then, after being drawn on pole for race three, romped away for a first BTCC win for both himself and the team.

"We didn't know if we would get the cars fixed in time, so to win is unbelievable," he said. "I took it race by race across the weekend and we wanted to stay out of trouble. Once I got the reversed-grid [pole] I was confident going into the race and I knew I had a job to do. It was great to deliver."

Lloyd's victory provided something of a feelgood factor heading into the summer break but, with 11 winners already and 51 points covering the top eight drivers, there'll be little time to relax before racing resumes at Snetterton, with the small matter of a double-points race to look forward to.

What Croft certainly showed, once again, is that there are sure to be plenty more twists and turns before the 2018 title will be decided. ❧

RESULTS ROUND 5/10, CROFT, JUNE 24, RACE 1 (17 LAPS – 36.125 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Ash Sutton (GB)	Team BMR / Subaru Levorg	26m50.484s
2	Jason Plato (GB)	Team BMR / Subaru Levorg	+0.863s
3	Tom Ingram (GB)	Speedworks Motorsport / Toyota Avensis (48kg)	+8.897s
4	Sam Tordoff (GB)	Motorbase Performance / Ford Focus RS	+11.293s
5	Colin Turkington (GB)	WSR / BMW 125i M Sport (75kg)	+11.450s
6	Rob Collard (GB)	WSR / BMW 125i M Sport (15kg)	+11.696s
7	Josh Cook (GB)	Power Maxed Racing / Vauxhall Astra (39kg)	+12.304s
8	Dan Lloyd (GB)	BTC Norlin Racing / Honda Civic Type R	+16.247s
9	Matt Neal (GB)	Team Dynamics / Honda Civic Type R (33kg)	+18.222s
10	Andrew Jordan (GB)	WSR / BMW 125i M Sport (27kg)	+19.114s
11	Senna Proctor (GB)	Power Maxed Racing / Vauxhall Astra	+20.177s
12	James Cole (GB)	Motorbase Performance / Ford Focus RS	+23.658s
13	Rory Butcher (GB)	AmD Tuning / MG6	+26.969s
14	Ollie Jackson (GB)	AmD Tuning / Audi S3 Saloon	+30.579s
15	Tom Chilton (GB)	Motorbase Performance / Ford Focus RS (21kg)	+30.766s
16	Tom Oliphant (GB)	Ciceley Motorsport / Mercedes A-Class	+31.436s
17	Chris Smiley (GB)	BTC Norlin Racing / Honda Civic Type R	+35.249s
18	Josh Price (GB)	Team BMR / Subaru Levorg	+38.086s
19	Dan Cammish (GB)	Team Dynamics / Honda Civic Type R (9kg)	+38.381s
20	Mike Bushell (GB)	Team Hard / Volkswagen CC	+38.504s
21	Jack Goff (GB)	Eurotech Racing / Honda Civic Type R (57kg)	+38.769s
22	Matt Simpson (GB)	Eurotech Racing / Honda Civic Type R	+39.812s
23	Michael Caine (GB)	Team Hard / Volkswagen CC	+40.311s
24	Bobby Thompson (GB)	Team Hard / Volkswagen CC	+47.813s
25	Sam Smelt (GB)	AmD Tuning / Audi S3 Saloon	+49.022s
26	Tom Boardman (GB)	AmD Tuning / MG6	+57.132s
R	Aiden Moffat (GB)	Laser Tools Racing / Mercedes A-Class	14 laps-wishbone
R	Brett Smith (GB)	Eurotech Racing / Honda Civic Type R	14 laps-accident damage
R	Adam Morgan (GB)	Ciceley Motorsport / Mercedes A-Class (57kg)	10 laps-accident damage
R	Jake Hill (GB)	Team Hard / Volkswagen CC	2 laps-holed radiator
R	Stephen Jelley (GB)	Team Parker Racing / BMW 125i M Sport	1 lap-accident damage
R	Rob Austin (GB)	HMS Racing / Alfa Romeo Giulietta	0 laps-accident

Winner's average speed 80.75mph. **Fastest lap** Sutton 1m25.633s, 89.33mph.

QUALIFYING

1 Sutton 1m24.222s; **2 Plato** 1m24.378s; **3 Jordan** 1m24.395s; **4 Tordoff** 1m24.425s; **5 Ingram** 1m24.644s; **6 Turkington** 1m24.672s; **7 Collard** 1m24.698s; **8 Jelley** 1m24.891s; **9 Cook** 1m24.893s; **10 Austin** 1m24.956s; **11 Lloyd** 1m25.026s; **12 Cole** 1m25.070s; **13 Butcher** 1m25.082s; **14 Proctor** 1m25.104s; **15 Neal** 1m25.142s; **16 Jackson** 1m25.205s; **17 Chilton** 1m25.209s; **18 Oliphant** 1m25.258s; **19 Bushell** 1m25.261s; **20 Cammish** 1m25.299s; **21 Price** 1m25.318s; **22 Morgan** 1m25.320s; **23 Smiley** 1m25.387s; **24 Moffat** 1m25.440s; **25 Hill** 1m25.495s; **26 Goff** 1m25.496s; **27 Simpson** 1m25.617s; **28 Smith** 1m25.687s; **29 Caine** 1m25.700s; **30 Thompson** 1m25.974s; **31 Boardman** 1m26.292s; **32 Smelt** 1m26.318s.



Lloyd took his and BTC Norlin team's first BTCC win in race three

RACE 2 (15 LAPS – 31.875 MILES)

1 Sutton (75kg) 21m56.436s; **2 Ingram** (57kg) +4.284s; **3 Turkington** (39kg) +4.604s; **4 Tordoff** (48kg) +5.147s; **5 Jordan** (9kg) +6.573s; **6 Chilton** +11.754s; **7 Neal** (15kg) +13.653s; **8 Proctor** +14.112s; **9 Lloyd** (21kg) +14.387s; **10 Butcher** +21.701s; **11 Cammish** +22.310s; **12 Smiley** +23.238s; **13 Oliphant** +26.658s; **14 Plato** (66kg) +27.090s; **15 Austin** +27.391s; **16 Moffat** +31.605s; **17 Simpson** +37.039s; **18 Goff** +40.730s; **19 Morgan** +41.010s; **20 Jelley** +41.025s; **21 Smith** +41.341s; **22 Bushell** +43.776s; **23 Cole** +44.404s; **24 Smelt** +44.943s; **25 Jackson** +50.843s; **26 Hill** +53.167s; **27 Thompson** -1 lap; **28 Collard** (33kg) -2 laps; **R Price** 11 laps-overheating; **NC Caine** 9 laps; **R Boardman** 6 laps-overheating; **R Cook** (27kg) 5 laps-brake failure. **Winner's average speed** 87.16mph. **Fastest lap** Turkington 1m26.066s, 88.88mph.

GRID RACE 2

Decided by result of Race 1.

RACE 3 (15 LAPS – 31.875 MILES)

1 Lloyd (15kg) 21m59.346s; **2 Chilton** (33kg) +5.835s; **3 Proctor** (21kg) +6.326s; **4 Neal** (27kg) +7.775s; **5 Turkington** (57kg) +8.172s; **6 Jordan** (39kg) +8.906s; **7 Sutton** (75kg) +9.739s; **8 Tordoff** (48kg) +14.330s; **9 Ingram** (66kg) +14.427s; **10 Cammish** +15.602s; **11 Collard** +19.657s; **12 Morgan** +19.797s; **13 Butcher** (9kg) +24.733s; **14 Oliphant** +24.804s; ****15 Simpson** +24.923s; **16 Jelley** +24.955s; **17 Moffat** +25.208s; **18 Cook** +25.228s; **19 Plato** +28.177s; **20 Cole** +30.536s; **21 Thompson** +30.928s; **22 Jackson** +35.055s; **23 Boardman** +35.882s; **24 Price** +36.361s; **25 Hill** +38.767s; **26 Smelt** +40.137s; **27 Caine** +41.919s; **28 Smith** +46.227s; **R Goff** 10 laps-overheating; **R Austin** 7 laps-engine; **R Smiley** 5 laps-overheating; **R Bushell** 5 laps-holed radiator. **Winner's average speed** 86.97mph. **Fastest lap** Lloyd 1m26.213s, 88.73mph. *1s penalty; **9.5s penalty

GRID RACE 3

Decided by result of Race 2. Top nine reversed.

CHAMPIONSHIP

1 Turkington 162; **2 Ingram** 143; **3 Neal** 127; **4 Jordan** 120; **5 Chilton** 118; **6 Morgan** 116; **7 Goff** 112; **8 Sutton** 111; **9 Cook** 109; **10 Proctor** 94.



Polesitter Sutton takes control in early stages of race one



Newgarden makes his move but Dixon extends lead

*North America's purest road course rewarded the drivers with
a caution-free race and a podium full of prime title chasers*

DAVID MALSHER

Josef Newgarden became the first IndyCar driver to score more than two wins this year, scoring the 10th victory of his career at the season's 10th round, and moving up to fourth in the championship with a decisive victory at Road America.

In many regards, it was a very satisfying race at North America's purest road course, whose 4.014-mile layout has gone virtually unchanged over its 60-year history. The race went caution-free for the first time since 2000 (although that includes the 2008-15 period, when the track wasn't on the schedule) and unsurprisingly it therefore rewarded the racers. The podium was filled by three of the prime championship contenders — Newgarden, Ryan Hunter-Reay and Scott Dixon — from the three top teams of the moment — Penske-Chevrolet, Andretti Autosport-Honda and Chip Ganassi Racing-Honda.

But the other two title fighters, Will Power and Alexander Rossi, would

be justified in taking issue with the assertion that the result was entirely representative of performance.

Power had struggled throughout practice, the #12 Penske team taking quite big swings at set-up as it experimented to find the right compromise, yet the 2016 polesitter and winner at Road America produced one of his all-or-nothing laps in the Firestone Fast Six segment of qualifying to put himself on the front row, just 0.05 seconds slower than team-mate Newgarden.

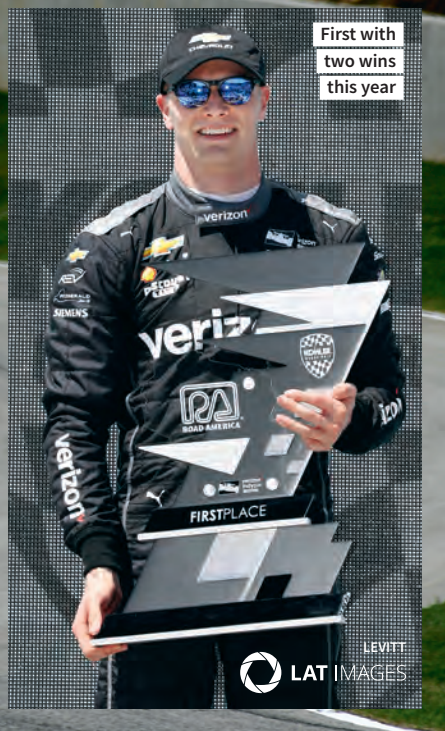
But the lack of a race-day morning warm-up for this event would cost him dear. On the second pace lap, Power felt his Chevy running rough and, when the green flag dropped and he gave it full throttle, his engine just wouldn't pick up. He limped his car to the pits and it was taken back to the garage area. Although Power rejoined the race several laps down, the unit was still not healthy and he was forced to park it.

Power's troubles opened the door for Andretti Autosport team-mates Hunter-Reay and Rossi. Rossi found himself

attacked by Schmidt Peterson Motorsports' Robert Wickens down the inside at Turn 5 on the opening lap, but dived back inside the red car at Turn 6, using all the road on the exit and hanging Wickens out to dry on the outside of the slow left-hander. The young Canadian was making his return to the scene of his first official IndyCar session one year ago, when he subbed for Mikhail Aleshin in practice, and he looked in strong form, topping third practice and outpacing team-mate James Hinchcliffe by 0.95s in Q2 to reach the Firestone Fast Six.

Having ended up chewing kerb and grass after losing his dice with Rossi, Wickens fell back to sixth, behind the fast-starting Takuma Sato (Rahal Letterman Lanigan Racing) and Sebastien Bourdais (Dale Coyne Racing with Vasser-Sullivan), but ahead of Dixon.

Ganassi's four-time champion, who scored his sole victory of 2017 at this track, had started only eighth thanks to traffic in Q2, but was certain he had something for the leaders if he could only reach them.



Like the cars ahead, Dixon started the race on used red tyres, and on that first stint he was able to go one lap longer than the leaders and two laps longer than the RLLR cars of Sato (fourth) and Graham Rahal (eighth). But on this occasion, it wasn't enough to gain Dixon track position. All the top runners rejoined on primary compound tyres, Wickens's set being scrubbed, rather than fresh.

Dixon did gain one place when Bourdais pitted to rectify a gear-selector issue and fell out of contention, eventually recovering to finish 13th. But the New Zealander's next significant progress came at the second round of pitstops. Again Sato and Rahal were the first to blink, pitting on lap 27; Rossi (who'd fallen 3.5s behind the Newgarden v Hunter-Reay battle up front) and Wickens stopped on lap 28; Newgarden, Hunter-Reay and Dixon were able to complete 29 laps before pulling in. A very strong in-lap and a typically smooth stop by the #9 crew saw Dixon emerge in third, now ahead of Rossi, Wickens and Sato.

That scrap became fraught once more, because Rossi and Wickens had pulled out of pitlane just in front of Sato, who'd had an out-lap to get his tyres up to temperature. The Japanese driver dived down the inside of Wickens into Turn 3 but then also tried to squeeze around the outside of Rossi at Turn 5. He ran a little wide, losing momentum on the rumble strip on the exit of the corner, so he and his former teammate stayed level up to Turn 6 but with Rossi still on the inside line. Exiting the corner, the Andretti driver used all the road, banged wheels and ran Sato off-track.

If first Wickens and now Sato felt a sense of injustice that race control had deemed >>

DIXON'S LAST HURDLE?



He's said to be (by far) the best-paid driver on the grid, he has a 45-point lead in the 2018 championship, he's won four titles and an Indianapolis 500, and when his Chip Ganassi Racing contract runs out this season, he's likely to have his pick of teams – probably including the much-rumoured McLaren IndyCar squad. Life doesn't suck for Scott Dixon.

But last weekend at Road America, he deserved sympathy. Notwithstanding mechanical strife for Will Power and Sebastien Bourdais, Dixon advanced from eighth on the grid to finish third despite a caution-free race, by saving fuel and driving hard. He was able to match Ryan Hunter-Reay for speed, and might too have had good enough speed/fuel mileage to jump winner Josef Newgarden. It was therefore a mediocre showing in qualifying that prevented Dixon from challenging for his 44th victory.

The problem was that in Q2 he'd been

kept out on primary tyres a lap longer than his rivals and, when he did go out on alternates – the favoured choice of rubber for qualifying – he hit traffic. Dixon struggled to disguise his annoyance at this tactical blunder.

"I think had we started a little further up, we could have had a shot at fighting for the win today," he said after the race. "The car had good speed. Qualifying was bad placement, that's what it came down to. Went out of the pits, five cars left in front of us, had the 10 car [team-mate Ed Jones] coming up behind. It was hard to get position. Had to wave off my first lap, then the car wasn't up to temp for the second."

"[Today] I think speed-wise we were right there. All in all, a great points day for us. Lead in the championship, which is important. But we've definitely got to get our act together in qualifying."

Should they do so, his rivals are surely in trouble.



HERTA MAKES IT FOUR
IN INDY LIGHTS

Colton Herta's fourth straight Indy Lights victory last Saturday at Road America, and then second place behind Victor Franzoni on Sunday, have given him a 17-point lead at the title halfway point.

Franzoni took pole for the first race, and the Juncos driver led away from the start, but behind him second-place qualifier Santi Urrutia in the Belardi Auto Racing car found himself outbraked down the inside for Turn 5 by Herta (above), while Herta's team-mate Pato O'Ward pulled the same manoeuvre on the second Belardi car of Aaron Telitz. O'Ward moved up to third past Urrutia two laps later, but by then Herta was hassling Franzoni for the lead, and on lap six of 20 he got it. Further around that lap, Franzoni dropped a wheel in the dirt and O'Ward was through. He closed on Herta with push-to-pass boost, but after he too ran wide his challenge was spent.

The next day, O'Ward started from pole but a clumsy move from Urrutia at Turn 5 on lap three took them both off, damaging the Belardi car, and Franzoni nipped past both. By the time Herta had zapped O'Ward on lap seven, Franzoni was out of reach and scored his first Indy Lights victory. The tearful Brazilian dedicated his win to former team-mate and mentor Jeff Green, who died in a historic F5000 race at Mosport eight days earlier.

WEEKEND
WINNERS

INDY LIGHTS

ROAD AMERICA

Race 1 Colton Herta

Andretti Steinbrenner Racing

Race 2 Victor Franzoni (below)

Juncos Racing



Rossi's two hardline manoeuvres as legitimate, they felt karma was served when on lap 38 Rossi pulled into the pits with the shims on his front-left wheel knocked out of place, allowing the wheel to wobble around on its axle. The Andretti Autosport #27 crew fixed the problem during a long stop, but Rossi could climb no higher than 16th by the finish.

Hunter-Reay, meanwhile, had chosen to switch to new primaries for this third stint, while Newgarden was on used reds, but in truth it appeared to make no difference to the battle. To make the race on three stops, all drivers were having to manage their fuel as much as their tyres, and whenever Hunter-Reay got to within a second of Newgarden the leader had enough to keep him at arm's length. The same applied to Dixon vis-a-vis Hunter-Reay. He didn't have the speed/fuel-mileage combo necessary to draw up onto the tail of the Andretti machine, but instead matched his pace from around 2-3s in arrears.

For Dixon's third and final stop, the Ganassi team attempted to undercut the duo ahead, the championship leader stopping on lap 42 for his fresh set of reds, a lap before Newgarden and Hunter-Reay, now 2.2s apart, did likewise. But both the #1 Penske and #28 Andretti pitcrews performed their tasks perfectly and Dixon simply hadn't found enough of an advantage on fresh soft rubber to mount a serious challenge on the two cars as they exited pitlane ahead of him on cold tyres.

He kept the pressure on Hunter-Reay all the way around the lap, but the Andretti driver's tyres were coming up to operating temperature with every long-duration corner and he steadied the gap. When Dixon suffered a major sideways moment under braking for Turn 14, his rival was effectively off the hook and that pretty much settled the order of the top three through to the chequered flag.

Behind them, Sato held onto fourth without problem to score his best result of the year. But his team-mate Rahal – who on fresh reds had managed to pass primary-tyred Wickens in the previous stint – had to use fresh blacks for his final run, so when Schmidt Peterson's #6 crew switched the rookie to reds for the final stint and delivered a strong third stop that got him out ahead, Rahal had no answer and had to settle for sixth.

That final stop by SPM had a temporary effect further down the order too. Wickens's release from his pitbox had briefly wrong-footed Team Penske's Simon Pagenaud as the 2016 champion came in for his final stop, having spent all race trying to fight up from 14th on the grid. Much to Pagenaud's chagrin, that delay on pitlane dropped him behind both Spencer Pigot's well-driven Ed Carpenter Racing car – with which he'd had a spirited tussle earlier in the race – and Ed Jones in the second Ganassi machine. Pagenaud aggressively set to work, passing Jones on lap 52 and Pigot on the 55th and final lap to grab seventh.



Although not a bad recovery, in the context of his victorious team-mate's performance it was hardly the stuff that dreams are made of.

Last year, Newgarden had led a 2-3-4-5 finish for Penske, but was overly harsh on himself for getting jumped by Dixon on a restart. In a caution-free race last weekend, he appeared to execute flawlessly, only losing the lead during a couple of pitstop exchanges.

"The beginning of the race was really difficult," he said. "We needed to keep to our strategy and save fuel. But Ryan was so quick that it was tough to just stay in front of him and try to work on my race. He was really pressuring me. I got a little bit of breathing room, but that breathing room wasn't very much.

"Finally I felt like in those last two stints we were starting to get to where we needed to be and it felt really good on the red Firestones. That's the tyre I preferred to have at the end. Seven or eight laps to go is when I started feeling comfy. I felt like we had the gap to finish it off."

The reigning champion is now up to fourth in the championship, 15 points ahead of the unfortunate Power, and just five behind Hunter-Reay and Rossi. But Dixon's lead is now out to 45 points and, while there are still around 400 left on the table, all four of his pursuers need to start beating the Kiwi more often than not if they're to prevent him from taking his fifth IndyCar championship. ❦



RESULTS ROUND 9/16, ROAD AMERICA, JUNE 24 55 LAPS - 220.770 MILES

POS	DRIVER	TEAM / CAR	TIME
1	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	1h40m16.4165s
2	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	+3.3759s
3	Scott Dixon (NZ)	Chip Ganassi Racing / Dallara-Honda	+5.4902s
4	Takuma Sato (J)	Rahal Letterman Lanigan Racing / Dallara-Honda	+14.8772s
5	Robert Wickens (CDN)	Schmidt Peterson Motorsports / Dallara-Honda	+23.8993s
6	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+32.5513s
7	Simon Pagenaud (F)	Team Penske / Dallara-Chevrolet	+42.1868s
8	Spencer Pigot (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+42.5336s
9	Ed Jones (UAE)	Chip Ganassi Racing / Dallara-Honda	+46.2118s
10	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports / Dallara-Honda	+47.5359s
11	Marco Andretti (USA)	Andretti Herta Autosport / Dallara-Honda	+48.1468s
12	Jordan King (GB)	Ed Carpenter Racing / Dallara-Chevrolet	+53.4242s
13	Sebastien Bourdais (F)	Dale Coyne Racing / Dallara-Honda	+1m00.3249s
14	Tony Kanaan (BR)	AJ Foyt Enterprises / Dallara-Chevrolet	+1m05.2583s
15	Matheus Leist (BR)	AJ Foyt Enterprises / Dallara-Chevrolet	+1m09.7681s
16	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+1m23.4715s
17	Max Chilton (GB)	Carlin / Dallara-Chevrolet	+1m24.3709s
18	Charlie Kimball (USA)	Carlin / Dallara-Chevrolet	+1m43.1557s
19	Gabby Chaves (CO)	Harding Racing / Dallara-Chevrolet	-1 lap
20	Alfonso Celis (MEX)	Juncos Racing / Dallara-Chevrolet	-1 lap
21	Zachary Claman DeMelo (CDN)	Dale Coyne Racing / Dallara-Honda	-1 lap
22	Zach Veach (USA)	Andretti Autosport / Dallara-Honda	-1 lap
23	Will Power (AUS)	Team Penske / Dallara-Chevrolet	2 laps-engine

Winner's average speed 132.101mph. **Fastest lap** Veach 1m45.2421s, 137.306mph.

Q3 1 Newgarden 1m43.2026s; 2 Power 1m43.2508s; 3 Hunter-Reay 1m43.3811s; 4 Rossi 1m43.4361s; 5 Wickens 1m43.7121s; 6 Bourdais 1m43.7332s.

Q2 Rossi 1m42.7998s; Newgarden 1m42.9296s; Hunter-Reay 1m42.9860s; Bourdais 1m43.0505s; Wickens 1m43.0737s; Power 1m43.0745s; 7 Sato 1m43.1108s; 8 Dixon 1m43.1769s; 9 Rahal 1m43.1874s; 10 Pigot 1m43.1995s; 11 Veach 1m43.2265s; 12 Jones 1m43.3544s.

Q1 - GROUP 1 Wickens 1m42.9097s; Newgarden 1m43.0010s; Dixon 1m43.0993s; Rahal 1m43.2588s; Sato 1m43.3077s; Pigot 1m43.4150s; 14

Pagenaud 1m43.4153s; 16 Hinchcliffe 1m43.8591s; 18 Kanaan 1m44.1165s; 20 Leist 1m44.3438s; 22 Chilton 1m44.3442s; 23 Chaves 1m44.6258s.

Q1 - GROUP 2 Rossi 1m43.0740s; Hunter-Reay 1m43.0943s; Power 1m43.4455s; Veach 1m43.4578s; Jones 1m43.6753s; Bourdais 1m43.6921s; 13 King 1m43.7356s;

15 Andretti 1m43.9843s; 17 Claman DeMelo 1m44.0189s; 19 Kimball 1m45.1161s; 21 Celis 1m45.5584s.

CHAMPIONSHIP

1 Dixon 393; 2 Hunter-Reay 348; 3 Rossi 348; 4 Newgarden 343; 5 Power 328; 6 Rahal 278; 7 Wickens 274; 8 Pagenaud 255; 9 Bourdais 235; 10 Andretti 232.

WORLD OF SPORT

MAUGER
LAT IMAGES

Russell wins F2's French game of chance

FORMULA 2
PAUL RICARD (F)
JUNE 23-24
ROUND 5/12

"It's not even a championship, it's who is the luckiest guy having the least amount of problems," said Formula 2 points leader Lando Norris. "It's not a pure drivers' championship, it's not like this guy won because he drove better. This guy's won because the car has failed on him the fewest number of times."

The current F1 heir apparent couldn't have summed up the situation better. The F2 championship is in a reliability crisis that it's struggling to solve. Perhaps the most frustrating thing about the current issues is

that they are overshadowing some brilliant racing from a car that is safer than its predecessor, and can follow other cars in traffic effectively. The latter is more than can be said for its big brother, Formula 1.

The issues overshadowed what was a phenomenal drive from George Russell after his first series pole, which he turned into his third win of the season. But he was not immune, as a throttle sensor broke before race two, giving him no chance.

The series' two glaring issues involve the clutch and the engine/electronics. The throttle sensor is a part that breaks frequently – as it did for Alexander Albon in qualifying and the feature race, costing him third in the championship.

"It's a shame because it looks like this is

deciding the outcome of the championship and no-one wants that," said Albon.

With Austria coming up this weekend, there's no abundance of time for fixes, which were promised for Paul Ricard. Rumours of a drivers' petition to recoup budget were among the most far-fetched, while the series remains hopeful of sorting the issues.

"Yes, we have reliability issues; yes, we spend a lot of energy [on it]; and yes, it is a major concern as we have three races back-to-back-to-back," said Formula 2 technical boss Didier Perrin. "We understand it can be a frustration for the driver and I guarantee we are on the case, to solve any root cause."

The feelgood story from Paul Ricard centred on Sergio Sette Camara, who finally had a problem-free weekend and impressed in the feature race. He had undergone hand surgery after a qualifying crash in Monaco, which forced him to miss both races there, but he was back with a vengeance in France.

Of the frontrunners (Artem Markelov and Norris stalled on the grid and were out of the picture), Sette Camara was the only driver able to stay with Russell in the tricky wet conditions that lasted for the first half of race one. He closed to within 1.6 seconds of Russell after pulling the undercut on tyres (he pitted on lap 17 of 30) but, once Russell was back out a lap later with fresh rubber, he was soon up to speed and pulling away.

Too quickly, as it turned out. ART star



Seven drivers
have won in the
10 Formula 2 races
held so far in 2018

Norris recovered
well and still leads
the points race

PORTLOCK
LAT IMAGES



Russell hurt his rubber on his out-laps and was under pressure in the closing stages as his tyres were “finished”. Carlin man Sette Camara went for it at the entry to the chicane with four laps to go, but had to bail out of the move. He tried to haul in the deficit, but the chance was gone.

Luca Ghiotto completed the podium – despite a spin and a half – after Roberto Merhi had driven from 14th to third in vain, as his tyre pressures were found to be under the minimum set by Pirelli and he was disqualified.

Fifth, behind Antonio Fuoco, was Nyck de Vries, another driver to find some luck and take the next day’s sprint-race win, Prema Racing’s first of the year. He had to haul in and pass Fuoco’s Charouz Racing System team-mate Louis Deletraz – one of the most consistent scorers in recent races – to take the victory. Polesitter Tadasuke Makino had a bad start allied to a throttle-sensor issue and retired after six of the 21 laps.

Norris produced a triumphant display from 16th on the grid to take fifth, ahead of Carlin stablemate Sette Camara, and behind Fuoco.

Norris still leads the standings and was thrown a lifeline by Russell’s sprint-race issue, although the gap is down to 13 points. But if you believe what Norris says, it doesn’t matter. An out-of-a-hat approach is just as likely to give you a title winner as using the points standings...

JACK BENYON

RESULTS PAUL RICARD (F), RACE 1 (30 LAPS – 108.941 MILES)

POS	DRIVER	TEAM	TIME
1	George Russell (GB)	ART Grand Prix	58m28.750s
2	Sergio Sette Camara (BR)	Carlin	+1.108s
3	Luca Ghiotto (I)	Campos Racing	+37.879s
4	Antonio Fuoco (I)	Charouz Racing System	+43.655s
5	Nyck de Vries (NL)	Prema Racing	+45.680s
6	Louis Deletraz (CH)	Charouz Racing System	+53.226s
7	Nicholas Latifi (CDN)	DAMS	+1m16.951s
8	Tadasuke Makino (J)	Russian Time	+1m17.343s
9	Nirei Fukuzumi (J)	Arden International	+1m20.384s
10	Arjun Maini (IND)	Trident	+1m30.605s
11	Jack Aitken (GB)	ART Grand Prix	+1m32.469s
12	Maximilian Gunther (D)	Arden International	+1m37.662s
13	Santino Ferrucci (USA)	Trident	-1 lap
14	Artem Markelov (RUS)	Russian Time	-1 lap
15	Roy Nissany (IL)	Campos Racing	-1 lap
16	Lando Norris (GB)	Carlin	-1 lap
EX	Roberto Merhi (E)	MP Motorsport	+33.072s
R	Alexander Albon (T)	DAMS	18 laps-throttle sensor
R	Ralph Boschung (CH)	MP Motorsport	12 laps-turbo
R	Sean Gelael (RI)	Prema Racing	7 laps-spin

Winner’s average speed 111.774mph. Fastest lap de Vries 1m47.085s, 122.035mph.

QUALIFYING

1 Russell 1m44.469s; 2 Albon 1m44.635s; 3 Norris 1m44.781s; 4 Sette Camara 1m45.092s; 5 Ghiotto 1m45.109s; 6 Aitken 1m45.143s; 7 Markelov 1m45.250s; 8 de Vries 1m45.269s; 9 Deletraz 1m45.278s; 10 Latifi 1m45.482s; 11 Gunther 1m45.608s; 12 Gelael 1m45.721s; 13 Ferrucci 1m45.739s; 14 Merhi 1m45.753s; 15 Fuoco 1m45.919s; 16 Makino 1m45.945s; 17 Maini 1m46.021s; 18 Fukuzumi 1m46.060s; 19 Nissany 1m46.150s; 20 Boschung 1m46.500s.

RACE 2 (21 LAPS – 76.271 MILES)

1 de Vries 38m28.325s; 2 Deletraz +9.648s; 3 Ghiotto +9.870s; 4 Fuoco +16.678s; 5 Norris +17.752s; 6 Sette Camara +20.405s; 7 Albon +20.732s; 8 Latifi +24.445s; 9 Ferrucci +35.726s; 10 Nissany +41.643s; 11 Gunther +49.489s; 12 Fukuzumi +53.765s; 13 Maini +59.010s; 14 Markelov -1 lap; 15 Merhi -1 lap; 16 Boschung -1 lap; 17 Russell -2 laps; 18 Gelael -2 laps; R Makino 6 laps-throttle sensor; NS Aitken-spin on formation lap.

Winner’s average speed 118.949mph. Fastest lap Boschung 1m47.827s, 121.195mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Norris 104; 2 Russell 91; 3 de Vries 75; 4 Albon 73; 5 Markelov 71; 6 Sette Camara 68; 7 Fuoco 59; 8 Aitken 49; 9 Ghiotto 47; 10 Deletraz 44.





Boccolacci is chased
by the ART guys,
and would lose his win

STANDINGS		
1	Anthoine Hubert (ART)	63
2	Nikita Mazepin (ART)	49
3	Giuliano Alesi (Trident)	42
For more info: autosport.com/gp3		

Boccolacci foiled by the fuel

MAUGER
LAT IMAGES

GP3 SERIES PAUL RICARD (F) JUNE 23-24 ROUND 2/9

It was a fairytale storyline last Saturday afternoon for home favourite Dorian Boccolacci, as the man from an hour's drive down the road scored a dominant victory from pole in the GP3 Series feature race at Paul Ricard.

But just a few hours later, it became a nightmare when he was excluded as the car couldn't cough up the one litre of fuel stipulated by the regulations for a sample. "We have a fuel pump where the fuel goes in the car and everything was OK with that," said Boccolacci, who had apparently scored MP Motorsport's first win on only its second appearance in GP3.

"But the machine that pumps the fuel had a failure and it missed one litre.



Ilott tasted
the champers
on Sunday

MAUGER
LAT IMAGES

Nothing changed about our performance because at the end we were over the [minimum] weight. It's a bit sad because we worked really hard for this victory and also before with the pole."

The 19-year-old had been flawless in the race, taking his second GP3 victory after his breakthrough win in the last race of the 2017 season in Abu Dhabi with Trident.

His qualifying lap was enough to keep ART Grand Prix off pole for the second consecutive race, following Leonardo Pulcini's Barcelona effort – the first time that's happened since 2016.

The real story of the race was a lack of DRS, which appeared to be in some sort of test mode where some drivers could use it outside the specific zones, while others started without the maximum number of usages of the system. This led to the DRS being turned off after seven laps.

Erstwhile series leader Anthoine Hubert was not happy, having come within 0.6 seconds of victory after a frantic push in the second half of the race, albeit later in the evening he would inherit the win. "We had no DRS, so that was a shame because I think I could have had a small opportunity in the last two laps with DRS," said Hubert.

Nikita Mazepin, the Barcelona feature-race winner, completed an ART one-two after Boccolacci's exclusion. "It was a bit unfortunate that we weren't able to use the DRS throughout the whole race because it

was only possible for the third lap for me," he said. "So I think partly because of that we missed a good show because this track is interesting for overtaking."

Mazepin had managed to use the DRS early on to pass Ferrari protege Giuliano Alesi for the spot, but was over 4s adrift of Hubert at the finish, with Pulcini fourth.

GP3 organisers declined to comment on the DRS situation, but it was turned off again, this time for the entirety, in the second race on Sunday morning.

Another Ferrari junior, Callum Ilott, took a lights-to-flag victory in his ART car, but not without a brief interjection from his former Formula 3 team-mate Pedro Piquet.

GP3 rookie Piquet pulled off a cunning move, which was completed at Turn 2, and Ilott had to wait for the troublesome Turn 11 to get his own back in impressive fashion. Despite an overshoot and attacking the kerbs hard, he went untouched for the remainder of the race to the tune of 3.5s. Trident man Piquet held on for second ahead of Joey Mawson, who has been improving round by round and looked at home up front, even if his Arden car needs more overall grip over the whole weekend.

Mazepin took fifth to retain second in the series as one of the most impressive and consistent performers. Still leading is Hubert, who survived being hit at Turn 1 by team-mate Jake Hughes to take seventh.

JACK BENYON

It's not oh so quiet at all for Bjork

WTCR
VILA REAL (P)
JUNE 23-24
ROUND 5/10

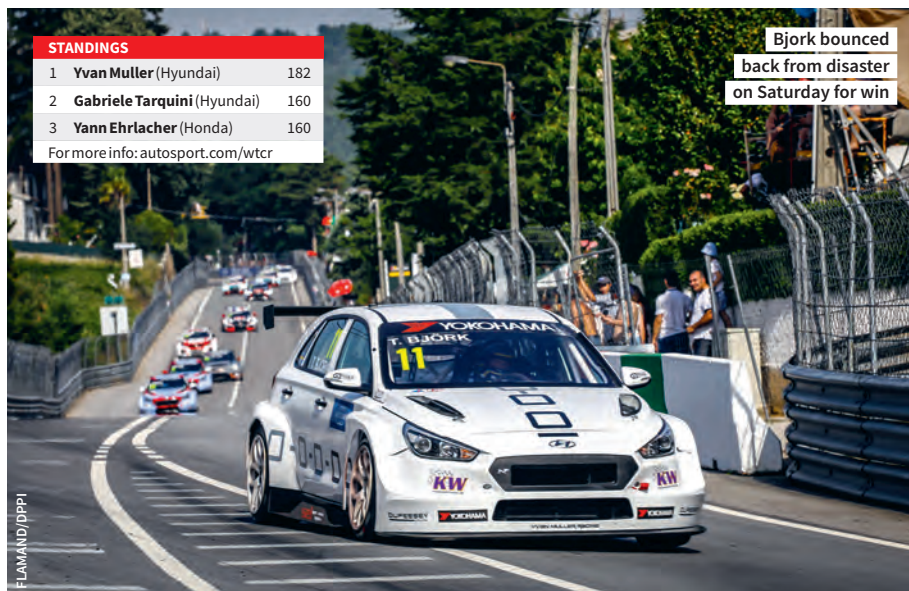
Had Thed Bjork not “slipped out of my set-up window” between first WTCR practice and Saturday qualifying in Vila Real, he would unquestionably have stolen the headlines. But the true extent of Bjork’s advantage in Portugal was only briefly seen, and instead it was the accident his YMR Hyundai was caught up in at the start of race one – which briefly threatened his participation for the rest of the weekend – that the event will be remembered for.

After topping both practice sessions, Bjork’s slip meant he could only qualify fifth for the first race, allowing the Volkswagen Golf GTIs of Rob Huff and Mehdi Bennani to lock out the front row – cue celebrations in the Sebastien Loeb Racing garage.

But three corners is all it took for delight to turn to despair at SLR, when its cars tangled at the start of the race and triggered a multi-car incident. Huff’s and Bennani’s coming-together had consequences for plenty up and down the grid, and led to a delay of two and a quarter hours while repairs and recoveries were completed. Even then, eight cars failed to make the restart.

Bjork’s YMR team must have had conflicting emotions come the end of that race. As part of the leading pack, Bjork was consequently one of the first on the scene of the accident and caught up big time. The immediate concern would no doubt have been for the Swede, who was fine, but fears about the state of his Hyundai – which had briefly caught fire – were also very real.

Team-mate Yvan Muller should have been



STANDINGS		
1	Yvan Muller (Hyundai)	182
2	Gabriele Tarquini (Hyundai)	160
3	Yann Ehrlacher (Honda)	160

For more info: [autosport.com/wtcr](https://www.autosport.com/wtcr)

Bjork bounced
back from disaster
on Saturday for win

involved too, but he made what he described as the “best worst start of my career” from sixth, which left him with enough time to slow before reaching the crash. As the highest-placed car left, based on original grid positions, when the race restarted, Muller inherited the lead and went on to win with relative ease from the battered and sole-remaining Munnich Motorsport Honda Civic of Esteban Guerrieri, reclaiming the championship lead in the process.

A mammoth repair effort overnight meant the second Hyundai was declared fit for action on Sunday, and Bjork made up for any Saturday disappointment with a comprehensive victory.

Bjork’s pace was nothing short of stunning, as he first swept to pole, then left the crooked BRC Hyundai pair of Gabriele Tarquini and Norbert Michelisz (suffering from flu and wrist injuries respectively) trailing in his wake. After the first lap of the race he was 2.5 seconds clear, had added another 1.7s by the end of the next tour, and was far enough ahead by the end of lap three to take his joker and still emerge in the lead.

Three safety car periods masked Bjork’s

advantage, but victory was guaranteed when the last of those – which ended with one lap remaining – meant the eight cars immediately behind him had to complete the joker on the final lap.

Between those YMR successes, Muller was denied a second win by opportunist DG Sport Peugeot driver Mato Homola. Along with Pepe Oriola – who scored two podiums and a fourth in his Campos SEAT – Homola was one of the stars of Sunday qualifying, and was even more impressive in the races.

The Slovakian started the reversed-grid race from third, but made what turned out to be the winning move when Muller attempted to pass polesitter Gordon Shedden, who skipped the second chicane, at the end of the long downhill braking zone. A subsequent penalty for the WRT Audi driver made Homola de facto leader.

Homola took his joker one lap before Muller, then dragged a best lap from his Peugeot to sneak back ahead of Muller as he rejoined from the joker. That win – Homola’s first points score of the season – was followed by a fine fifth in the main race.

JACK COZENS



Homola leads
Muller around
a roundabout

WEEKEND WINNERS

GP3 SERIES

PAUL RICARD

Race 1 Anthoine Hubert

ART Grand Prix

Race 2 Callum Ilott

ART Grand Prix

WTCR

VILA REAL

Race 1 Yvan Muller

YMR Hyundai i30 N TCR

Race 2 Mato Homola

DG Sport Competition Peugeot 308 TCR

Race 3 Thed Bjork

YMR Hyundai i30 N TCR

It's Ticktum against rookie VIPs like Vips



EUROPEAN FORMULA 3 NORISRING (D) JUNE 23-24 ROUND 3/10

Dan Ticktum's gripping photo-finish win in the weekend's final race – when a few hours earlier he'd been on his way to hospital, glanced at his Motopark Dallara and thought it was wrecked beyond repair – was the headline story of the Formula 3 European Championship's visit to the Norisring. But the underlying theme was the form of two rookies who were both team-mates last year, when they fought tooth-and-nail for the same Formula 4 title: Juri Vips and Marcus Armstrong.

The word was that last year's German-based ADAC F4 series was extremely high in quality; champion Vips and narrowly defeated runner-up Armstrong have proved that beyond doubt as F3 rookies. Vips, all spectacular car control and barrier-brushing bravado, scored his breakthrough win in the second race of the weekend, then lost out to

Motopark team-mate Ticktum by a mere 0.057 seconds in that thrilling finale. Ferrari protege Armstrong, a driver so smooth that he looks like he's on a build-up lap when he's nailing a front-row start, is emerging as the spearhead of Prema Powerteam's five-car attack. He also claimed a maiden win last weekend, added two more podium finishes, and has displaced Enaam Ahmed from the championship lead.

The key to Armstrong's win was a super-intelligent handling of wet qualifying. The sun was shining, he knew the track was going to get quicker, and while his Prema compadres lit up the timing screens for the majority of the session the New Zealander trundled around, saving his energy, until it mattered. "It was quite tactical," he explained. "In the session before [the field was split into two for qualifying on this short track], I saw our cars are up there and dropping off towards the end. There's literally no tyre deg here – I don't know if it's a blessing or a curse – and I just decided 'now we go'.

Red Bull junior Ticktum was quickest in

the wetter group, but a grid penalty dropped him to fourth. Jehan Daruvala's less-than-perfect getaway promoted Ticktum to third behind Ralf Aron, but after an early safety car he lost that position to the Carlin car of Daruvala, suspecting his tyre pressures were too low. Armstrong was untroubled, three seconds clear of Prema team-mate Aron, who had his hands full fending off Daruvala.

Ahmed still held the championship lead at this point, but his Hitech GP team had gone for the wrong strategy of running used wet-weather rubber in qualifying – rather than the new wets of the opposition – and carrying too much downforce. He qualified midfield, got into the top 10, but a spin on the brakes into Turn 1 left him without a score – and using new pads for second qualifying later in the day.

This time it was another Prema-run Ferrari junior – the spectacular-driving Robert Schwartzman – who emerged ahead, but on second-best times (which form the grid for race three) it was Armstrong back on top. In the other group, Ahmed and Vips shared the front-row starts, each knocking the barriers, damaging wheels (and steering in Vips's case), thinking of pitting but plugging on to top the times on the final lap – and pip the weekend's shock performer: Van Amersfoort Racing's Keyvan Andres.

Ticktum stalled from the third row at the start of race two, and all missed him until Ameya Vaidyanathan, from the 11th row, ploughed into the back of him. Moments later, Schwartzman was edged into the Turn 1 exit wall in a three-abreast move with Ahmed and Armstrong. While Ahmed led,





Estonian Vips took his maiden Euro F3 victory in race two



Andres leads Habsburg and Palou on his way to third in race two

Vips was on the move, passing Armstrong – who was using his worst tyres – and later Ahmed in a wheelbrushing move down the start-finish straight. “It was a really nice battle with Enaam,” grinned Vips. “We just went two laps in a row, constant battling. For the neutrals it couldn’t have been better!”

Ahmed finished second, but a penalty for the incident with Shwartzman dropped him outside the points and promoted Armstrong into the series lead. And from pole, he looked good to extend that in the final race. The funny thing was, his better tyres – which had only done a few laps at the start of Q2 – didn’t offer much grip: “I was all over the show trying to keep the car in a straight line.” And with a host of incidents meaning this shambolic race boiled down to an eight-lap sprint: “There wasn’t a middle and an end of the race, so who knows if the performance would have improved?”

Ticktum’s move on Armstrong was candy-from-a-baby stuff. Vips got by too and, whether it was traction or a clever line, he seemed ultra-fast out of the Dutzendteich hairpin. Ticktum defended around the last lap, Vips drew abreast as they crossed the line, and smiled: “If the line had been 150 metres further I would have taken the win!”

That, though, was Ticktum’s: “When I was going to the ambulance [during race two] I saw my car go past on the truck and thought, ‘Hmm, that’s probably not going out for race three’. But at the hospital I got a text that it would be ready. I’m just speechless. The fact that the car was raceworthy is incredible.” And it kept this season boiling nicely.

MARCUS SIMMONS

RESULTS ROUND 3/10, NORISRING (D), JUNE 23-24 RACE 1 (40 LAPS – 57.166 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Marcus Armstrong (NZ)	Prema Powerteam / Dallara-Mercedes F317	34m29.816s
2	Ralf Aron (EST)	Prema Powerteam / Dallara-Mercedes F317	+2.926s
3	Jehan Daruvala (IND)	Carlin / Dallara-Volkswagen F315	+3.311s
4	Dan Ticktum (GB)	Motopark / Dallara-Volkswagen F318	+5.078s
5	Mick Schumacher (D)	Prema Powerteam / Dallara-Mercedes F318	+7.496s
6	Robert Shwartzman (RUS)	Prema Powerteam / Dallara-Mercedes F314	+8.044s
7	Juri Vips (EST)	Motopark / Dallara-Volkswagen F315	+8.462s
8	Marino Sato (J)	Motopark / Dallara-Volkswagen F314	+10.934s
9	Guan Yu Zhou (PRC)	Prema Powerteam / Dallara-Mercedes F315	+11.784s
10	Keyvan Andres (D)	Van Amersfoort Racing / Dallara-Mercedes F317	+15.876s
11	Alex Palou (E)	Hitech Grand Prix / Dallara-Mercedes F315	+16.102s
12	Ben Hingeley (GB)	Hitech Grand Prix / Dallara-Mercedes F316	+17.371s
13	Artem Petrov (RUS)	Van Amersfoort Racing / Dallara-Mercedes F316	+21.836s
14	Enaam Ahmed (GB)	Hitech Grand Prix / Dallara-Mercedes F315	+22.678s
15	Sebastian Fernandez (VW)	Motopark / Dallara-Volkswagen F314	+26.723s
16	Jonathan Aberdein (ZA)	Motopark / Dallara-Volkswagen F315	+32.956s
17	Ameya Vaidyanathan (IND)	Carlin / Dallara-Volkswagen F316	+33.544s
18	Ferdinand Habsburg (A)	Carlin / Dallara-Volkswagen F317	+37.946s
19	Fabio Scherer (CH)	Motopark / Dallara-Volkswagen F316	+40.684s
20	Julian Hanes (D)	ma-con / Dallara-Volkswagen F312	+43.629s
21	Petru Florescu (RO)	Fortec Motorsports / Dallara-Mercedes F317	-1 lap
22	Nikita Troitskiy (RUS)	Carlin / Dallara-Volkswagen F315	-1 lap
R	Sacha Fenestraz (F)	Carlin / Dallara-Volkswagen F317	0 laps-accident

Winner's average speed 99.428mph. Fastest lap Habsburg 48.257s, 106.615mph.

QUALIFYING 1 GROUP A

3 Aron 54.771s; 4 Ticktum 54.553s*; 5 Aberdein 54.828s; 8 Vips 54.866s; 9 Shwartzman 54.883s; 11 Scherer 54.895s; 14 Ahmed 54.949s; 15 Sato 55.159s; 17 Andres 55.349s; 20 Palou 55.396s; 22 Fernandez 55.534s; 23 Florescu 56.421s.

QUALIFYING 1 GROUP B

1 Armstrong 52.529s; 2 Daruvala 52.624s; 6 Troitskiy 52.676s; 7 Schumacher 52.629s*; 10 Fenestraz 52.701s; 12 Habsburg 52.687s*; 13 Zhou 52.886s; 16 Vaidyanathan 53.488s; 18 Petrov 52.933s*; 19 Hanes 53.502s; 21 Hingeley 53.527s. * = grid penalty.

RACE 2 (29 LAPS – 41.445 MILES)

1 Vips 43m36.909s; 2 Armstrong +4.679s; 3 Andres +6.883s; 4 Palou +7.544s; 5 Habsburg +8.322s; 6 Daruvala +10.499s; 7 Sato +11.393s; 8 Fenestraz +13.500s; 9 Schumacher +14.559s; 10 Scherer +15.177s; 11 Troitskiy +15.792s; 12 Zhou +16.328s; 13 Aron +18.529s; 14 Aberdein +19.446s; 15 Ahmed +22.089s; 16 Hingeley +22.116s; 17 Hanes +28.849s; 18 Petrov +33.093s; 19 Florescu +38.275s; 20 Fernandez +38.381s; R Shwartzman 0 laps-accident; R Ticktum 0 laps-accident; EX Vaidyanathan 0 laps-accident.

Winner's average speed 57.015mph.

Fastest lap Vips 48.189s, 106.766mph.

QUALIFYING 2 GROUP A

1 Shwartzman 48.037s; 3 Armstrong 48.080s; 5 Ticktum 48.129s; 7 Daruvala 48.151s; 9 Sato 48.211s; 11 Troitskiy 48.223s; 13 Fenestraz 48.316s; 15 Aberdein 48.406s; 17 Fernandez 48.432s; 19 Hingeley 48.486s; 21 Vaidyanathan 48.804s.

QUALIFYING 2 GROUP B

2 Ahmed 48.041s; 4 Vips 48.151s; 6 Andres 48.152s; 8 Habsburg 48.158s; 10 Palou 48.167s; 12 Zhou 48.207s; 14 Scherer 48.258s; 16 Petrov 48.291s; 18 Aron 48.315s; 20 Schumacher 48.325s; 22 Hanes 48.855s; 23 Florescu 49.312s.

RACE 3 (31 LAPS – 44.304 MILES)

1 Ticktum 44m53.502s; 2 Vips +0.057s; 3 Armstrong +2.532s; 4 Zhou +2.940s; 5 Daruvala +3.810s; 6 Aron +4.607s; 7 Shwartzman +4.987s; 8 Ahmed +6.492s; 9 Habsburg +6.822s; 10 Fernandez +7.739s; 11 Petrov +9.046s; 12 Hanes +10.970s; 13 Sato +11.270s; 14 Florescu +11.532s; 15 Schumacher +25.450s; 16 Scherer -1 lap; R Fenestraz 17 laps-accident; R Andres 11 laps-accident; R Palou 8 laps-suspension; R Troitskiy 0 laps-accident; R Aberdein 0 laps-accident; R Hingeley 0 laps-accident; NS Vaidyanathan accident damage.

Winner's average speed 59.214mph.

Fastest lap Scherer 48.433s, 106.228mph.

GRID FOR RACE 3

1 Armstrong; 2 Vips; 3 Ticktum; 4 Zhou; 5 Daruvala; 6 Ahmed; 7 Shwartzman; 8 Palou; 9 Sato; 10 Petrov; 11 Troitskiy; 12 Scherer; 13 Fenestraz; 14 Aron; 15 Aberdein; 16 Andres; 17 Fernandez; 18 Habsburg; 19 Hingeley; 20 Schumacher; 21 Hanes; 22 Florescu.

CHAMPIONSHIP

1 Armstrong 101; 2 Ticktum 100; 3 Ahmed 87; 4 Zhou 79; 5 Aron 76.5; 6 Vips 70; 7 Daruvala 56.5; 8 Fenestraz 55; 9 Palou 51; 10 Schumacher 49.



Brilliant Wittmann steals it from Mercs

DTM
NORISRING (D)
JUNE 23-24
ROUND 4/10

Marco Wittmann grew up within a few kilometres of the Norisring, and when he was a kid he used to visit the Nuremberg streets with his family to watch the DTM cars tanking down Zeppelinstrasse and around the famous old 1930s grandstand. But he'd never had any luck on his home ground: his third place last Saturday represented the first time that BMW's two-time champion stood on the podium on his home ground. His win on Sunday raised the excitement to fever pitch, Wittmann rushing over to his fan club to celebrate after a race he proclaimed as the best of his life.

It was a superb performance from seventh on the grid, and came after a weekend hitherto replete with Mercedes domination. In the previous round at the Hungaroring, the Mercs had also seemed unbeatable, only for Wittmann to turn the tables with a win in the Sunday race. That had been pretty much down to luck and circumstances; this one was fully-earned and was a masterclass of DTM driving and strategy.

The RMG-run M4 of Wittmann had spent the opening stages of the race trying to force a way past Paul di Resta's Mercedes, before the Scot made an early stop. When

Wittmann pitted at the end of lap 11, the Mercs of first-time poleman Daniel Juncadella and Lucas Auer were still out in front, but it was the battle of the early stoppers, almost a lap down, that drew the attention – and it was a thrilling fight.

Bruno Spengler had narrowly aced Wittmann to be the top BMW qualifier, and pitted three laps later than the eventual winner. As he rejoined, trying to get his tyres up to temperature, into his mirrors loomed Saturday winner Edoardo Mortara's Merc, Wittmann, di Resta and the remainder of a massive scrap. Mortara tried to pass Spengler at the Turn 1 hairpin, but the Canadian resisted, Mortara was delayed at the following chicane, and Wittmann stuck his nose up the inside of the Italian at the left-handed exit. Unsurprisingly, he then made a fairly easy pass on BMW stablemate Spengler immediately afterwards.

Still the win wasn't his though. There was contact as Wittmann passed the just-rejoined Auer around the outside of Turn 1. And there was a thrilling three laps of racing as Wittmann squirmed around looking for a way past Juncadella, driving arguably the best race of his DTM career, before he finally completed the move at the chicane.

Mortara almost immediately passed Mercedes team-mate Juncadella, but within a few laps Wittmann was two seconds in front, with only the late-stoppers in front.

With still 40 laps to go, it seemed as though the race was as good as won, but with 15 remaining the Mercs began to close up once more. Into the dying stages Wittmann was within torpedo range of Mortara, who in turn had Juncadella on his tail, but there were no mistakes and the BMW superstar completed a superb win.

It was a rare quality of performance. BMW was behind Mercedes last weekend, and few have the skills to earn a win in the DTM in such circumstances. "Marco surpassed himself once again today," enthused RMG chief Stefan Reinhold. "The lads did a great job and the pitstops were perfect. It was a tough weekend but we kept our nerve." Meanwhile, Mortara nodded: "I gave it everything I'd got, but he did a great job."

Spengler had Auer right on his tail in the chase for fourth, while di Resta ran out most of the race in a lonely sixth.

Gary Paffett had put himself back into the championship lead with second place behind Mortara on Saturday, but the Mercedes veteran was stymied on Sunday in a ferocious battle with title rival Timo Glock. One third of the way through the race, Paffett slid into the rear of Glock's BMW at the Dutzensteich hairpin, debris flying as a result. Several times over the next few laps he persistently tried to pass Glock by drawing to the outside at the Turn 1 hairpin. Eventually he tried a different approach, concentrating on a Turn 1

DTM

NORISRING

Race 1 Edoardo Mortara

HWA Mercedes C63 DTM

Race 2 Marco Wittmann

BMW Team RMG BMW M4 DTM

BLANCPAIN GT SPRINT

MISANO

Race 1 Christopher Mies/Alex Riberas

WRT Audi R8 LMS

Race 2 Christopher Mies/Alex Riberas

WRT Audi R8 LMS

NASCAR CUP

SONOMA

Martin Truex Jr

Furniture Row Racing Toyota Camry

NASCAR TRUCKS

GATEWAY

JJ Haley

GMS Racing Chevrolet Silverado

Wittmann battles
Juncadella, as Auer
and Mortara chase

exit cutback, but found himself running wide at the following chicane and losing out to Glock's BMW stablemates Philipp Eng and Joel Eriksson. "He [Glock] kept forcing me into the wall, which practically ended my race," said a miffed Paffett. "I don't think that was actually very fair, and I never expected it after the great race we had at Hockenheim."

Now it's Mortara who is Paffett's closest challenger in the points, and the pair finished first and second on Saturday. This was a strong performance from Paffett, who made his way past di Resta early in the race, then had to battle his way ahead of Wittmann for second position with a third of the race remaining. He hunted down Mortara, but finished 0.7s adrift, with Wittmann a similar distance behind in third.

For Audi it was a disastrous weekend just up the road from Ingolstadt HQ. Reigning champion Rene Rast hit the wall in first qualifying, and again it was the increasingly impressive Nico Muller who led the marque's charge. A puncture on Saturday following a ferocious battle with Glock hampered the Swiss, and no Audi drivers were in the points, with Jamie Green the best in 11th. Muller at least put on a strong and untroubled show on Sunday – running in the massive Mortara/Wittmann train – to wrest seventh position, with late-stopping Robin Frijns behind him. These are tough times in the DTM for Audi, but with three Merc drivers and two BMW men covered by 12 points, it's a wide-open title chase.

MARCUS SIMMONS



It was a double
for WRT Audi pair

Mies and Riberas make further strides in Audi

BLANCPAIN GT SPRINT

MISANO (1)

JUNE 23-24

ROUND 3/5

They'd finished either second or third in all but one Blancpain GT Series Sprint Cup race this season, so it wasn't surprising that Christopher Mies and Alex Riberas left Misano as double victors in their WRT Audi.

Both victories were convincing, even with Raffaele Marciello in the ASP Mercedes finishing less than a second behind in the first race of the weekend on Saturday evening. The following afternoon, 10 seconds separated Mies from second-placed team-mate Will Stevens when the chequered flag fell, a great result for Stevens and Dries Vanthoor after retiring due to a loose wheelnut in the first race.

Audi locked out the top four positions on Sunday thanks to Sainteloc Racing pair Simon Gachet/Christopher Haase and Attempto Racing duo Kelvin van der Linde and Steijn Schothorst.

But it could have been very different for Audi if it wasn't for the misfortune and mistakes of rivals around them during the first half of race two.

Riberas was able to get ahead of Franck Perera in the Grasser Lamborghini at the start, following Marciello as the leading three cars started to edge away. Eventually Mies began to put the pressure on Marciello, who later clouted the inside kerb at Turn 15 and damaged the front-left bodywork of the car. It

wasn't long until Mies took advantage to move into the lead.

Perera also tried to follow Mies through, but made contact with Marciello and punctured his left-front tyre. The pair fell down the order, with Loris Hezemans eventually recovering the Lamborghini to seventh place, and the Mercedes finishing 10th with Michael Meadows behind the wheel.

The rest of the race was easy going for Riberas after an "amazingly quick pitstop" as he and Mies stretched their Sprint Cup and overall Blancpain GT Series leads.

That straightforward end was a different story to Saturday evening, where Mies was put under pressure by Marciello during the second half of the first race. "It might have looked easy to control the race," said Mies. "But it's hard to keep your concentration when someone is pushing so hard behind you. If I had made a slight mistake, he would have passed."

Riberas followed Nico Jamin in the sister ASP Merc to Marciello's from the start, and he was gifted the lead when Jamin stopped on the pit straight and retired. The lead only lasted until the end of the full-course yellow as Nico Bastian, in another ASP Merc, took advantage of Riberas going wide and then created a gap to the Audi.

A fast pitstop from his team gave Mies the chance to win, as late into the pit window Bastian handed over to Jack Manchester, who came out battling to keep third. Manchester eventually finished sixth.

TIM LUMB

AWNINGS



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

EXHAUSTS

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

GEARBOXES

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

HELMET GRAPHICS

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

MEMORABILIA

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

MOTORSPORT LEGAL ADVICE

Motor Sport Legal Advice
Tudor Alexander, L.I.B Solicitor
07887 713512

MOTORSPORT LEGAL ADVICE

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

RACE PARTS

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

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

RACE RADIO

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

RACING

MARDI GRAS MOTORSPORT
www.mardigras.co.uk

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

RACING

PORSCHE SHOP
10% off with website
voucher code AUTOTEN
Or Call: 0121 585 6088

demon tweeks
www.demon-tweeks.com

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

RACING

CARTEK
MOTORSPORT ELECTRONICS
info@cartekmotorsport.com
0123 80 467747
www.CARTEKMOTORSPORT.COM

RACEWEAR

GPR Grand Prix Racewear
Silverstone
The best of racewear & kartwear
www.gprdirect.com

TRAILERS & TRANSPORTERS

HUSLIG
COLLECTIVE
Luxury designs for custom vehicles
sales@husligcollective.com

TRAILERS & TRANSPORTERS

Signature RV.co.uk
RV SALES AND SERVICE

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

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



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

BRIAN JAMES TRAILERS

»» Connected to you

www.brianjames.co.uk

TRAILERS & TRANSPORTERS

Style and Substance

Introducing the new Race Transporter 6 by Brian James Trailers. An even more stylish and capable enclosed trailer specifically suited to car transportation.

New features include a standard automatic tilt-operation, invaluable for all professional motorsport or transport operations. An extra side access hatch door provides the ability to easily reach in for securing the standard equipment 'over wheel' strap system.

In addition, many new optional features are now available, all designed to offer the latest technology and improved convenience to all operators.

Race Transporter trailers are available from £7,699 + vat

Race Transporters are available ex-stock at many UK dealers. Please visit our website or call us for further details.

**RACE TRANSPORTER 6****T +44 (0)1327 308 833**

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

QUALITY THAT WE ARE PROUD OF

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



DEALERS WANTED - All Woodford Trailers have full European Type Approval



Dealers who hold stock

PORTSMOUTH
BLENDWORTH TRAILER CENTRE
T: +44(0)2392 412731
E: sales@blendworthtrailers.co.uk
www.blendworthtrailers.co.uk

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

WINCHESTER
TRAILERTEK LTD
Warren Farm
Micheldever Station
Winchester,
Hampshire
SO21 3AS
T: 01962 774988
Fax 01962 795 093
E: info@trailertek.co.uk
E: sales@trailertek.com
www.trailertek.com

NOTHINGHAM
GREGG MOTORSPORT
T: 07977975173
E: ian.gregg@gregg-motorsport.com
www.gregg-motorsport.com

LONDON-KENT
SOUTHEAST TRAILERS
498 London Road, Ditton, Kent
me206bz.
T: 07933842719

NORTH SCOTLAND
GLENBURGIE CARS
WOODFORD TRAILERS SCOTLAND
Easter Lawrenceton Steading
Forres IV36 2RL
T: +44 (0)1309 676787
E: sales@glenburgiecars.co.uk
www.woodfortrailersscotland.com

BOSTON
BLUE LINE TRAILERS
Main Road
Sutterton
Boston
Lincs
PE20 2BE
T: 01205 460346
E: accounts@blueline-trailers.co.uk

BRIDGEWATER
Bridgwater Trailer Centre
The Wireworks Estate, Bristol Road,
Bridgwater TA6 4AP
T: 01278 445000
www.bridgwatertrailers.co.uk

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

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

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

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

LEICESTER
MARSDEN BARN TRAILERS
Unit 1 Marsden Barn,
Huncote Road
Stoney Stanton,
Leicester
LE9 4DJ
T: 01455641367
Mob: 07968 888624
marsdenbarntailers@gmail.com

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

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

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

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

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

www.WOODFORDTRAILERS.com

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Woodford Trailers Limited • 14 Great Central Way • Daventry • Woodford Halse • Northants • NN11 3PZ
Telephone: 01327 263384

AUTOSPORT

If you wish to advertise your products and services with Autosport in print and online please contact

Ben.kavanagh@motorsport.com

or call

0203 4058 109

TRAILERS

FOR SALE



2 CAR, 3.5 tonne TRAILER, (2.1 tonne PAYLOAD), HYDRAULIC LIFTING DECK, 4300kg ELECTRIC WINCH

BUILT JULY 2015 by GRAHAM EDWARDS TRAILERS, VIRTUALLY AS NEW, HARDLY USED, £6950, (NO VAT)

For further information
Call Geoff - 01388 722570

TRAILERS

Over 100 new
and used trailers in stock

FIELDFARE TRAILER CENTRE



Sold to Competitors by Competitors !

Fieldfare Trailer Centre, Salisbury.

With over 15 years of experience in dealing with trailers, we know a thing or two about them.

Our expert and professional advice will help you find the right trailer for your requirements.

People come from all over the country to see our extensive range for a number of different uses.

* Sales * Trailer Hire * Servicing
* Repairs * Parts

Selection of used Brian James Trailers for sale

A-Max, 5.0m x 1.96m, 2.6t GVW, £1800 + vat

A-Max, 4.3m x 1.96m, 2.6t GVW, £1850 + vat

A-Max, 4.3m x 1.96m, 2.6t GVW, £2000 + vat

TT Tiltbed, 5.0m x 2.02m, 3.5t GVW, £2500 + vat

Covered A-Max, 4.24m x 1.94m x 1.52m high, 2.0t GVW, £3,495 no vat.



BRIAN JAMES TRAILERS

Tel: 01980 611853

info@fieldfaretrailers.co.uk

www.fieldfaretrailers.co.uk

The Trailer Warehouse, Ford Farm, Old Malthouse Lane, Ford, Salisbury, Wiltshire, SP4 6DR.



MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA & AUTOGRAPHS

We buy and sell F1 items
AYRTON SENNA specialists

Call CHRIS GRINT

01763 274448

email:- sales@f1collectors.com

AUTOSPORT

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

RACEWEAR

demon tweeks

EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY

sparco

KIRKEY

RECARO

TILLETT

COBRA

REVERIE

OMP

**0844 375 2196** www.demon-tweeks.com

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES Media Code: KZ252A

RACEWEAR

demon tweeks

EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY

**0844 375 2196** www.demon-tweeks.com

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES Media Code: KZ252A

WATCHES

DAVOSA
SWISS**£295.00**www.classic-time.co.uk
Tel : 01189 482 674

RACEWEAR

London Motorsport Showroom
www.msar.co.uk

Order Hotline: 020 8655 7877

UK agent for **SCHROTH** RACING

Visit Us At Our New Larger Showroom

RACE PREPARATION

Elite Carbon Fibre

Carbon fibre race car component manufacturer

EliteCarbonFibre Ltd.
Units 20-22 Norwich Road Ind. Est.
Watton, Thetford, Norfolk IP25 6DRContact – Dave Greenwood 07809390316
Email – davecarbonelite@googlemail.com
Website – elitecarbonfibre.co.uk**Carbon Composite Wings, Bodywork & Repairs**

ENGINEERING

RACE PREPARATION



EARL'S
PERFORMANCE PRODUCTS

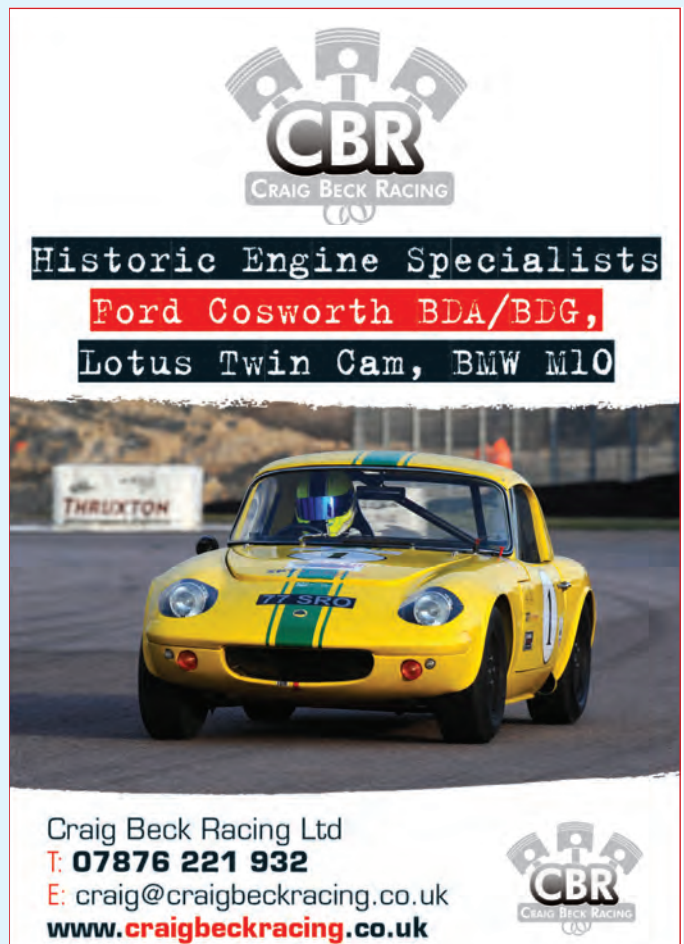
RACE ENGINE PRE-HEATER SYSTEM

NEW for 2018

FUELAB **ADEL WIGGINS** **STÄUBLI** **Holley**

Earls Performance
15/16 Silverstone Technology Park
Silverstone, Northants.
NN12 8TL

01327 858 221
sales@earls.co.uk
www.earls.co.uk



CBR
CRAIG BECK RACING

Historic Engine Specialists
Ford Cosworth BDA/BDG,
Lotus Twin Cam, BMW M10

Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

RACE PREPARATION



Malpassi **GLENCOE**
U.K. Concessionaires

FILTER KING

Used professionally in:

- Off Road Sports
- Historic Racing
- Historic Rallying

BENEFITS

- Fuel Filtering
- Fuel Pressure Control
- High Flow (optional)
- Cleanable Chamber
- Clear or Metal Bowl
- Robust Design
- Proven High Quality

ALWAYS BUY ORIGINAL EQUIPMENT

Historically original equipment with
ALFA ROMEO • BENTLEY • BRITISH LEYLAND • LOTUS

RETAIL & TRADE ENQUIRIES WELCOME
TEL: 01784 493 555
Email: sales@glencoeltd.co.uk
www.glencoeltd.co.uk



Facet
FUEL PUMPS

Glencoe Ltd - Facet UK Concessionaire

Military standard: MIL-STD-461F
Test life cycle: 6,000 hrs

Gold-Flo **Facet** **Electronic Fuel Pump**

Made in the USA

Tel: 01784 493 555
Email: sales@glencoeltd.co.uk
www.glencoeltd.co.uk

freem
Racewear
.CO.UK

The Winning Choice.

For style, quality and service that is second to none.
Suppliers to leading teams and individuals.
UK based design team can work with you to
create your unique custom design.
Full range of boots, gloves, underwear,
helmets and accessories.
Contact us for further information.

www.freemracewear.co.uk

Call: 01233 740 615

Email: aaron@freemracewear.co.uk

[@racewearfreem](https://twitter.com/racewearfreem) [f racewearfreem](https://facebook.com/racewearfreem) [i racewearfreem](https://instagram.com/racewearfreem)



PREMIUM FORMULA 1 RACE SHOP START THE SEASON RIGHT WITH THE BEST GEAR

SHOP NOW AT WWW.RACE-GEAR.COM



PINNACLE
RACE GEAR



RACEWEAR



**Grand Prix
Racewear**

Silverstone

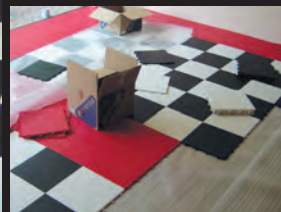
The best of racewear & kartwear
www.gprdirect.com

FLOORING

Turn your garage into a showroom



Robust interlocking
floor tiles
No messy adhesives
Installation service
available
Call **01676 523386**
for your no obligation
quotation



**CHOICE
OF 11
ATTRACTIVE
COLOURS**

DYNOTILE

Typical 20ft x 17ft garage supplied and installed with skirting for less than £1500.00.
Installation service not available in all areas of the UK - contact Dynotile for details.

WWW.DYNOTILE.CO.UK



Workshop and Garage Cabinetry

Create an organised, productive, and professional workshop

Buy ready-configured cabinet systems online at **GaragePride**, or we can provide a complete cabinet and workbench design and installation service working closely with you to meet your precise requirements. Unlike other suppliers, we are not tied to a single cabinet brand but would propose one that best meets your budgetary, functional and aesthetic needs.

www.garagepride.co.uk 01743 742028



Cabinets
Pictured
bott

MARKETPLACE



SYSTEM
STORE
SOLUTIONS LTD

SETTING THE STANDARD IN MOTORSPORT WORKSHOP DESIGN & STORAGE

Famir
Storage Systems



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

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



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



DK Engineering
The Power Specialist

Lanzante

CKU

JOTA Sport

URT

Carlin

YOUNG

MEWES

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



Historic Sports Car Club

The HSCC is the leading historic motor racing club in the UK with over 1000 members, and has been setting the standard in race organisation since its inception in 1966.

With the impending retirement of the current CEO the Club is currently looking to fill the position, commencing on the 1st of January 2019.

The successful candidate will need to have a good understanding of UK motor sport in general and historic racing in particular, a passion for people, an experienced negotiator with good management skills and marketing expertise.

For more information please contact Charles Barter on charles.barter@thewatercresscompany.com



**motorsport
JOBS**

Want to advertise a motorsport job?

If you are recruiting in motorsport and wish to advertise with Autosport in print and online please contact

James.robinson@motorsport.com

or call

0203 4058 105

For all current vacancies advertised please visit our website

Motorsportjobs.com



**motorsport
JOBS**



TIG Welder

AlliSport is looking for a full-time aluminum TIG welder to join their expanding welding and fabrication team. AlliSport is a leading supplier of performance upgrades and aluminum fabrication specialising in bespoke components for off-road and high-performance motorsport vehicles. Our products are designed and fabricated in-house combining high-performance specification with excellent build quality. We are industry leaders, supplying top tuning companies worldwide.

The ideal candidate -

- will have TIG welding experience especially in lightweight aluminum, to an extremely high standard (and be willing and able to develop this skill on the job)
- will be quality focused and prepared to carry out their own quality control
- will have experience of fabrication to aid the welding process
- will be extremely positive with a can-do attitude and take pride in their work
- # will be able to work under their own initiative with minimal supervision following the initial training period.

You will be working in a small and friendly team and the role will be 8-5 Monday to Thursday and 8-2 on Fridays. Salary is £10-£14 per hour, depending on experience. Please send your CV, together with a covering letter that addresses your experience.

Please review our website so you are aware of the quality we require and we look forward to hearing from you!

To apply now visit www.motorsportjobs.com



AERODYNAMICS PERFORMANCE ENGINEER (R0000327)

We are looking for an experienced Engineer to join the Aerodynamics Performance Group in our highly successful Formula One team.

This exciting opportunity based at our UK facility will primarily involve supporting our Race Team through the analysis of Track, Wind Tunnel and CFD data. In addition to contributing to the development of new analysis tools and methodologies, other activities may include attendance at test events, advising on development directions, pre-event setup optimisation and management of aerodynamic datasets.

We are looking for candidates holding an excellent Engineering degree with a specialisation in Aerodynamics (MEng/PhD) who can demonstrate:

- A thorough understanding of the principles of Aerodynamics and their application to Formula One.
- Extensive experience of data analysis tools and techniques.
- An aptitude for problem-solving and innovative thinking.
- A flexible approach and good communication skills.
- An ability to deliver results under pressure to tight deadlines.

The ideal candidate will have worked previously in Formula One gaining exposure to both Wind Tunnel and CFD development. Previous experience in an Aero Performance role and a grasp on the fundamentals of Vehicle Dynamics will be a distinct advantage.

Please enclose a CV and covering letter with your application

CLOSING DATE FOR APPLICATIONS – 8th JULY 2018



HERITAGE

R.S.WILLIAMS LIMITED

R.S.Williams Ltd is the leading specialist for restoring and rebuilding all Heritage Aston Martins since 1968. We are pleased to offer an exciting opportunity in our world-renowned engine facility.

Engine Build Support Technician

We have an opportunity reporting to the Engine Build Supervisor. The successful candidate needs a flexible attitude to work in this fast-paced environment.

The role will cover the following activities:

- Provide component preparation and assembly support to the engine build team.
- Responsibility for maintaining stock of components for the engine build department.
- Goods receipt and initial inspection of procured components.
- Detail kitting of components for specific project deliverables.
- Preparation and assembly of components to exacting standards for specific builds.

The ideal candidate will possess experience covering the following skills and expertise:

- Proven track record of preparation and assembly of components to engineering procedures and drawings. Exceptional bench fitting skills are essential.
- Experience of using measuring equipment and verifying work to drawing tolerances.
- A keen eye for detail to achieve engineering excellence.
- A methodical approach to follow instructions to achieve delivery deadlines.



Specific training will be given. We offer a competitive salary and benefits package. Please send your application to Graham Ching: gching@rswilliams.co.uk

R.S.Williams Ltd, Protech House, Copse Road, Cobham, Surrey, KT11 3PE



TOMMY BYRNE TO MAKE F1 RETURN AT BRITISH GRAND PRIX

MASTERS HISTORIC F1

Ex-Formula 1 racer and British Formula 3 champion Tommy Byrne will make a return to European racing at the British Grand Prix next month.

Byrne, now 60, will race Irishman James Hagan's Hesketh 308/1 in the pair of FIA Masters Historic Formula 1 races that will support the British Grand Prix.

Byrne graduated to F1 in 1982 with Theodore – the same season he won the British F3 title with Murray Taylor Racing – but he qualified on just two of his five F1 outings. He failed to finish after spinning in the Austrian and Las Vegas GPs, and did not qualify for the

German, Swiss and Italian GPs.

A McLaren test followed, but Byrne's personality jarred with McLaren team boss Ron Dennis and his F1 dream was over almost as soon as it had started. He went on to race in Indy Lights and in Mexico, before making his living as a driver coach in the US, and his life is the subject of a book and documentary.

"I haven't even seen the car yet," said Byrne of his comeback. "My friend James Hagan asked me to drive the Hesketh and I was happy to oblige. My last race at Silverstone was in 1984, when I drove the Anson-Alfa Romeo in the European F3 race, which was the penultimate time I drove in the UK. I then raced in the 1986 Birmingham Superprix in an Eddie Jordan Racing March 86B.

"I am really excited. Silverstone has so many happy memories for me from my Formula Ford 1600 days, slipstreaming with Roberto Moreno, Rick Morris and Jim Walsh, to winning my best race in Formula 3 against Enrique Mansilla and Dave Scott. It's also where I tested the McLaren. I lived in Milton Keynes for two years and had lots of parties with Eddie Jordan and Murray Taylor and all the guys. They were fun days for sure!"

He will race against F1 aero wizard Adrian Newey (Lotus 49), ex-McLaren mechanic Warren Briggs (McLaren M29) and historic F1 star Nick Padmore (Williams FW07C).

DAVID ADDISON

"SILVERSTONE HAS SO MANY MEMORIES FOR ME FROM MY FF1600 DAYS"



F1 champ Button pulls out of first historic race

LE MANS CLASSIC

Jenson Button will no longer make his historic racing debut at next month's Le Mans Classic after withdrawing for reasons he said were "out of his hands".

The 2009 Formula 1 world champion was set to race an ex-Tom Walkinshaw Racing Jaguar XJR-9 Group C car. It finished second in the 1988 Spa 1000Km World Sportscar round with Martin Brundle, Johnny Dumfries and Jan Lammers.

Button's change of plans comes after the Williams F1 team announced that he would race its six-wheeled FWO8B against motorcycle racer-turned-television presenter Guy Martin for a Channel 4 show.



A schedule clash has ruled Button out of the Le Mans Classic

LORD LAT IMAGES

The race is due to take place at the British Grand Prix, which falls on the same weekend as the Le Mans Classic.

Announcing the news on Twitter, Button wrote: "Guys, just wanted to let you know that unfortunately I now won't be competing at Le Mans Classic which is a shame but, unfortunately, out of my hands."

"The good news is I will be at the British GP at Silverstone instead. I've got some great things planned so hopefully see you there!"

Button is also due to race with JD Classics at the Goodwood Revival across September 7-9, although the identity of the car he will drive there is yet to be confirmed.

MATT KEW

Equipe GTS to support British GT



Equipe GTS series raced at Brands Hatch last weekend

EQUIPE GTS

The popular Equipe GTS series will appear on the British GT Championship support bill for the first time later this year after another fixture was added to the calendar.

A 30-minute race for Equipe GTS and its sister Pre '63 series will take place at the Brands Hatch British GT round on August 4-5, giving drivers a chance to compete on the rarely used Grand Prix circuit.

Entries are already beginning to fill up, despite the event falling just one week after the series heads to Zandvoort for an away round.

"This is a big thing for us in a variety of ways," said series co-organiser John Pearson. "The Grand Prix circuit at Brands Hatch is the holy grail of [British] tracks for everybody because so few meetings are able to use it. All of our drivers are keen to race on it."

"This is a bunch of historic racing cars at a British GT Championship meeting and that's something quite new. The people who go to British GT are car racing fans and we put out big grids that are really competitive and great fun to watch."

"We've had a good response and are looking forward to it."

The next Equipe Racing event is the three-hour relay contest at Donington Park next month, in which around 30 teams are expected to compete.

STEPHEN LICKORISH



The historic grids will bring diversity to BGT support races



Newey was reunited with the Ferrari 430 GTC he raced at Le Mans in 2007

Newey's Masters crash

ENDURANCE LEGENDS

Formula 1 designer Adrian Newey had a weekend to forget in the Masters Endurance Legends races at Paul Ricard after colliding with the race leader while being lapped.

The Red Bull chief technical officer was taking part in the races – which were supporting the French Grand Prix – aboard a Ferrari 430 GTC that he shared at Le Mans in 2007 with Ben Aucott and Joe Macari, going on to finish fifth in the GT2 class.

The 59-year-old collided with Kriton Lendoudis's Peugeot 908X prototype on the penultimate lap of race two at the

right-hander of Sainte-Baume, sending both cars spinning into the run-off. He would ultimately be classified 17th, to add to his 14th-place finish from race one.

Alex Kapadia took both wins aboard an ORECA-Nissan 03, while the GT classification went both times to Xavier Tancogne in a Panoz GTR1. The Masters Endurance Legends series is new for 2018 and features cars eligible to compete in the Le Mans 24 Hours or any of its associated series from 1995-2012, including the American Le Mans Series and the World Endurance Championship.

STEFAN MACKLEY



Cumming to return after 145mph horror crash

SMRC

Scottish Saloon and Sports Car driver Ron Cumming is planning to be back behind the wheel at the Scottish Motor Racing Club meeting this weekend, despite his

frightening 145mph crash last month.

Nemesis kit car driver Cumming clipped the BMW Z3 of Scott Duthie when attempting to overtake in the second race at Knockhill on May 6 on the approach to the hairpin – which

was the first corner with the circuit being run in reverse formation.

This sent Cumming out of control onto the grass, with his car rolling multiple times before coming to rest upside down in the hairpin gravel. He was taken to hospital but suffered no serious injuries.

“It was just a racing incident,” said Cumming. “I just happened to catch him when I was travelling at 145mph – two inches to the side and it would’ve kept me out of trouble!”

“I’ve got to thank the car’s designer Paul Gibson – there was nothing deformed in the [structure of the] car at all. It looked exciting for the spectators but the safety cell of the Nemesis is pretty good.”

Cumming had struggled to get away at the start, leaving him to fight his way through the order.

“I probably should’ve shown a bit more discretion and waited to get through to the front as I had more laps,” he added.

Former Lola works driver Cumming is attempting to make a winning return just a few weeks after the marque’s previous owner Martin Birrane died.

“It’s going to be quite an important weekend,” added Cumming, who is still working on the Nemesis to get it ready. “I want to win to dedicate them to Martin Birrane. He was a good friend and a great ambassador for motorsport.”

STEPHEN LICKORISH

Dawson back from coma for Fiesta debut

BRSCC

Former karter Jake Dawson completed his comeback from serious injury, which had left him in a coma, by making his car racing debut in the British Racing & Sports Car Club’s Fiesta Championship at Rockingham last weekend.

Dawson was involved in a horrific accident at the Sherington circuit in 2012, putting him in a coma for nearly a month.

“They were going to turn my life support off [but] they left it another night and I was just getting enough oxygen to breathe,” said Dawson, who was told he would remain in a wheelchair for the rest of his life.

Against the odds, and although unable to hold a driving licence for two years, Dawson returned to his first love of motocross while continuing his recovery. A chance

encounter with a Legends racer when returning from holiday convinced him to try circuit racing. Having acquired a Class C Fiesta, the 26-year-old rebuilt the car himself.

Dawson started 10th and finished eighth in class in the first race, but overnight tweaks allowed him to climb to sixth in race two, setting the fifth fastest lap before retiring with brake-pipe failure.

MARK PAULSON



Comprehensive motorsport insurance products to keep you on track:

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

Log on to www.ryanmi.com to obtain your online quote

Email – info@ryanmi.com Tel – +44 (0) 1799 524202

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

RYAN
MOTORSPORT INSURANCE

Jackson's Britcar outing

BRITCAR ENDURANCE

Former British Touring Car Championship driver Mat Jackson took part in his first race of the season when he shared Stewart Lines' SEAT Cupra TCR at the Oulton Park Britcar Endurance round last weekend.

Lines had previously been co-driving with Ciceley Motorsport Mercedes A-Class BTCC racer Adam Morgan, but the clashing touring car rounds at Croft last weekend ruled him out.

It was Jackson's first outing since he split with the Motorbase Performance BTCC team on the eve of the season opener and, although he occasionally drives historic, he has no other races confirmed for 2018.

"I had tested the car for the first time the day before the race," Jackson said. "I'm just helping Stewart out at the moment. It's good fun, but I have no future plans."

"The TCR is more driver-friendly than the BTCC cars and I think they are a good platform for endurance racing and definitely something for the future."

Jackson did the first stint and was leading the race, but when he pitted after 75 minutes the team was disqualified for exceeding the maximum time for a driver.

"I didn't feel rusty or anything, it was like riding a bike and just nice to be back out again," he said. "It was my first time in Britcar since I raced a Ford Focus in 2004-05."

PETER SCHERER

IN THE HEADLINES

GINETTA PENALTIES

Ginetta GT4 Supercup rookie Andrew Gordon-Colebrooke says he felt "justice" was done after Harry King was penalised twice for incidents with the Century Motorsport driver at Croft. The ex-Monoposto racer was running third in the opening race when contact with King at the chicane caused him to spin. King picked up a six-place grid penalty as result. The pair collided again in the early laps of the third race at Barcroft corner. King went on to win, while Gordon-Colebrooke retired. King was later excluded from the results.

DONEGAN'S USA PODIUM

Last year's Mazda Road to Indy Shootout winner Keith Donegan took his first podium finish in the USF2000 series at Road America last weekend, after swapping teams from ArmsUp Motorsports to BN Racing. The Irishman competed in the British Racing & Sports Car Club's National Formula Ford 1600 Championship last season, finishing runner-up in the Brands Hatch Festival.

FORMULA ATLANTIC DEBUT

At least seven Formula Atlantic single-seaters will race at Brands Hatch this weekend in the Historic Sports Car Club's first step to promote a revival of the 1970s category. Notable cars include March 79B of series promoter Iain Rowley, the similar car of David Mercer and the Chevron B49 of Keith Norris. The Atlantics will share the Derek Bell Trophy grid for a double-header.

CAN-AM McLAREN TO RACE

Jamie Thwaites plans to race his newly purchased ex-John Foulston McLaren M8F Can-Am car, once he has upgraded his competition licence. It will be the first time that Thwaites, son of sportscar driver Richard, has raced in 20 years. In the mid-1980s, Foulston raced the McLaren in the Historic GT Championship that he sponsored, and clinched the 1987 title at Snetterton, two days before he died while testing a McLaren Indycar at Silverstone.



Onslow-Cole to British GT

BRITISH GT

Tom Onslow-Cole will return to the British GT Championship in time for the Spa-Francorchamps round on July 21-22.

The former British Touring Car race winner will share a RAM Racing Mercedes-AMG GT3 with Dutchman Remon Vos for the two-hour outing at the Belgian Grand Prix venue.

The pair regularly share the car in the European Creventic endurance series, and will use the British championship event to gain further mileage.

Onslow-Cole said: "British GT was my first introduction to GT racing back in 2014 and I'm really excited to return."

"Although there are a lot of familiar faces, there are some new ones too and

the competition is tougher than ever. Spa is a favourite track of both mine and Remon's and historically the Mercedes-AMG has always been good there.

"The biggest challenge for us will be the Pirelli tyres, which neither of us have driven on, but we'll have a test day beforehand to get a feel for them."

Onslow-Cole is also second in the International GT Open Championship's Pro/Am category, sharing a Mercedes with Valentin Pierburg.

British GT could boast its largest GT3 grid of the season at Spa, with the RAM entry joining the returning Team ABBA Mercedes-AMG of Adam Christodoulou and Richard Neary. A total of 15 cars are expected in the class, with 36 entries overall across GT3 and GT4.

ROB LADBROOK

Edwards' year saved by fans

RENAULT UK CLIO CUP

Renault UK Clio Cup driver Jade Edwards was able to return to the grid at Croft last weekend thanks to support from fans, after she crashed out of the previous round at Oulton Park.

The 27-year-old's participation in the meeting had been in doubt following her spectacular roll earlier this month. But she was helped onto the grid in the MRM team's spare car courtesy of a social media campaign by sponsors Candeo Vision.

"After the crash at Oulton we had basically no time to repair the car, so we just had to make the decision to take the spare car and do as much work as possible

to get the funding," Edwards explained.

"Candeo Vision decided to give £1 for every follower they had on social media, which raised £2000 in eight hours. The level of support has been incredible."

Edwards, who was 16th in the standings last season after missing the final two races, recorded seventh and 11th-place finishes at Croft.

"I'm really happy with that result in the new car," she added. "To be fighting with [multiple race winner] James Dorlin was great fun and it showed that the pace in the car was there."

Edwards now has the budget to complete the season.

STEPHEN BRUNSDON

SUBSCRIBE FOR JUST £1

+ FREE
2018 REPLICA
TEAM CAP WORTH
£31



SUBSCRIPTION BENEFITS

SAVE 58%
on the cover price

ACCESS CONTENT
anywhere, anytime

FREE DELIVERY
direct to your door

SUBSCRIBE ONLINE

autosportmedia.com/offer/AS0618



OR CALL 0344 848 8817
Quote promo code PAS0618DB

Overseas rates are available on
+44(0)1604 251 451

FREE GIFT

2018 REPLICA
team cap

WORTH
£31

FROM
Mercedes-AMG Petronas
Motorsport

Terms and conditions: Offer valid for UK subscriptions by Direct Debit only. After your first six weeks your subscription will continue at £40.99 every 13 issues for the print and digital bundle. Direct debit rates are valid for one year, after which they are subject to change. Should you wish to cancel your subscription, it will be cancelled on expiry of the current term. You will be emailed instructions of how to gain access to your digital subscription. Free gift will be sent separately from the magazine and will not be dispatched until your first payment has cleared. Should we run out of gifts, you will be offered an alternative gift. Savings based on the standard UK cover price. Offer ends July 4 2018.



CHANGE FOR THE BETTER

It's rare for the British Touring Car Championship calendar to change, but the addition of a second Thruxton date next year is well worth it

STEPHEN LICKORISH

The word 'change' is not one that can usually be associated with the British Touring Car Championship's calendar. For very understandable reasons of continuity and practicality, there has not been a significant alteration to the itinerary for years. In fact, the last time there was anything other than two visits to Brands Hatch, along with trips to Donington Park, Thruxton, Oulton Park, Croft, Snetterton, Rockingham, Knockhill and Silverstone, was back in 2007.

So when it was recently announced that Rockingham would be dropped from the 2019 schedule and replaced by a second Thruxton weekend (coincidentally there were also two Thruxton trips in '07), it caused some interesting dilemmas for the series that run on the BTCC's supporting card.

Not least because Thruxton is a unique circuit, and its high-speed corners and very abrasive surface provide a challenge that is daunting and difficult for some.

More significantly it raised questions because the Porsche Carrera Cup GB has not visited the Hampshire speedbowl since 2014 and the Ginetta GT4 Supercup's last Thruxton race was in '15. Therefore, you could perhaps expect at best a slightly

"THRUXTON F4 CONTESTS ARE EPIC SLIPSTREAMERS. NEXT YEAR WE GET SIX OF THEM"

muted response from those two series. But the reality has been different. Instead it appears likely that both will make a trip to Thruxton next season and are actually looking forward to a change to the static schedule.

"We welcome the fact the calendar has changed a little bit – it makes it more interesting for teams and drivers," says Porsche GB motorsport manager James MacNaughton. "We will continue to take part in seven of the 10 TOCA weekends but pending calendars and availability for our away race – which has become a regular part of our calendar – we haven't decided which of those we do attend. We are assessing all of our options and a return to a circuit that we haven't visited for a few years is likely."

And Ginetta motorsport manager Ash Gallagher is even more open: "Historically, Supercup hasn't gone [to Thruxton] for the last couple of years mainly because there is no Friday test for the first visit.

"With there being two now it allows us to go along to one of them. I don't see why we couldn't send Supercup to the second Thruxton [fixture] because it fits in.

"We don't have the sort of tyre issues that some of the other championships have had there. Supercup had run at Thruxton for the first handful of years and we never had any issues with it."

Any concerns there may have been about series shunning Thruxton can certainly be put to bed, and it will give a new challenge for category regulars. And the situation is helped by the dates being revealed 10 months before the season is due to begin.

"It's fantastic that Alan [Gow, BTCC series director] and TOCA is able to get the calendar out so early – it really helps with our planning," says MacNaughton.

But perhaps the most interesting question comes for the Renault UK Clio Cup, historically a regular visitor to Thruxton. The Hampshire races this year proved incredibly controversial. Thruxton is notoriously tough on tyres and that, combined with the high temperatures and a new softer compound, was too much for the Michelins to take. Races had to be shortened on safety grounds and plenty in the paddock were not happy.

Now, Michelin has reassured teams that there will be no repeat of the troubles. But that still doesn't necessarily mean the Clios will make the two trips. Instead some – including leading team boss Wayne Eason – have called for a return to Knockhill, which has not been on the Clio calendar since 2015.

"My gut instinct from a championship point of view is we only do nine of the 10 rounds anyway, so we've got the opportunity to not go to one of the Thruxtons and go back to Knockhill," says Eason. "It would be great to go back to Knockhill and it's great we've been given so much notice to work out what we can do."

Now that would be exciting and a great side effect of the calendar changes. Championship manager Will Fewkes has not commented on the subject but after the Thruxton troubles earlier this year he made it clear that the calendar would be reviewed.

Besides Ginetta Junior – which usually mirrors the BTCC calendar completely – that just leaves British Formula 4.

The series has already officially confirmed that it will continue to have three races at each of the BTCC weekends. "We are committed to the British Touring Car Championship and 10 rounds, and are quite happy to follow the calendar wherever it may go," says championship promoter Sam Roach.

And that's the most exciting aspect of the changes to the 2019 calendar. The Thruxton F4 contests are always epic slipstreamers that feature non-stop action. And next year we get six of them. That is something – despite the damage and controversy that can ensue in close racing – that we can definitely look forward to. Proof again that change can indeed be a very good thing. ✎

TOCA SUPPORTS CROFT JUNE 23-24



Boardley takes a hat-trick as title battle intensifies

GINETTA GT4 SUPERCUP

A tyre-management masterclass from Carl Boardley tightened the Ginetta GT4 Supercup title battle with a hat-trick of wins at Croft.

Charlie Ladell remained in the lead of the championship — albeit narrowly, as Boardley completed the first treble since Tom Wrigley in 2016, although his final win landed in his lap when Harry King was stripped of victory in race three.

Angus Fender claimed a maiden pole but Boardley beat him into the first turn. Boardley then survived a mid-race scare when his car briefly lost power after a wide moment at Clervaux to win.

A lock-up for Fender resulted in a flat-spotted tyre, and he eventually finished in fourth place. Ladell picked up the pieces to limit the damage in second, ahead of King.

Boardley won again in race two as Ladell gave chase. On fresh tyres, Fender held off Reece Somerfield for third.

King fell victim to a left-rear puncture and would be next to opt for new rubber in the final race, a call that looked to have paid off handsomely as he charged forwards from ninth on the grid.

His progress wasn't entirely smooth, though, and another collision with Andrew Gordon-Colebrooke — who had spun out of race one after contact with King at the chicane — put the Century Motorsport man out and left King with a loose bonnet for the rest of the race.

Charging to third before a safety car interruption, King made light work of Jac Constable on the restart and moved to the front with a late lunge at Clervaux on Boardley. Having taken the flag first, King was then excluded because of the crash with Gordon-Colebrooke.

Boardley had finished second on the road after braving it around the outside of Ladell braking for Tower Bend, finishing a nervy last lap with a rapidly-deflating tyre. Constable grabbed his first podium of the season, while Ladell slipped to fourth as his tyres went off. It was the first time he failed to visit the podium all season, in what he described as the "slowest" race of the year, before being promoted to third.

Poleman Somerfield was another to suffer in eighth place. His chances of a first Supercup win since 2015 were dashed by a mistake on lap three.

Michael Crees returned to the top of the Am class with two victories, sandwiching Jason Minshaw's race two success. Crees fended off Minshaw in a tense opener.

DAN MASON

Winning form continues for Hauger at Croft

BRITISH FORMULA 4

Having inherited his maiden British F4 victory last time out at Oulton Park, Arden's Dennis Hauger claimed two out of three wins at Croft last weekend, while Kiern Jewiss extended his championship lead.

The Norwegian edged out Jewiss for pole position for race one by a mere 0.038s and secured a comfortable lights-to-flag victory.

Hauger made the most of two new tyres to take a similarly dominant win in the final race of the weekend to now lie third, 85 points behind race two winner Jewiss in the standings.

Hauger's near-perfect getaway off the line was the platform that enabled him to secure his first on-the-road victory of the season by under half a second from Jewiss, while his Arden team-mate Patrik Pasma crossed the line third.



Pasma was unable to repeat his podium in race two, owing to a clumsy collision with reversed-grid polesitter Johnathan Hoggard. The Fortec man recovered to finish ninth as Jewiss claimed the win from Paavo Tonteri and Hauger.

Hauger and Jewiss remained the men to beat in the finale, having stretched clear of a frantic battle for the final step of the podium between Tonteri and the



charging Jack Doohan, son of legendary multiple MotoGP champion Mick. Doohan produced a sensational drive from the back of the grid to pass Tonteri at the hairpin and steal third on the last lap of the race.

Ayrton Simmons's title hopes took a knock following a series of engine overheating issues that limited the JHR driver to two lowly fifth places.

STEPHEN BRUNSDON

Coates makes return to top

RENAULT UK CLIO CUP

Local man Max Coates returned to the top of the Renault UK Clio Cup standings for the first time since Donington in April following a win and a second place at Croft.

A poor start from pole prevented a double victory for the Team Pyro driver as WDE Motorsport's Paul Rivett claimed his second win of the year in a largely processional opening encounter.

Coates's championship rival James Dorlin endured a torrid weekend. Sixth in the opening race following contact with third-placed Daniel Rowbottom, and a first-lap retirement in race two, meant

the erstwhile points leader came away from the weekend with slim pickings.

Race two followed a similar pattern, this time with Coates beating Rivett off the line. The pair remained close throughout the 12-lap encounter, but Coates was never seriously threatened en route to his third win of the year by just 0.8s.

Lee Pattison, another victim of the Rowbottom/Dorlin contact in race one, secured the final spot on the podium.

"Once I got the better of Paul at the start, I was comfortable. It's mega to win at home and I just hope it continues," said an ecstatic Coates.

STEPHEN BRUNSDON



Rivett jumped
Coates at start
of race one



Coates and Rivett
topped the podium in
both Croft contests

GINETTA GT4 SUPERCUP

Race 1 (10 laps) 1 Carl Boardley;

2 Charles Ladell +1.065s; 3 Harry King; 4 Angus Fender; 5 Reece Somerfield; 6 Carl Shield. **Fastest lap** Fender 1m24.287s (90.76mph). **Pole** Fender. **Starters** 16.

Race 2 (15 laps) 1 Boardley; 2 Ladell +2.055s; 3 Fender; 4 Somerfield; 5 Jac Constable; 6 Andrew Gordon-Colebrooke. **FL** Ladell 1m25.079s (89.92mph). **P** Boardley. **S** 16.

Race 3 (16 laps) 1 Boardley; 2 Constable +0.570s; 3 Ladell; 4 Shield; 5 Michael Crees; 6 Tom Roche. **FL** Constable 1m26.683s (88.25mph). **P** Somerfield. **S** 16.

Points 1 Ladell 351; 2 Boardley 344; 3 Roche 202; 4 Shield 190; 5 Constable 181; 6 King 176.

BRITISH FORMULA 4

Race 1 (15 laps) 1 Dennis Hauger; 2 Kiern Jewiss +0.489s; 3 Patrik Pasma; 4 Paavo Tonteri; 5 Ayrton Simmons; 6 Johnathan Hoggard. **FL** Hauger 1m21.566s (93.79mph). **P** Hauger. **S** 14.

Race 2 (14 laps) 1 Jewiss; 2 Tonteri +3.554s; 3 Hauger; 4 Jack Doohan; 5 Josh Skelton; 6 Manuel Sulaiman. **FL** Doohan 1m22.347s (92.90mph). **P** Hoggard. **S** 14.

Race 3 (14 laps) 1 Hauger; 2 Jewiss +1.688s; 3 Doohan; 4 Tonteri; 5 Simmons; 6 Seb Priaulx. **FL** Hauger 1m22.289s (92.97mph). **P** Hauger. **S** 14. **Points** 1 Jewiss 267; 2 Simmons 210; 3 Hauger 182; 4 Doohan 164; 5 Tonteri 149; 6 Priaulx 118.

RENAULT UK CLIO CUP

Race 1 (both 12 laps) 1 Paul Rivett;

2 Max Coates +0.297s; 3 Daniel Rowbottom; 4 Michael Epps; 5 Dan Zelos; 6 James Dorlin. **FL** Rivett 1m32.283s (82.90mph). **P** Coates. **S** 19.

Race 2 1 Coates; 2 Rivett +0.782s; 3 Lee Pattison; 4 Rowbottom; 5 Zelos; 6 Epps. **FL** Pattison 1m32.589s (82.62mph). **P** Coates. **S** 19. **Points** 1 Coates 208; 2 Rivett 202;

3 Dorlin 177; 4 Rowbottom 138; 5 Epps 123; 6 Jack McCarthy 114.

GINETTA JUNIOR

Race 1 (all 8 laps) 1 Adam Smalley; 2 Patrick Kibble +7.435s; 3 James Taylor; 4 Ruben Del Sarte; 5 Louis Foster; 6 James Hedley. **FL** Smalley 1m41.608s (75.29mph). **P** Smalley. **S** 19.

Race 2 1 Smalley; 2 Luke Browning +2.866s; 3 Del Sarte; 4 Fin Green; 5 Kibble; 6 Taylor. **FL** Smalley 1m41.259s (75.55mph). **P** Smalley. **S** 19.

Race 3 1 Green; 2 Browning +0.516s; 3 Foster; 4 Kibble; 5 Taylor; 6 Smalley. **FL** Browning 1m42.464s (74.66mph). **P** Smalley. **S** 19. **Points** 1 Smalley 332; 2 Foster 294; 3 Browning 273; 4 Del Sarte 238; 5 Kibble 233; 6 Green 193.



Ladell narrowly held on
to GT4 points lead

Smalley extends points lead

GINETTA JUNIOR

Two wins gave Adam Smalley breathing space in the Ginetta Junior Championship, sharing honours with Elite Motorsport team-mate Fin Green at Croft.

Smalley was promoted to pole position when top qualifier Ruben Del Sarte's 10-place grid penalty from Oulton Park was applied, and enjoyed "perfect" lights-to-flag performances in races one and two.

Tyre damage ended Luke Browning's race one chase, releasing an intense four-car battle for the remaining podium spots.

Clio Cup Junior regular Gustav Burton was among those and thought a Patrick

Kibble mistake "opened the door to a first podium" at Tower Bend. The pair ran out of room, and Kibble continued in second while Burton spun, handing rookie James Taylor his maiden podium.

Browning and Del Sarte recovered to podium finishes in race two, behind Smalley, before Green grabbed a breakthrough win in the final contest, having been eased wide in the opener while defending third. A rapid start and bold overtake on Browning propelled Green from fourth to first, hanging on for victory from Browning and Louis Foster.

Kibble's late dive at the hairpin pitched Smalley into a spin, but a recovery to sixth cemented Smalley's 38-point lead.

DAN MASON



Smalley added
another two wins
to his 2018 tally



Murray just misses out on Kirkistown triple

KIRKISTOWN
500MRCI
JUNE 22-23

Niall Murray may or may not appreciate the music of Meatloaf, but the singer's hit *Two Out of Three Ain't Bad* certainly sums up Murray's visit to Kirkistown against the rest of the National FF1600 contenders.

Having placed his Bernard Dolan-run Van Diemen RF99 on pole for the first of the three races, run on Friday evening, the championship leader made no mistakes once he'd found a way past Luke Cooper (Swift SC16), who had made a better start from the front row.

The safety car made an appearance when Nico Gruber's Ray had to be removed from the Hairpin run-off, but as soon as that was cleared Murray took control, shadowed by Cooper all the way to the finish. Michael Eastwell (Spectrum) completed the podium party, while local 'wild card' Alan Davidson had worked his 1989 Mondiale into a strong

fourth by the end, having started in 14th.

Hugo Bentley-Ellis didn't have such a good time, as after starting third he got no further than Colonial on the opening lap before he fell foul of the inevitable shoving match and found himself off-piste and out of the party.

The following morning Murray did it again in race two, with Cooper once more right on his tail and finishing even closer — just 0.101 seconds behind. Eastwell just managed to keep Kevin Mills Racing team-mate Jordan Dempsey at bay for third spot as the two Spectrums crossed the line separated by just 0.040s.

This time, Davidson didn't cross the line at all, and neither did Jamie Thorburn after the pair came together at Fishburns just after half-distance.

The third race, where the top eight finishers from the second race started in reverse order, put Murray and Cooper back on row four while the front row contained the Medinas of Rory Smith

and Matt Round-Garrido.

The charge down to Colonial produced the usual pushing and shoving, but this time with Murray in the middle of the pack, where he was tagged mid-corner and delayed. Up front Round-Garrido got ahead early on, but behind him things had barely settled down when Cooper and Bentley-Ellis clashed at the Hairpin.

The Swift pilot ended up in the tyre wall while Bentley-Ellis continued to the finish, but a meeting with the stewards after the race resulted in his removal from seventh place.

Meanwhile it was safety-car time again and it took six laps before everything was tidied away and the race restarted.

It didn't last long, though, as Jonathan Browne and Carter Williams came together at the Hairpin. The resultant scattering match also removed Murray from the order along with Thorburn.

Out came the safety car again, but this time it stayed out to the chequered flag, leading home Round-Garrido and the consistent Eastwell, with Dempsey third and the hard-charging Davidson, who had started from the back, claiming fourth.

The meeting's two other FF1600 races, for Northern Ireland Championship honours, also featured Davidson, who won the first from Noel Robinson and Round-Garrido after leader David McCullough coasted to a halt on the final lap.

Having put more fuel in, McCullough was back for race two and finished this time, although he had to give best to Robinson, who beat him by a nose.



FUTURE CLASSIC SALOONS AND FIESTAS

Race 1 Anthony Kelly (Honda Civic)

Race 2 Timothy Duggan (SEAT Ibiza)

HRCA HISTORIC SPORTS CARS

Race 1 Jackie Cochrane (Sunbeam Tiger)

Race 2 Jackie Cochrane (Sunbeam Tiger)

LIBRE SALOONS

Race 1 Ulick Burke (Honda Integra)

Race 2 Andrew Armstrong (BMW M3)

NATIONAL FORMULA FORD 1600

Race 1 Niall Murray (Van Diemen RF99)

Race 2 Niall Murray (Van Diemen RF99)

Race 3 Matt Round-Garrido (Medina JL17)

NORTHERN IRELAND FORMULA FORD 1600

Race 1 Alan Davidson (Mondiale M89S)

Race 2 Noel Robinson (Van Diemen JL012K)



Burke won in
Libre Saloons

For full results visit:

www.speedhive.mylaps.com

Round-Garrido again took third spot, ahead of Davidson.

A brace of Libre Saloon races provided plenty of entertainment. Ulick Burke won the first in his Honda Integra ahead of the BMW M3 of Andrew Armstrong, with series leader James Turkington third. Race two went to Armstrong, while Burke just managed to hold Turkington at bay for second despite having to cope without power steering for the closing laps.

The Mondello-based Future Classics provided more tin-top action. Run in two classes, the faster 'Super Future Classic' section's race one was won by Anthony Kelly (Honda Civic), and Timothy Duggan (SEAT Ibiza) triumphed in race two. Among the slightly less pacey group, leader over the line was Paul Flanagan's Fiat Punto in the first race, while MJ Farrell's Toyota Levin did the business in the second.

A handful of Kirkistown Fiestas ran with them on a separate grid and produced wins for Eorann O'Neill and Ricky Hull.

Meanwhile, the presence of Jackie Cochrane and his mighty Sunbeam Tiger put the results of both HRCA Historic Sports Car races beyond doubt. John McCandless (Crossle 47S) and Bernard Foley (MGB GTV8) were the placemen on both occasions.

RICHARD YOUNG

Waterfield takes first VSCC win at Donington



At 20, Waterfield is one of the VSCC's rising stars

DONINGTON PARK VSCC JUNE 24

Tom Waterfield scored his maiden race victory at Donington Park on Sunday, 80 years after the venue hosted the club's first race meeting.

Waterfield qualified stepfather Simon

Blakeney-Edwards's 1929 Frazer Nash Super Sports on pole for the Owner Driver Mechanic series contest, but first had to overcome Marcus Black's 1939 Talbot Lago T23, then Chris Chilcott's Nash.

"Unbelievably this is my fifth season, but to win here at Donington with all its history is very special," said Waterfield.

MARCUS PYE



DUTCH DONINGTON DEBUTANT Thijs de Groot finished a strong third in Sunday's well-supported Triple-M Register race, then went straight back out and won short handicap in his distinctive 1934 P-Type. **Photograph by Mick Walker**



CLOSELY CONTESTED Rob Pyke and Petra Rarko won a sensational Morgan 3-wheeler championship round at Donington on Sunday in which 0.81s split the top three crews. **Photograph by Mick Walker**

Harding closes the gap as rivals tangle at Rockingham

Harding leads Blake-Baldwin.
Both won races in MX-5 Supercup



**ROCKINGHAM
BRSCC
JUNE 23-24**

Jack Harding narrowed the Mazda MX-5 Supercup's three-way title fight with a double success at Rockingham.

Race one was a close affair as Harding duelled throughout with polesitter and title rival James Blake-Baldwin, enabling Luke Herbert — also a protagonist in the championship battle — to latch on and

threaten to the last. Just 1s covered the three drivers at the chequered flag.

The same trio battled throughout race two, in which Blake-Baldwin triumphed and Herbert spent the closing stages fending off Harding's advances.

A lightning start and some deft opportunism enabled Harding to move from fifth on race three's reversed grid to a second-corner lead. As the pack then concertinaed on the run to Yentwood, Herbert and Blake-Baldwin made contact,

and Blake-Baldwin rotated into the gravel. From there, he mounted a superb recovery and set the fastest lap while in traffic as he climbed from last to sixth at the flag.

Harding won by seven seconds, and Herbert could manage only fourth as Steve Roberts and Aidan Hills completed the podium. That cut Herbert's points advantage to two over Blake-Baldwin and Harding, who are tied.

In his third year of trying, Ryan Faulconbridge secured his first Fiesta

Maiden win for Holme amid safety-car confusion

**BRANDS HATCH
MSVR
JUNE 23**

Mark Holme recorded a memorable maiden Equipe GTS race win in his MGB at Brands Hatch, overcoming a safety-car period that sparked controversy.

Holme had been part of a five-way battle for third in the early laps, while Chris Ryan's Triumph TR4 pursued the TVR Grantura of Mark Ashworth for the lead. Shortly before half-distance, Jonathan Smare spun his Lotus Elite into the barrier exiting Druids. Confusion followed as Ryan suddenly appeared in the lead after Ashworth had slowed in the belief that he had seen a safety-car board.

Amid the uncertainty, Holme and Marc Gordon were among a handful of drivers to

make timely mandatory pitstops.

Ashworth was sidelined by a wheelhub problem when racing resumed, while any lingering doubts concerning Ryan's claim for the win were ended when he retired five laps from the finish. Holme was the grateful beneficiary, leading home Gordon's Lotus Elite SR and Rob Cull's Grantura.

Cull finished two places higher in his MGA in the Equipe GTS Pre-63 contest following a dramatic conclusion to the race. After the pitstops, Cull joined Gordon and Paul Kennelly (Austin-Healey 100M) in a thrilling three-way lead tussle. Kennelly held the advantage into the final lap until a puncture sent him spinning off into the Paddock Hill Bend gravel, helping Cull seal victory. "I couldn't live with the pace early on so I decided to protect my tyres before going for it in the second half of the race, and that's the result," he said.



After powering into the lead from the outside of the front row, Steve Watton proved unstoppable in the Jack Fairman Cup encounter in his Turner Sports. Mark Ellis claimed second in his MGA TC, while in the battle for third Rob Newall's hopes of challenging Oliver Llewellyn came to a spectacular end when his Jaguar XK120 lost a wheel at Clearways. Llewellyn steered his smart-looking Allard J2 to the final podium spot thereafter, despite having to serve a drive-through penalty for a safety-car infringement.

In the first of two BMW Car Club races, Dave Heasman made a superb start from fifth on the grid to take the early initiative from

Championship podium, doing it in style by winning the opener from pole position. "In all honesty, my podium's well overdue," he said after withstanding constant pressure from Richard Ashmole, who eventually slipped to third behind Myles Baker.

Championship leader Harry Gooding took a maiden senior victory in race two, passing Baker and Faulconbridge within half a lap. He then added a second win in race three, mugging Faulconbridge at Tarzan on lap two, then pulling clear for a comfortable win from Jamie Going and Tom Hutchins.

With his car up for sale, Rob Sayell scored a pair of wins on what he hopes will be his final outing in F1000 before focusing on his son's karting career. There was little to choose between Sayell, Paul Butcher and 2017 champion Michael Watton in race one, and the trio finished in that order. Butcher broke his run of second places by winning race two, getting to the front quicker than Watton and Sayell from the reversed grid.

When Watton lost the back end at Gracelands on the opening lap of race three, he took Butcher with him, giving Sayell a clear run to the flag. Dan Clowes and Adam Walker completed the podium from debutant Rob Welham, as Watton and Butcher recovered to fifth and seventh.

James Waite and Magnus Kriklywi remain the only two winners in Fiesta Junior this year as the pair took a win apiece. Waite, who rolled at Cadwell Park, claimed the opener after on-the-road winner Kriklywi's robust move at Rockingham Curve earned him a 2s penalty. Pre-meeting championship leader Isaac Smith was able to keep pace



Sayell won twice, and plans to quit



Faulconbridge took his first win

with the leading duo in race two, after a broken driveshaft put him out of race one.

Jack Ashton had to share the MG Metro spoils with his brother Andrew after retiring from race two when the gear lever sheared. Dick Trevett, second in both races, pressed hard but was unable to find a way past.

Traffic helped Paul Blackburn ease clear in the first Production GTi race from Simon Hill, who retired in a cloud of smoke early in race two, won by Martyn Walsh.

MARK PAULSON



Kennelly's hopes were spoiled by a puncture



Hollyman scored his second consecutive win

polesitter Gary Hufford. Hopes of an exciting battle between the pair disappeared, though, when Heasman was forced into retirement as his car "went into limp-home mode" on lap seven. Hufford reeled off the remaining laps in relative comfort to win from Kirk Armitage. Former Kumho BMW Class C champion Paul Travers took third ahead of Hugh Gurney. Hufford's margin of victory over Armitage was tighter in race two, while Gurney tipped the third-place battle in his favour following a minor excursion for Travers at Graham Hill Bend.

Gavin Dunn was another BMW driver eager for success in the sole AMOC Intermarque race, having narrowly been

beaten by Robert Hollyman's Porsche 964 in the Oulton Park opener last month.

The duo ran close early on, but a trip into the Paddock gravel for Dunn meant he had to make an unscheduled pitstop, dropping him to fifth. Hollyman went on to secure his second successive win in the category, despite a valiant pursuit from Richard Higgins in his Porsche Club Championship-specification 996.

Grahame Tilley lapped the entire thinly supported GT Challenge field on route to a crushing win in his Ginetta G55 ahead of the BMW M3 GT4 of Edward Leigh and Charles Hyde-Andrews-Bird.

MARK LIBBETER

WEEKEND WINNERS

ROCKINGHAM

F1000

Race 1 Rob Sayell
Race 2 Paul Butcher
Race 3 Rob Sayell

FIESTA CHAMPIONSHIP

Race 1 Ryan Faulconbridge (ST)
Race 2 Harry Gooding (ST)
Race 3 Harry Gooding (ST)

FIESTA JUNIOR

Race 1 James Waite
Race 2 Magnus Kriklywi

MAZDA MX-5 SUPERCUP

Race 1 Jack Harding
Race 2 James Blake-Baldwin
Race 3 Jack Harding

MG METRO CUP

Race 1 Jack Ashton
Race 2 Andrew Ashton

NIPPON CHALLENGE, TRICOLORE TROPHY & MULTI MARQUES

Race 1 Tony Hunter (Renault Clio)
Race 2 Tony Hunter (Renault Clio)

OSS

Race 1 Josh Smith (Radical PR6)
Race 2 Josh Smith (Radical PR6)
Race 3 Josh Smith (Radical PR6)

PORSCHE CHAMPIONSHIP

Race 1 Adam Southgate (Boxster)
Race 2 Adam Southgate (Boxster)
Race 3 Adam Southgate (Boxster)

PRODUCTION GTI

Race 1 Paul Blackburn (Mk5)
Race 2 Martyn Walsh (Mk5)

BRANDS HATCH

AMOC INTERMARQUE CHAMPIONSHIP
Robert Hollyman (Porsche 964)

BMW CAR CLUB

Race 1 Gary Hufford (BMW E46 M3)
Race 2 Gary Hufford (BMW E46 M3)

EQUIPE GTS

Mark Holme (MGB)

EQUIPE GTS PRE-63

Rob Cull (MGA)

GT CHALLENGE

Grahame Tilley (Ginetta G55 Supercup)

JACK FAIRMAN CUP/ JAGUAR XK CHALLENGE

Steve Watton (Turner Sports)

For full results visit:
tsl-timing.com

Nothing between Radical SR1 title frontrunners

SILVERSTONE
MSVR
JUNE 23-24

It was honours even between Radical SR1 Cup championship leaders James Pinkerton and Ryan Harper-Ellam as both took a win and second place at Silverstone.

Pinkerton led almost all of the opening race after taking the lead from poleman Harper-Ellam by having the inside line for the first corner in the rolling start. Harper-Ellam nearly deprived Pinkerton on the last lap by getting on his inside at Luffield and looked set to outdrag him to the line, but was denied by just six-thousandths of a second.

"We came across some backmarkers

and we bunched up," said Pinkerton. "On the last lap I threw one corner away and Ryan was there ready to pounce, but luckily I held onto it."

"Race one was the best race I've ever had," noted Harper-Ellam. "I definitely thought I had it, we were rubbing all the way to the line. When I changed up to third it missed, I had to double pull the paddle and that lost me a centimetre!"

Harper-Ellam made amends in race two by squeezing past Pinkerton on lap one, again at Luffield, then leading him home comfortably.

"I learned a lot from the first race — I knew I had to get the pass done early," said Harper-Ellam.

As Harper-Ellam got two points for two pole positions and Pinkerton two points for two fastest laps, both took



77 points away from Silverstone. Harper-Ellam remains 27 points off Pinkerton at the head of championship table.

Kyle Reid's clean sweep of Mini Challenge Cooper Pro wins ended at Silverstone. He won the opening race, heading a close fight with Simon Walton in second and Robbie Dagleish in third. But Reid was beaten by Dagleish in race two after starting from sixth on the reversed grid and being nudged sideways early on.

Alex Nevill continued his clean sweep of Cooper Am wins, beating Andy Godfrey in both races by less than half a second.

Cooper S championship leader Will Fairclough took a win and a second place,

Whittaker wins again in style at Oulton Park



OULTON PARK
BARC
JUNE 23

Kumho BMW champion Garrie Whittaker returned to winning ways with a double victory in his E36 M3.

In race one, Piers Reid had started to build a lead over Darren Fielding and Whittaker, but after a swap for second place on lap three the gap gradually came down. Colin Wells also ousted Fielding into Old Hall a couple of

laps later and the top three closed up.

Exiting Deer Leap with two laps to go, Whittaker made his move as they lapped backmarkers and was ahead into Old Hall. Wells had shaken off Fielding, then closed on Reid and there was little between them at the flag.

Whittaker took charge from the opening lap in race two, with Reid settling in second, as Wells began a duel with Fielding again as the pair hunted down James Card in third.

Wells was soon into fourth and both he

and Fielding demoted Card on lap seven, but both were also fighting to clear a 10-second jump-start penalty.

As Whittaker sealed his second win, Reid slowed on the last lap, handing second and third on the road to Wells and Fielding, but the earlier penalties came into play. Wells retained second and Card was confirmed in third, from Fielding and the luckless Reid.

Although Pete Sparrow led for most of an action-packed 2CV opener, Ainslie Bousfield was ahead into Lodge on the final lap when



Pinkerton (r) and
Harper-Ellam were
split by just 0.006s

READ

while Rob Austin – who entered the event two points off Fairclough – claimed second and fifth. Fairclough won the opener then followed Jono Davis home in race two after Davis passed at two-thirds distance. Davis had also battled with Fairclough in race one, but suffered a puncture.

Cian Carey took the first two wins of the F3 Cup Championship triple-header. In the final race he collided with points leader Stuart Wiltshire as Carey tried to defend the lead into Brooklands.

Wiltshire retired while Carey dropped to third and was classified fifth after a penalty for exceeding track limits. Darragh Daly inherited the win.

Wiltshire and championship rival Shane Kelly both took a second and third place from Silverstone, but Kelly missed the final race after hitting engine problems on the grid.

Ollie White took both wins from the second Heritage FF1600 meeting of the year, which included charging through from the back of the grid in the second race.

The opening race was red-flagged early on when Jack Clayton and Scott Guthrie left the track on oil at Copse, the former suffering a broken pelvis in three places and cracked ribs.

GRAHAM KEILLOH

the pair made heavy contact. Sparrow still led over the line, but a post-race penalty dropped him to fourth and promoted Lien Davies to first place. Nick Roads and Mathew Hollis completed the podium, as Bousfield limped home fifth with a rear wheel hanging off.

Sparrow made amends in race two after a scrap with Luca Proietti, which was finally settled at Shell Hairpin on the last lap. It was just as close behind, but once Simon Clarke went off at Old Hall, Tom Perry managed to keep Mick Storey at bay to complete the podium.

It was a lights-to-flag win for Paul Rose's Saker in the CNC Heads Sports Saloons. Team-mate Steve Harris retired from second with engine problems, promoting Paul Woolfitt's Lotus Exige.

Then with four laps to go Woolfitt was out too when his fuel pump fuse failed, handing second to Danny Bird's Spire and third to Luke Armiger.

Both Dunlop Endurance Sprint races were won by Richard Neary's Mercedes-AMG GT3. Ross Wylie (Ferrari 458 GT3) sprinted clear in the first race and led comfortably until handing over to David Mason after 17 laps.

Neary soon relieved Mason of the lead, with Rose's Saker and the Porsche 911 of Michael Igoe/Adam Wilcox following. But Rose had to serve a penalty for a pitstop infringement, which handed Wilcox a clear second and left Rose chasing Steve Harris's Saker for third. Luck wasn't on Harris's side, as his car "just stopped" on the final lap, handing Rose third, as erstwhile leaders Wylie/Mason completed the top four.

The second race featured an early



Sparrow and Bousfield
crashed in climax to
the 2CV opener

JONES



Jackson was
disqualified for
exceeding seat time

JONES

duel between Wylie and Neary, with both having a share of the lead. But after the stops, Neary took charge to secure his second win over Igoe/Wilcox, with Marcus Fothergill/Dave Benett (Porsche 997 Cup) third.

The six-car Endurance race was virtually a non-event, as Stewart Lines and Mat Jackson (SEAT Cupra) were disqualified after exceeding the maximum time that a driver could be in the car, handing a comfortable win to Mike McCollum/Sean Cooper's KTM X-Bow.

PETER SCHERER

WEEKEND WINNERS

SILVERSTONE

F3 CUP CHAMPIONSHIP

Race 1 Cian Carey (F308-VW)

Race 2 Cian Carey (F308-VW)

Race 3 Darragh Daly (F308-Mercedes)

HERITAGE FORMULA FORD 1600

Race 1 Ollie White (Van Diemen)

Race 2 Ollie White (Van Diemen)

MINI CHALLENGE COOPER PRO/AM

Race 1 Kyle Reid

Race 2 Robbie Dalglish

MINI CHALLENGE COOPER S

Race 1 Will Fairclough

Race 2 Jono Davis

MSVR ALL-COMERS

Race 1 Tony Bennett (Caterham)

Race 2 Tony Bennett (Caterham)

MSVT TRACKDAY CHAMPIONSHIP

CLASSES S & A

Jamie Gibbs/Ryan Gibbs (BMW M3)

MSVT TRACKDAY CHAMPIONSHIP

CLASSES B, C & D

Gary Burstow (BMW 328i Coupe)

MSVT TRACKDAY TROPHY

Jordan Honeybone/Ray Honeybone
(Renault Clio)

MSVT TEAMS TROPHY

Ty Boothroyd/Michael Pensavalle (BMW M3)

RADICAL SR1 CUP

Race 1 James Pinkerton

Race 2 Ryan Harper-Ellam

OULTON PARK

CLASSIC 2CV

Race 1 Lien Davies

Race 2 Peter Sparrow

CNC HEADS SPORTS SALOONS

Paul Rose (Saker RAPX S1-400)

BRITCAR ENDURANCE CHAMPIONSHIP – ENDURANCE

Mike McCollum/Sean Cooper (KTM X-Bow)

BRITCAR ENDURANCE CHAMPIONSHIP – SPRINT

Race 1 Richard Neary (Mercedes-AMG GT3)

Race 2 Richard Neary (Mercedes-AMG GT3)

KUMHO BMW

Race 1 Garrie Whittaker (BMW E36 M3)

Race 2 Garrie Whittaker (BMW E36 M3)

For full results visit:
tsl-timing.com



World Rallycross may have a dedicated core group of followers, but its intention in securing a Channel 4 slot for its highlights package was to attract a new, wider audience. With coverage returning to terrestrial television after a year off, the aim is to push WRX into the mainstream.

Channel 4 has been praised for its Formula 1 content over the past few years, so a move into a new form of motorsport coverage makes sense, especially since the channel's free-to-air F1 contract is coming to an end this year. But rallycross requires a completely different kind of coverage.

The RX show isn't a bespoke programme for Channel 4 – which simply takes the 'world-feed' coverage as shown live on FreeSports during race weekends and streamed by World RX itself on social media – but it still does the trick for a casual, new-to-RX viewer.

The coverage itself gets off to a strong start with the tried-and-tested format of a montage. Couple fast cars with some loud music and you've got a great hook. The first quarter of the programme is informative and interesting – perhaps it's nothing ground-breaking, but it recaps the preceding round and brings the viewers up to speed.

So far, so good. They play it safe with the interviews, choosing Sebastien Loeb

and Andrew Jordan for the Silverstone show, for example. Here, they have two big names recognised in the wider motorsport community, and the choice has clearly been made in the hope of piquing the interest of someone who has just turned over.

From here on out, the task of keeping the attention of a new audience should be a walk in the park for Channel 4. Rallycross is fast, frenetic, a little mad at times but always good, clean entertainment, and it sells itself. It could be tempting to try to overembellish it, to make it something it isn't, but C4 knows that its work is as good as done, and the racing can speak for itself. Well, that and Andrew Coley.

Coley has become the voice of rallycross over recent years. He and co-commentator Guy Wilks, a Supercar driver himself with an exceptional eye for reading a race, have an easy, approachable style. They're chatty, often anecdotal but always astute – both seem to be able to pre-empt a strategic

**“THE MOST IMPORTANT
THING ABOUT THE
COMMENTARY IS
THE ENTHUSIASM”**



MCKLEIN

call or work out who will get out ahead after a joker lap.

The commentary style fits the image of rallycross well: it has a friendly and welcoming tone that doesn't patronise or alienate. But the most important thing about the commentary is the enthusiasm. It's infectious and exciting, and it's hard to see how anyone couldn't be swept along with Coley's yells of 'SEND IT' when there's a particularly good overtake.

For a fan who already lives and breathes rallycross, this coverage is a godsend and helps to promote a championship that deserves more attention than it currently gets. There could be a danger in that by trying to reach a new audience the old one is pushed aside, but this isn't the case. The coverage almost expects that you have a basic knowledge of rallycross, but if you don't, that's fine too.

By showcasing the very best of what it has to offer, Channel 4 already has a winning formula. There is no pretence, no strange graphics on screen and no pre-race driver walkout that would look more apposite in a boxing ring. Does it achieve the brief of grabbing the attention of a new viewer? Absolutely. Does it forgo the fans already there? Absolutely not.

MEGAN CANTLE

HIGHLIGHT OF THE WEEK

RAPID TECH - EPISODE 3

The larger 18-inch rims proposed for F1 in 2021 are featured in 3D form in this latest episode of *RapidTech*, presented by Craig Scarborough and Peter Windsor. Sergio Rinland of Dallara, Brabham and Sauber fame is also interviewed and the glorious Maserati 250F remembered. Go to <http://bit.ly/rapidtech>

THIS WEEKEND'S EVENTS

INTERNATIONAL MOTORSPORT

Austrian GP

Formula 1 World Championship
Rd 9/21
Red Bull Ring, Austria

July 1
TV Live Sky Sports

F1, Sunday 1230.
Channel 4, Sunday

1300. BBC

Radio 5 Live

Sports Xtra,

Sunday 1400.

TV Highlights

Sky Sports F1,

Sunday 2020

DON'T MISS

Formula 2

Rd 6/12
Red Bull Ring, Austria

June 30-July 1

TV Live Sky Sports

F1, Saturday 1545,
Sunday 1015

GP3 Series

Rd 3/9
Red Bull Ring, Austria

June 30-July 1

TV Live Sky Sports

F1, Saturday 0910,

Sunday 0905

Porsche Supercup

Rd 3/9
Red Bull Ring, Austria

July 1

TV Live Sky Sports

F1, Sunday 1125.

Eurosport 2, Sunday

1130

Super GT

Rd 4/8
Buriram, Thailand

July 1

IMSA SportsCar

Rd 6/12

Watkins Glen, New

York, USA

July 1

World Rallycross

Rd 6/12

Holjes, Sweden

June 30-July 1

NASCAR Cup

Rd 17/36

Chicagoland, Illinois,

USA

July 1

TV Live Premier

Sports, Sunday 1900

MotoGP

Rd 8/19

Assen, Netherlands

July 1

TV Live BT Sport 2,

Sunday 1300

HGPCA Pre '66,
HGPCA Pre '61,
Pre-1980 Endurance,
Super Touring,
Derek Bell Trophy,
Classic Formula 3,
Historic Formula
3, Historic FF1600,
Historic Touring Cars,
Classic Clubmans,
Formula Junior

Snetterton MSVR

June 30-July 1

LMP3, GT Cup,

Porsche Club,

Trackday Trophy,

Allcomers

Pembrey 750MC

June 30-July 1

Clio 182s, Locost,

RGB Sports 1000, 750

Formula, Historic

750 Formula, Sport

Specials, Classic Stock

Hatch, Hot Hatch,

MX-5 Cup

Knockhill SMRC

July 1

Mini Coopers, Fiestas

and Hot Hatch,

FF1600, Classic

Sports and Saloons,

Legends, Sports and

Saloons, BMWs

UK MOTORSPORT

Oulton Park MSVR

June 30

Monoposto, Lotus

Elises, Radical

Challenge,

Sports 2000

Brands Hatch HSCC

June 30-July 1



The Formula 1 circus
moves to the Red Bull
Ring in Austria

TEE/LAT





FROM THE ARCHIVE

The March-Ford 721Gs of Ronnie Peterson and Niki Lauda line up in the pitlane with the rest of the field ahead of the fog-delayed start of the 1972 Canadian Grand Prix. Peterson qualified third, and led the race for the first four laps after a rocketship start, but was disqualified for receiving outside assistance in the pitlane later in the race. His team-mate lined up 19th on the grid, lost 15 laps due to a blocked throttle caused by dirt kicked up at the start, then he too was disqualified, in this case for a push-start after a spin.

 **motorsport
IMAGES**

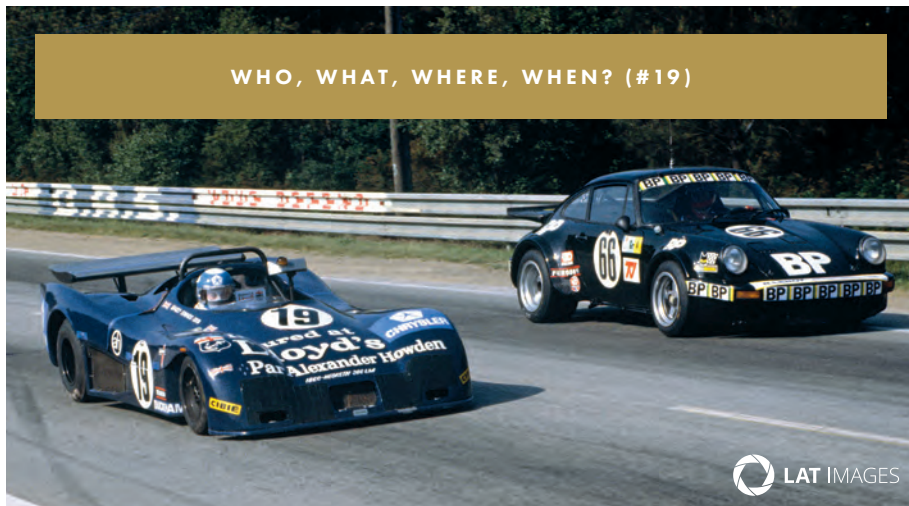
FOR MORE GREAT
PHOTOGRAPHS, VISIT
MOTORSPORTIMAGES.COM

 **LAT IMAGES**

TEST YOUR KNOWLEDGE

QUIZ

WHO, WHAT, WHERE, WHEN? (#19)



LAT IMAGES

WHO IS THIS?

This laid-back legend of touring and sportscars was initially taken on by the blue oval for the first step on the single-seater ladder.

He was a winner on the third tier, but had already shown such flair in a tin-top that he was called upon by a four-ringed circus.

Success quickly followed at home and abroad, where he took on the best and prospered in style. When weighty issues brought this chapter to a close, he became an integral part of a bold new adventure.

Although there were initial growing pains, he easily passed the test of endurance, scoring a fantastic hat-trick at the highest level. There would be a bit of a wait for a fourth, but he was part of a trio who were the first to burn the midnight oil, and he added a fifth a year later for good measure. After which he bowed out on top.

ON THIS DAY

1 Today is Will Stevens's birthday. What was his best Formula 1 finish?

2 Dan Gurney scored Brabham's first world championship F1 win on this day in 1964. How many such races did the team go on to win?

3 The Richard Lloyd-run Porsche 962 claimed victory on this day in 1987 at the Norisring. Who was driving?

4 Rally Poland returned as part of the WRC in 2009 and concluded on this day. Who won?

5 Who claimed his only IndyCar win at Houston on this day in 2014?

NAME THE HELMET



LAST WEEK'S ANSWERS

Who, what, where, when Jaroslav Janis, Lola-Zytek T90/50, Cagliari, November 10 2002.

Who is this? Giacomo Agostini. **On this day 1)** Juan Manuel Fangio. 2) 5. 3) Felipe Nasr. 4) Enna.

5) Derek Warwick/Yannick Dalmas/Mark Blundell. **Name the helmet** Francois Cevert.

IN NEXT WEEK'S ISSUE



ALL THE DRAMA FROM
THE AUSTRIAN GP

AUTOSPORT

Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG
Tel +44 (0) 20 3405 8100 Email autosport@autosport.com
Individual email firstname.surname@motorsport.com
Website www.autosport.com Twitter @autosport

EDITORIAL

Editor **Kevin Turner**
Deputy Editor **Marcus Simmons**
Grand Prix Editor **Edd Straw**
F1 Editor **Ben Anderson**
F1 Correspondent **Scott Mitchell**
Chief Sub-Editor **Peter Hodges**
Executive Editor **Stuart Codling**
Group National Editor **Jack Benyon**
Performance and Engineering Editor **James Newbold**
Rallies Editor **David Evans**
BTCC Correspondent **Matt James**
Art Editor **Lyndsey Elliott**
Senior Designer **Michael Cavalli**
Origination/Repro **David Sternberg**
Office Manager **Joanne Grove**

AUTOSPORT.COM

Editor **Glenn Freeman**
Deputy Editor **Matt Beer**
Autosport Plus Editor **Alex Kalinauckas**
International Editor **Jack Cozens**
Social Media Editor **Fatema Chowdhury**
Technical Team Leader **Geoff Creighton**
Head of UX and Digital Design **Amar Vijay**

CORRESPONDENTS

Argentina Tony Watson **Australia** Andrew van Leeuwen **Austria** Gerhard Kuntzsch **Belgium** Gordon McKay **Brazil** Lito Cavalcanti **Finland** Esa Illoinen **Germany** Rene de Boer **Greece** Dimitris Papadopoulos **Italy** Roberto Chinchero **Japan** Jiro Takahashi **New Zealand** Bernard Carpinter **Russia** Gregory Golyshv **Spain** Raimon Duran **Sweden** Tege Tornvall **USA** Jeremy Shaw **UK & Ireland** Pete Allen, Lee Bonham, Stephen Brunsdon, Jonathan Crawford, Dom D'Angelillo, Kerry Dunlop, Charlie Eustice, Joe Hudson, Jake Jones, Samarth Kanal, Matt Kew, Mark Libbeter, Dan Mason, Damian Meaden, Lucy Morson, Will Moulton, James Newbold, Jason Noble, Mark Paulson, Brian Phillips, Graham Read, Hal Ridge, Peter Scherer, Ian Sowman, Chris Stevens, Oliver Timson, Ian Titchmarsh, Eddie Walder, Rob Watts, Richard Young

ADVERTISING

Tel +44 (0) 20 3405 8106 Email autosport.ads@motorsport.com
Advertising Director **James Robinson**
Sales Manager **Don Rupal**
Display Advertising **Karen Reilly, Jamie Brooker**
Classified Advertising **Ben Kavanagh, Joel Marcus**
Online and Agency Sales **Neale Salt**

ADVERTISING PRODUCTION

Production Controller **Ben Webster**
Tel +44 (0) 20 3405 8131 Email ben.webster@motorsport.com

SUBSCRIPTIONS

UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
Email help@asm.secureorder.co.uk Back issues 0344 8488817
Laura Paterson +44 (0) 20 3405 8129

Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.

MANAGEMENT

President EMEA, Motorsport Network **James Allen**
Editor-in-Chief, Autosport Media UK **Andrew van de Burgt**
Creative Content Director, Autosport Media UK **Anthony Rowlinson**
Group Publishing Manager **Sunita Davies**
Special Events Manager **Laura Coppin**
Digital Product Manager **Simon Grayson**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.

AUTOSPORT
IS POWERED BY
motorsport
NETWORK



Photography

Steven Tee
Glenn Dunbar
Sam Bloxham
Zack Mauger

Special Contributors

Gary Anderson
Alan Eldridge
Tom Errington
Rob Ladbrook
Stephen Lickorish
Stefan Mackley
David Malsher
Jonathan Noble
Marcus Pye
Nigel Roebuck
Jim Utter
Gary Watkins



CIRCULATION/TRADE ENQUIRIES

Seymour Distribution Ltd,
2 East Poultry Avenue,
London, EC1A 9PT.
Tel: +44 (0) 20 7429 4000.
Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

©2018, AUTOSPORT MEDIA UK LTD

Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.

Select Motor Racing.com



MOTORSPORT TRAVEL, RACE TICKETS, HOSPITALITY

Travel the World with our Escorted Tours and UK Travel Team

ALL FORMULA ONE EVENTS



Escorted Tour Packages

BY-AIR with Extended options
BY-COACH European Holiday Tours

Select Motor Sports.com



- Testing Team Packages
- Factory Visit
- F1 Paddock Club
- Trackside Experiences

EXTENDED HOLIDAY PACKAGES



Las Vegas, Route 66, Grand Canyon
Monument Valley | NASA Space Centre |
New Orleans, Memphis, Nashville

We also offer Travel Packages to ENDURANCE RACING

- Le Mans 24hr
- WEC Spa 6hr
- Blancpain Spa 24hr
- WEC 1000km - Sebring 12h
- Indy 500

HISTORIC RACING

- Mille Miglia
- Le Mans Classic
- Goodwood Festival of Speed
- Goodwood Revival
- Monaco Historic



Call your UK TRAVEL TEAM: +44 (0) 1451 833 721
Book Online enquiry@selectmotorracing.com





RACING

BALANCED BRAKING PERFORMANCE

All the way to the APEX



THE DRIVER'S
PAD



FERODO RACING BRAKE PADS

developed and engineered to perform in all four phases of the braking event.

In addition to the bite and deceleration expected from a world class race pad, Ferodo pads offer the superior modulation and instantaneous release for maximum exit speeds.



Circuit Supplies (UK) Ltd, Unit 8, Eden Court,
Eden Way, Leighton Buzzard, Beds LU7 4FY
Tel: 01525 385 888 • Fax: 01525 385 898
info@circuitsupplies.com
www.circuitsupplies.com

www.ferodoracing.com

**SELECTED RANGE NOW AVAILABLE
THERMALLY BEDDED**