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LAUDA

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it was deliberate'**

VETTEL



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VETTEL ON TOP AS KIMI TRIGGERS A DAFT F1 DEBATE

Advantage Ferrari. The Italian team has a poor recent history at Silverstone, so Sebastian Vettel's victory in last weekend's British Grand Prix is a real warning shot for Mercedes. As Edd Straw argues in our report on p18, Vettel could now be considered title favourite.

Vettel and championship rival Lewis Hamilton both put in impressive drives last Sunday. Vettel made a fine pass on Valtteri Bottas to secure his 51st Formula 1 victory, while Hamilton stormed to second after being spun around by the second Ferrari of Kimi Raikkonen on the first lap. The different strategies of Ferrari and Mercedes following the late safety car also made the last few laps much more exciting than we expected.

What is tedious is the mountain-out-of-molehill debate about penalties for clashes, such as Raikkonen's Hamilton hit. It would be ludicrous and impractical to issue different penalties based on the amount of time lost by the victim, as some have suggested. Occasionally, as happens in touring car racing, it is appropriate to reverse the order of the two drivers involved, particularly if they finish in consecutive positions. But it is not right to hand out punishments based purely on the *outcome* of a clash.

Sometimes drivers get away with dangerous moves thanks to the actions of others or luck (Michael Schumacher's start chops, for example), while at other times minor mistakes can have big consequences. Raikkonen's Silverstone mistake was not dangerous (or deliberate) driving. You *could* argue it was a racing incident and deserved no penalty at all.

Clamping down on dangerous driving is a must, but making all the drivers worried about getting a penalty is unlikely to encourage the wheel-to-wheel racing everyone says they want.



Kevin Turner

KEVIN TURNER
EDITOR

kevin.turner@autosport.com



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Portlock/LAT Images

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McLAREN REVEALS REVAMP

FORMULA 1

The beleaguered McLaren team revamped its trackside leadership ahead of last weekend's British Grand Prix, with racing director Eric Boullier resigning and 2003 Indianapolis 500 winner Gil de Ferran appointed sporting director.

The 50-year-old de Ferran, who held a similar role at BAR/Honda from 2005-08 and ran his own De Ferran Motorsports squad in the American Le Mans Series in 2008-09, had been working as an unofficial McLaren advisor in recent months, following a stint as Fernando Alonso's driver coach at last year's Indy 500.

Boullier's old role is now effectively split between de Ferran and Andrea Stella, who has been appointed performance director.

Alonso insisted he was not consulted on the changes, although the fact that two individuals with ties to him have been put in senior positions suggests this is a team being shaped in his image. While his plans for 2019 are yet to be confirmed, the reformed trackside management must boost the chances of him remaining with McLaren in F1 next season, even though McLaren is still evaluating what would be a two-car IndyCar team.

McLaren has not previously commented on its technical leadership since Tim Goss was moved out of his role as technical

director in May. But it has now been confirmed that team COO Simon Roberts is overseeing the technical side, with further recruitments planned that could yet include a more direct replacement for Goss.

"Simon Roberts, who reports to me, will have the technical team continue to report into him and he'll ultimately be responsible for giving us a fast race car," said team boss Zak Brown. "We will continue to promote from within and bring in external talent; we need to improve our technical leadership.

"Gil de Ferran has been around very successful teams like Penske, had his own racing team, has been around F1, grew up racing in Europe, and he's ultimately responsible for getting maximum performance out of the racing team.

"Andrea Stella is ultimately responsible on the pitwall, running race weekends, getting the most out of our racing car and environment. The three, along with myself and all of the other people on the racing team, are here to maximise racing

"GIL DE FERRAN IS RESPONSIBLE FOR GETTING THE MOST OUT OF THE TEAM"



AFTER BOULLIER EXIT

performance. This is the start of a journey.”

Brown admitted it will take years for McLaren to get back to where a multiple championship-winning team should be. While Brown is adamant that the team will continue to fight for fourth in the constructors’ championship, it has slipped to seventh. It has, on average, the seventh fastest car over the season, but during the recently completed triple-header it slipped to ninth, ahead only of Williams.

While Boullier had repeatedly stated he would not resign, justifiably citing his strong record in motorsport that included winning races at the helm of what is now Renault (then as Lotus) and with junior squads DAMS and Racing Engineering, it had been clear in recent races that he was unlikely to see out the season with McLaren. This latest raft of changes is part of an ongoing process it is hoped will get the team back into a position to win races.

McLaren is undertaking a comprehensive process of reviewing its weaknesses, with Brown admitting in an interview with Autosport earlier this year that the problems of the Honda years masked some of the team’s own shortcomings.

De Ferran believes he can use the fastidious process of self-criticism and self-improvement that helped him be a successful driver to help McLaren recover from the serious aerodynamic problems

that have blighted its season.

“The success I had behind the wheel and any success I have as a businessman, I think came from really trying to understand what my weaknesses were,” said de Ferran. “I was not afraid to look in the mirror and say, ‘I could have done better here, I could have done better there, what do I need to do to improve?’”

“Very few people are able to achieve many things in life by themselves, most of them are part of a team. It’s knowing how to get a team together, working together and getting people to feel focused and motivated and really understand where they are going, and truly engage really – because the best ideas I think come in the middle of the night when you’re thinking about all the good stuff for the next day.”

McLaren’s current focus is on troubleshooting its MCL33 chassis. Brown recently admitted the team had an aero problem it could not replicate in the Toyota Motorsport windtunnel in Cologne.

This has played a part in the startling revelation that the 2018 car has less downforce than its predecessor, with Alonso suggesting rule changes affecting the rear of the car – potentially the elimination of exhaust blowing to the monkey seat and tweaks to the sharkfin wing – have held it back.

EDD STRAW

OPINION



CAN TICKTUM GET TO F1 IN 2019?

SCOTT MITCHELL
F1 CORRESPONDENT

If Dan Ticktum manages to secure a superlicence and a Formula 1 graduation with Red Bull by the end of 2018 he will have completed an amazing career turnaround in three years.

Ticktum was a Red Bull Athlete in his first year of car racing in 2015, but spent ’16 on the sidelines while serving a ban from racing for *that* incident in MSA Formula. Red Bull stood by him. After returning in late ’16, he was made a fully fledged Red Bull Junior for last year, won in Formula Renault Eurocup and then triumphed in the Macau Grand Prix.

Now he’s winning races in European Formula 3, and Red Bull motorsport advisor Helmut Marko is positively giddy with enthusiasm for his “crazy but fast” protege. Marko says Ticktum will be ready for F1 in 2019, and that puts him in the frame to take Brendon Hartley’s Toro Rosso seat. The problem is he must meet the current FIA requirement of earning 40 superlicence points to be allowed to race in F1, and he cannot get to that tally this year, even with Euro F3 success.

But the FIA reviews its superlicence criteria each year. So, changes could be made that make Ticktum eligible, such as making Macau – the FIA F3 World Cup – a points-scoring event, or offering more points for Euro F3 success.

Ticktum may need the rub of the green to get his F1 shot, but the old cliché says you make your own luck. He served his punishment. He is maturing all the time. He gained personal vindication last year winning Macau and the McLaren Autosport BRDC Award. He is repaying Red Bull’s faith this year. If Marko’s convinced Ticktum can handle F1, that’s good enough for me.



Liberty still aiming for a London GP, reckons Horner



FORMULA 1

Formula 1 owner Liberty Media is still serious about holding a grand prix in London, reckons Red Bull boss Christian Horner, amid ongoing uncertainty over the British Grand Prix's future.

Silverstone activated a break clause in its contract last year that means the 2019 event is the last one under the current deal, but there has still been no word of a potential deal extension. Amid the possibility that next year's British GP could be the last at Silverstone, Horner has suggested that London remains a serious option for Liberty.

Speaking at the Red Bull factory ahead of the British GP, Horner said: "Silverstone is the home of British motorsport. This weekend it appears that the BRDC [which owns Silverstone] and Liberty are closer together and talking more positively about engagement with the fans."

"I think that there's a desire within Liberty to see a street race in London and in an ideal world we'd be fortunate enough to have both — the British Grand Prix at Silverstone and a street race in London. But competition on the calendar is extreme. It's difficult to see two British GPs."

When asked if a London GP was realistic, Horner said: "With Liberty I think it is. They are potentially looking at different types of models for key markets."

JONATHAN NOBLE

TOP 3

SECOND GRANDS PRIX

A London GP in addition to Silverstone wouldn't be the first time Britain has gained a second race on the F1 calendar. And there are plenty of other examples in the world...



#1 PESCARA GP

Already used as a Grand Prix circuit, the 16-mile Italian road course formed part of the world championship for the first and only time in 1957. Enzo Ferrari said it was too dangerous but was persuaded to let Luigi Musso race a 'private' car. The Italian battled with Stirling Moss's Vanwall in the early stages before his oil tank split. Moss won from Juan Manuel Fangio.



#2 US GP (WEST)

Grand prix racing in the US had been all about Watkins Glen in upstate New York for many years. But a new race was added on the streets of Long Beach in California for 1976. Clay Regazzoni won for Ferrari, and the event soon became one of the season highlights. It outlasted 'The Glen' on the calendar before switching to Indycar for the '84 season.



#3 SWISS GP

French track Dijon revived the 'Swiss GP' name for a non-championship race in '75, won by Regazzoni's Ferrari. Dijon alternated the French GP with Paul Ricard in those days, and it still did in '82, when the race was revived. Keke Rosberg – who beat Alain Prost – took his first grand prix win, which turned out to be his only victory during his title-winning campaign.



Formula E showdown: can Bird beat Vergne?

FORMULA E

Until Lucas di Grassi won the first Zurich ePrix last month, only Sam Bird had achieved a win in each of Formula E's four seasons. It's a record that Sebastian Buemi – statistically the most successful of the electric championship's 'big three' – is unlikely to match at this weekend's New York season-four finale.

DS Virgin Racing driver Bird has the opportunity to become the last of the trio to seal an FE title but, thanks to Jean-Eric Vergne holding a 23-point series lead, the odds are stacked against him. Win or bust – and Buemi's 2016-17 Montreal implosion and FE's unpredictability suggest the title destination is still very much up in the air, especially if Vergne suffers a repeat of his poor Zurich qualifying form – Bird is pleased with his 2017-18 performances.

"I'm really proud of my team and I suppose I'm proud of myself for being able to achieve this many points," he said. "At the beginning of the season, we never thought that this would be possible."

That doubt, and the reason why Bird's campaign has been conducted in his classic FE underdog style, stems from a lack of upgrades to the DS powertrain ahead of season four. As well as the eventual steamrolling performance of Audi and the giantkilling form of Vergne's Techeetah squad, weight and efficiency issues have hampered Virgin, especially on flowing tracks that do not suit its package.

"We did no upgrades on our performance and other people made their

cars a lot lighter, more efficient and just faster," explained Bird, who has scored two wins and four further podiums in 2017-18.

Bird was peerless in New York last season (below), as he claimed both wins of the double-header in the Big Apple. But changes to the Brooklyn Circuit's layout mean a repeat performance is not guaranteed. The track is nearly 0.3 miles longer, with four new flowing turns added.

"It's a completely different animal," said Bird. "The track is longer, which means efficiency is key. And there are some cars out there that are just more efficient than us. There's no getting away from that so we'll have to just do our best."

Whatever happens in The City That Never Sleeps, Bird considers FE's fourth campaign to be his finest so far: "This would be the best one. For consistency, not necessarily better wins or better podiums or stuff like that, but just consistency, always maximising the package."

ALEX KALINAUCKAS



IN THE HEADLINES

MONTREAL PITS GONE

The Montreal pits and control tower have been demolished as the Canadian Grand Prix venue works on a revamp in time for 2019. The buildings were constructed in 1988, and the impending new facilities are part of a deal to retain the race until 2029. The venue plans to use "native materials, wood and aluminium" as work continues apace to beat the harsh Canadian winter.

ASTON WINS APPEAL

The R-Motorsport Aston Martin team has kept its Silverstone Blancpain GT Endurance Cup victory after successfully appealing its exclusion from qualifying. The car – driven by Nicki Thiim, Jake Dennis and Matthieu Vaxiviere – raced under appeal after its qualifying times were scrubbed because the official series data-logger was found to contain no information post-session. It is understood that R-Motorsport successfully argued that it provided the necessary power to the championship-supplied data-logger throughout the three-part qualifying session.

HUGHES LEADS ASIAN F3

GP3 race winner Jake Hughes heads the entry list for this weekend's inaugural Asian Formula 3 round at Sepang. Hughes rejoins Hitech GP – with which he competed in European F3 in 2017 – to partner fellow GP3 victor Raoul Hyman and reigning Chinese Formula 4 champion Charles Leong. The opener, the first event run to the FIA's new Regional F3 concept, has attracted 17 entries. Hughes cannot complete the season as two of the remaining four rounds clash with GP3.

IEA PRIZE WINNER

Benedikt Helling from Mutlangen, Germany, was revealed as the Infiniti Engineering Academy 2018 European winner by Renault team principal Cyril Abiteboul in the Silverstone pitlane ahead of last weekend's British Grand Prix. The prize is a six-month placement at Renault F1 in Enstone and a further six months at Infiniti's Technical Centre in Cranfield. Helling, a 25-year-old engineering student, and fellow finalists Carsten Beck and Nathan de Kerpel were selected from over 3000 applicants, and had to impress the judges in an intensive two-day programme of practical tests.



Hamilton accepts clash apology from Raikkonen



FORMULA 1

Lewis Hamilton says he has accepted an apology from Kimi Raikkonen for their first-lap clash in last weekend's British Grand Prix and wants to "move on".

Hamilton was spun around by the Ferrari driver at Villeneuve, which dropped him to 18th and necessitated a charge through the order to finish second.

The collision sparked huge scrutiny over the Ferrari-v-Mercedes 2018 fight as it came just two races after Raikkonen's team-mate Sebastian Vettel wiped out the other Mercedes of Valtteri Bottas in France.

Hamilton hinted at "interesting tactics" from Ferrari but took to Instagram on Monday to say: "Kimi said sorry and I accept it and we move on. It was a racing incident and nothing more. Sometimes we say dumb shit and we learn from it."

Mercedes team principal Toto Wolff said after the race that he was "not comfortable at all with the incident because it's tiresome being taken out in the first lap". He had earlier told Sky Sports F1 that Mercedes technical director James Allison had asked "do you think it is deliberate or incompetence?" during the race.

That Allison remark was then put to

Ferrari boss Maurizio Arrivabene, who told Italian TV that he hoped it was a joke or he would be extremely displeased. But it is believed that Allison's comment was made in jest, and has not caused a serious problem between the two teams.

Wolff even clarified his initial remark later on Sunday when speaking to Polish TV channel Eleven Sports. "I said you need to question whether it was incompetence or deliberate — a stupid comment of mine in the emotion," he said. "But it was just a stupid manoeuvre that happened a second time in three races."

SCOTT MITCHELL

Florsch joins Euro F3 grid for Zandvoort

FORMULA 3

Sophia Florsch, the German who took the BTCC-supporting Ginetta Junior series by storm in 2015 by winning races as a 14-year-old, is to step up to the Formula 3 European Championship from this weekend at Zandvoort.

Florsch has plied her trade in the German Formula 4 ranks during 2016 and '17, taking two podiums last

season, and was a latecomer onto the F3 winter testing treadmill with Dutch team Van Amersfoort Racing.

Since then Florsch, now 17, has had school exams to concentrate on, as well as the small matter of getting the required budget. The deal has been almost on, off, definitely off, and now decidedly back on over the intervening weeks. To that effect, she will contest the remaining seven Euro F3

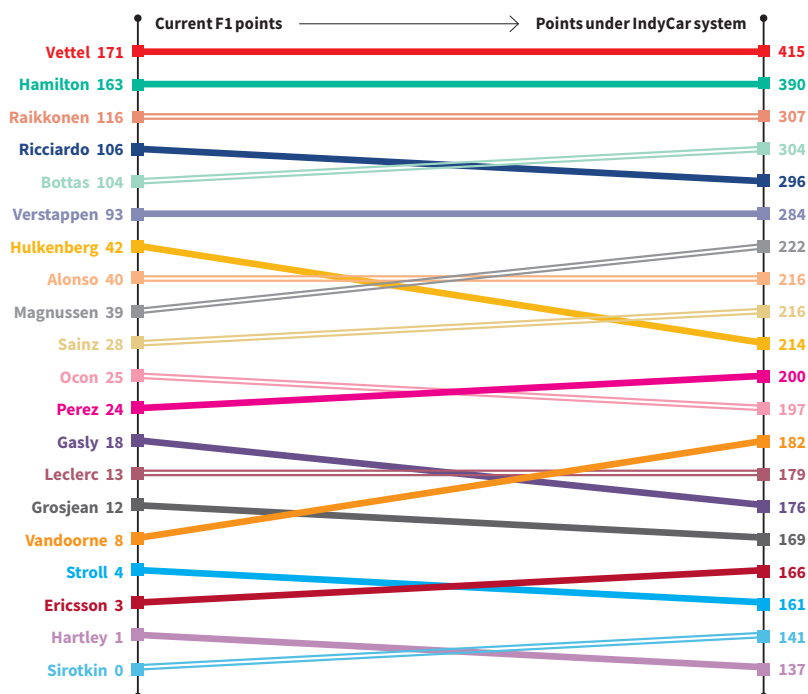
rounds with VAR alongside Keyvan Andres and Artem Petrov, and will also compete in the Macau Grand Prix in November.

Florsch, an ambassador for Susie Wolff's 'Dare to be Different' scheme to increase female involvement in motorsport, will have her work cut out to trouble the points scorers with such limited mileage, but the team rates her.

MARCUS SIMMONS



F1 Strategy Group eyes points for the whole field



FORMULA 1

Formula 1's Strategy Group has discussed awarding points down to 20th place instead of just the top 10, with a compromise of the top 15 among the possible alternatives.

F1's new management is continuing to explore changes to the sporting regulations, some of which could be introduced before 2021, when the major package of technical changes comes on stream.

One of the motivations for the change would be to give drivers outside the top 10 an extra incentive to race hard, but the alternative view is that the current system offers a greater sense of reward.

"The point that was made is that there's a certain panache at being referred to as finishing in the top 10," Force India boss Vijay Mallya told Autosport. "That will get diluted if you start giving points down the line. When we do well all my friends send me messages saying, 'Congratulations, another top 10 finish'. Top 10 has a certain sense of achievement to it. The counterpoint that was made was that if every driver gets a point, all the way down to the bottom, then every car is going to be racing for a point. There is obviously going to be more debate. This was based on research that was done."

Consideration is also being given to the return of points for fastest lap, or pole position being rewarded.

ADAM COOPER

THE DEBATE

POINTS FOR ALL IN F1?

Should scoring points be something that's valued, or do we just let them do it NASCAR-style? Here are two opinions on the Strategy Group's discussion...



STOP THIS MADNESS NOW! STUART CODLING

While not the worst idea ever – the abstruse system of dropped scores from 1950-90 surely gets the nod for that – the proposal to award points to all finishers is one so dim it barely merits consideration. For many years only the top six earned points; extending that to the top 10 was logical enough since the cars are now more reliable. Going further would simply encourage a return to mediocrity in the mid-grid. F1 is the pinnacle of motor racing, not a school sports day where everyone gets a prize.



ERM, IT'S NOT SUCH A BAD IDEA TOM ERRINGTON

Allowing the 20th-placed driver to score points wouldn't be artificial or a distortion of the competitive order. For example, applying IndyCar's points system – 50 for a win and 10 for 20th – has minor consequences. It would be worthwhile to demonstrate the excellent 'Class B' fight for fourth between Haas, Renault, Force India and McLaren, with greater emphasis on those hauling points in. More importantly, the conservatism when drivers or teams look unlikely to score points would be a thing of the past.



Formula E changes qualifying format for new Gen2 era

FORMULA E

Formula E's new era will feature a revised group qualifying system and heavier grid penalties for drivers exceeding their allocation of powertrain elements on their Gen2 cars.

According to the recently published FIA FE sporting regulations for the 2018-19 season, the group qualifying system will consist of four batches of a maximum of six drivers – to reflect HWA joining FE's ranks to bring the grid up to 22 – with the running order no longer randomly drawn. Drivers will still be grouped by championship position, but the top six will always be the first out, with the remaining groups qualifying in descending standings order. For the Riyadh season opener, finishing positions from the 2017-18 championship will determine the drivers in each group. The superpole will now contain the fastest six from group qualifying, up from five.

Each car number will be designated two electric motors, two gearboxes, two inverters and one battery pack for the duration of the championship. The 'joker' change of any of these components has been removed for season five.

Instead of dropping 10 grid spots for exceeding the

allocation of those components, drivers will lose 20 grid positions at the next race, and if they cannot drop 20 places (which will be tricky in a 22-car field), drivethrough and time penalties will be applied.

From season five, drivers can use their regen systems at any time, and the minimum car-and-driver weight has risen from 880kg to 900kg. Car-to-team data transition when auxiliary batteries are attached in parc ferme conditions is now allowed.

The 'hyperboost' – sources suggest that 'attack mode' will become the Mario Kart-inspired concept's official name – continues to remain vague. The FIA has carefully worded the rules regarding the system to retain flexibility over its use, while FE CEO Alejandro Agag expects it will have a duration of "eight minutes" per race.

"FIA will decide how many windows before each race, so it's not a fixed number," he continued. "But it will be eight minutes at the hyperboost attack mode. We are going to test the system in mid-October [pre-season testing]."

In other FE news, Formula 2 racer and McLaren junior Nyck de Vries will be Audi's reserve driver for this weekend's New York 2017-18 season finale.

ALEX KALINAUCKAS

F2 engines in dyno-test recall

FORMULA 2

Formula 2 teams have been given special dispensation to attempt practice starts before the next race weekend once they have received an updated engine, clutch and ECU.

F2 recalled every powerplant from all teams after last weekend's Silverstone round, so that they can be dyno-tested by engine supplier Mecachrome. Teams will be given all of the updates by next week, along with a set of supersoft tyres, and can attempt 100km of practice starts in a bid to perfect the procedure ahead of the Hungaroring round on July 27-29. The FIA and F2 will be able to analyse the data to ensure that the teams don't use the mileage to lap a circuit.

"The idea is to come back to a normal start for Budapest," said series boss Bruno Michel. "The main thing we noticed is we have to do something on the engine because we didn't have enough torque at the start of the biting point, which is complicated."

F2 will also run its test car at Magny-Cours and Paul Ricard before Hungary to help perfect the system.

The FIA's Charlie Whiting added: "I have a high level of confidence in the changes that have been made."

ART Grand Prix drivers George Russell and Jack Aitken will be hoping that the update works for the pitlane limiter too, after both were penalised five seconds for speeding in last weekend's feature race.

"It seems like after the pull-away [from the pitbox] the speed goes over 60km/h, before returning to the speed limit," said Russell. "Because we are in the last box in the pitlane, we keep accelerating as we exit the pitlane, and we don't have the opportunity [enough distance] to return to normal."

"We believe the other teams' speeds return to normal before the pit exit and it looks like that's why they haven't been penalised."

Aitken (below) would have scored a point for 10th place had he not received the penalty. Another contentious indiscretion for a virtual safety car infringement meant that his eighth place on the road in the feature race – which should have bagged him the reversed-grid pole – was converted to 13th position.

JACK BENYON





AUSTRALIAN SUPERCARS Craig Lowndes is to end his career as a full-time Australian Supercars racer – which spans 23 seasons – at the end of the 2018 campaign. Lowndes, 44, announced his decision on the eve of last weekend's round at Townsville. Lowndes won the title as a full-season rookie in 1996, the first of three crowns. He will continue on the Triple Eight team's endurance roster, and wants a crack at Le Mans. **Photograph by Klynsmith/LAT**

AmD switch sparks mid-season changes

BTCC

Tom Boardman has split with the AmD Tuning British Touring Car Championship team, which is looking for a replacement driver to complete the season.

Boardman, a race winner in 2011, rejoined the BTCC after a six-year break to race one of AmD's ex-works MG6 GTs (right, top). The Lancastrian finished fourth in the rain-affected second race at the Brands Hatch season opener, but has only featured in the top 15 on one other occasion.

"It's always a difficult decision to make changes to any of our team personnel but the long-term aims and goals of the team must come first," said AmD boss Shaun Hollamby. "We will be replacing Tom Boardman for the second half of the BTCC."

Boardman said he was shocked by the decision. "The first I knew about this was when I read it on social media and I was very disappointed," said Boardman. "My results were varied in the first half of the season having had problems with the car's set-up in qualifying. The fact that I am actually leading the Forever Forward

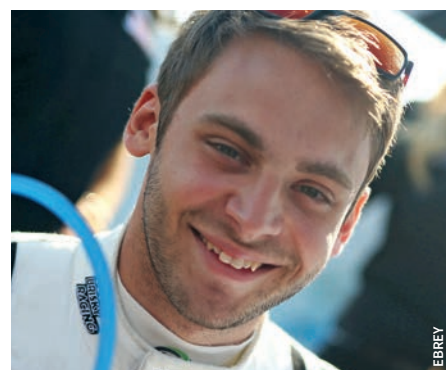
standings [a Dunlop-backed award for the most positions gained in a race] surely shows my racing abilities are very much alive. However, this is AmD's decision so let it be. I'm sure I will live to fight another day even if this is maybe next season now."

Hollamby said he was in contact with possible replacement drivers and a decision would be made by the end of the month.

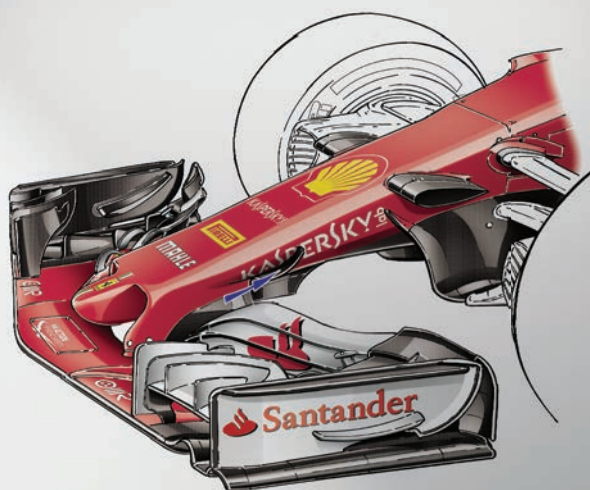
The team is required to find a driver to run in the second half of the season under the terms of its TOCA BTCC licence, which all entrants must have.

Meanwhile, seven-time race winner Tom Onslow-Cole will return to the wheel of a BTCC machine at Snetterton this week when he takes part in the official Dunlop tyre test. He will drive a Team Hard Volkswagen CC for one of the two days on the Snetterton 300 layout. Ginetta GT4 Supercup racer Carl Boardley and BTCC refugee Dan Welch will also drive for Team Hard, alongside VW Cup racer Jamie Bond. There are no plans for regular pilot Jake Hill (right, below) to run at Snetterton, which calls into question his future with the team.

MATT JAMES



THE ART OF RACING



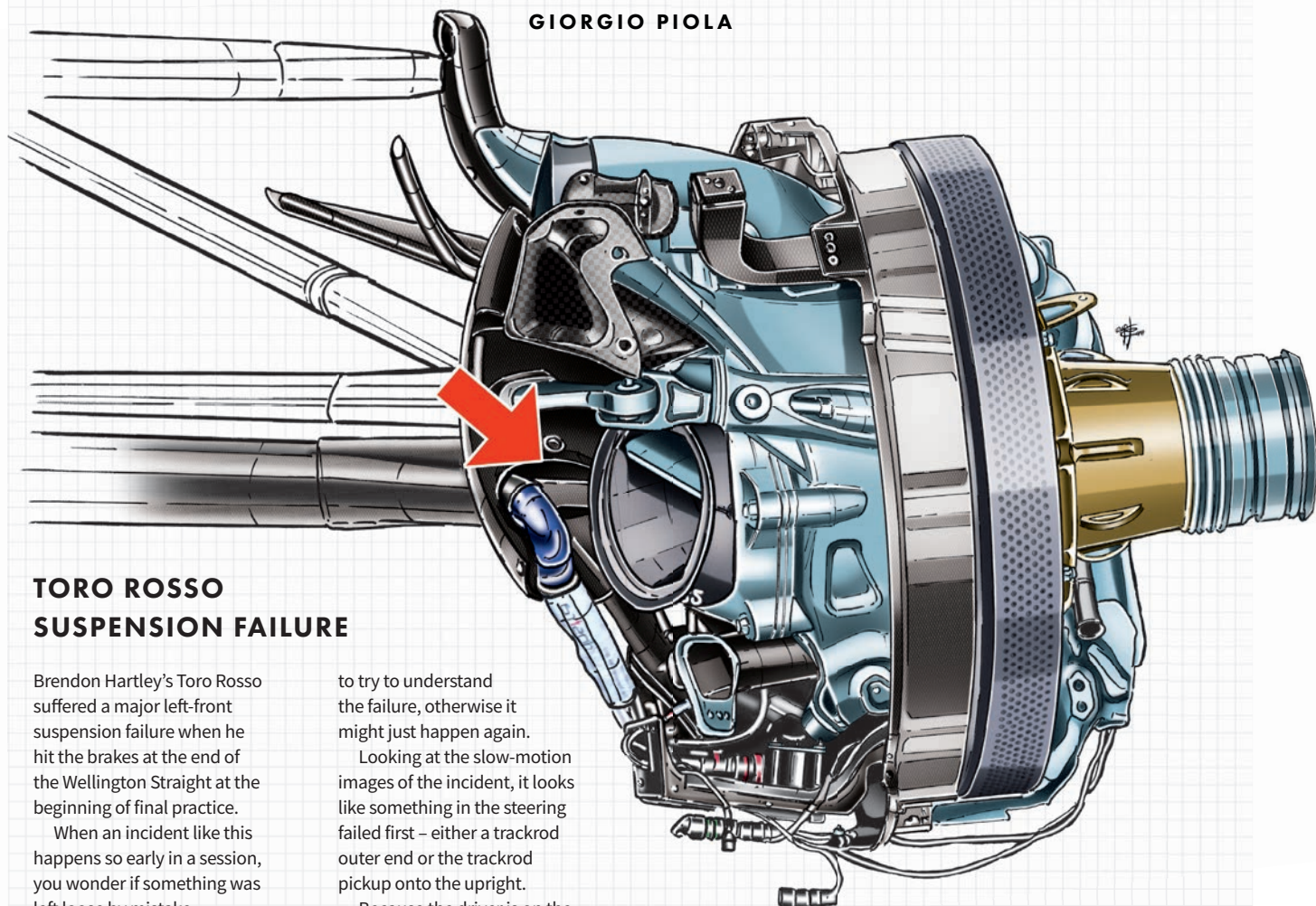

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TORO ROSSO SUSPENSION FAILURE

Brendon Hartley's Toro Rosso suffered a major left-front suspension failure when he hit the brakes at the end of the Wellington Straight at the beginning of final practice.

When an incident like this happens so early in a session, you wonder if something was left loose by mistake.

It's always difficult after the fact to identify exactly how the chain of events began, but as a team you need to drill deep

to try to understand the failure, otherwise it might just happen again.

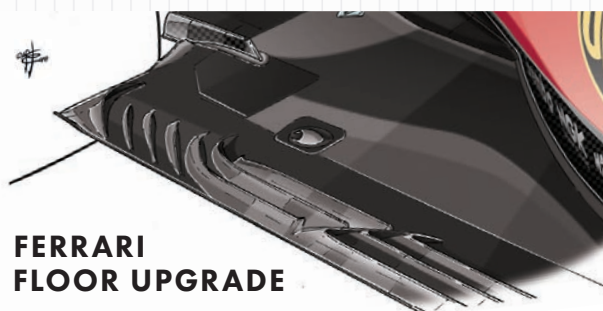
Looking at the slow-motion images of the incident, it looks like something in the steering failed first – either a trackrod outer end or the trackrod pickup onto the upright.

Because the driver is on the brakes and the tyre-to-road contact patch is inside the upper and lower wishbone pivot points, the wheel toes in. The wishbone joints have

only a certain amount of angularity and when that's used up it causes the upper wishbone outer pickup to the upright to fail. This then

allows the lower wishbone to be rotated and can break that component as well.

GARY ANDERSON



FERRARI FLOOR UPGRADE

Ferrari's floor development programme has been non-stop, and the package introduced for Silverstone closed the gap to Mercedes.

Ferrari has concentrated on the area in front of the rear tyre and the outer section. Combined with the vortex that

is set up by the trailing edge of the bargeboards, this area works like a skirt that seals the underfloor from airflow leakage down the sides. This allows the diffuser to pull the airflow it requires through from the front of the floor.

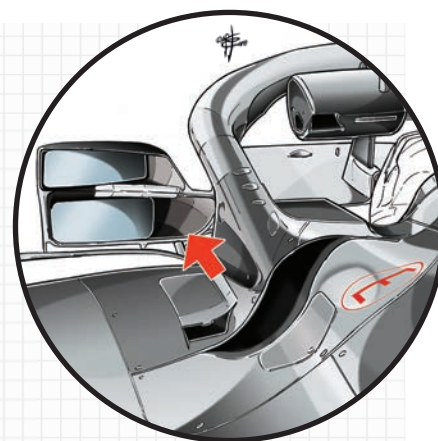
GARY ANDERSON

MERCEDES MIRRORS

This shows both the experiment the FIA did on Friday with Mercedes to evaluate possible mirror positions next year (hence the double mirror), and also the way the team has mounted its mirrors.

Mounts underneath the mirror area are allowed, meaning that it's OK to use double mounts as turning vanes, and some teams, including Mercedes, have been putting extra effort into developing this area during 2018.

Anything that can be done



here to turn the airflow around and into the 'Coke bottle' area will reduce the negative lift created as the airflow is accelerated over the top of the sidepods.

GARY ANDERSON

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BE MORE LIKE KIMI

Accepting your punishment, apologising and moving on – now there's an example that more Formula 1 drivers would benefit from following

EDD STRAW

Kimi Raikkonen did something extraordinary after the British Grand Prix. Having been hit with a 10-second penalty for booting Lewis Hamilton into a spin, he simply accepted the punishment matter-of-factly and apologised.

That this is worthy of comment says a lot about the way teams and drivers respond to penalties in Formula 1, both those issued to them and to rivals. While Raikkonen's reaction is not unique, for very occasionally drivers do accept penalties, usually they are railed against in no uncertain terms. And that is what leads to the proliferation of penalties.

Heat-of-the-moment negative reactions can be understood. But in many cases, such criticisms are delivered long afterwards. A recent example came during the drivers' parade ahead of the Austrian Grand Prix. Sebastian Vettel, who had been hit with a three-place penalty for impeding Carlos Sainz Jr during Q2 a day earlier, was asked if he thought the penalty was fair and fired back "no". But Vettel also said something very perceptive on the topic later on.

"The rulebook's now so fricking big," he said. "It's a result of all the drivers, all of us. I think we've more or less all been

"GASLY HINTED HIS PENALTY WAS TRIGGERED BY PEREZ BEING VERY FORCEFUL POST-RACE"

there, whinging and complaining. In the end, you should let us sort it out on track."

There's a trace of irony here in that Vettel is, according to some of his fellows, one of the more vocal on such subjects in drivers' briefings. But he's right.

There was another example at Silverstone, with Pierre Gasly's five-second penalty for contact with Sergio Perez that pushed the Force India wide and allowed Gasly to take 10th place. This meant they swapped positions after the race.

Gasly branded the decision "completely ridiculous" – but one thing he said hinted that the punishment was largely triggered by Perez being very forceful in the post-race hearing. "He finished P11 without a point, so he tried to blame me as much as he can," said Gasly.

Had Perez not blamed Gasly so forcefully, perhaps the stewards would have been able to let this one go. Drivers

demand consistency, leniency or harshness when it suits them.

And therein lies the problem. With the Raikkonen penalty, it does seem strange that what is superficially a similar incident to the Vettel/Valtteri Bottas clash at the start of the French Grand Prix brought a different penalty. In both cases, a Ferrari driver made a misjudgement and clattered into the back of a Mercedes on the first lap.

Yet Vettel got a five-second penalty and Raikkonen a 10-second one. But beyond the superficialities, this comparison illustrates that no two incidents can ever be identical. And here we get into the tricky question of how outcomes should influence penalties.

In principle, the outcome should not impact the severity of the punishment. But while it's a noble ideal, just as consistency is, grey areas make them difficult to achieve in the real world.

In France, Vettel was not attempting to make a pass, misjudged the grip and slid into Bottas. At Silverstone, Raikkonen was attempting a pass and got it wrong. The outcomes were also different, with Vettel in France dropping to the back and requiring a nose change, while Raikkonen continued unhindered in fourth place. You can argue that the different outcomes justify different penalties.

While you have to have sympathy for Bottas and Hamilton in the two Ferrari incidents and can understand Mercedes' frustration, you can argue that both incidents were honest mistakes and should have avoided penalties just as easily as you could say the punishments should have been more draconian.

Perhaps the superlicence points system needs a revamp. It's a good idea, with 12 points over a one-year period leading to an automatic one-race ban (a point nobody has ever reached).

But these points always accompany other penalties. Could both Vettel and Raikkonen have been given some standalone points so that drivers who make a few honest mistakes in quick succession pay the price?

Formula 1 has attempted to dial back the penalties, and the regulation that has been brought in demanding that penalties should only be issued when one driver is "wholly or predominantly to blame" for a clash makes sense on paper. But it also ties the hands of the stewards. Vettel and Raikkonen were wholly to blame for their first-lap errors, hence a penalty almost becomes inevitable.

It's understandable that drivers get angry about incidents in the heat of the moment after some wheelbanging at some ridiculous speed. But after the event, things should be different.

Returning to the example set by Raikkonen, it's in the hands of drivers and teams to take a more mature attitude to penalties. 🏎️



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YOUR SAY

To my mind the biggest hurdle to getting F1 to where it needs to be is allowing the teams to have a say. They never have the best interests of the sport in mind

ADAM WISE

Volunteers' dedication makes British GP possible

After a near-perfect weekend with a record race day crowd and a heroic drive by Lewis Hamilton, it's difficult to pick a highlight of the British Grand Prix. However, one of mine was certainly visiting the marshals' campsite to meet some of the men and women who helped make it all happen.

There were nearly 1000 volunteers at Silverstone and their dedication was evident throughout the weekend, as they kept everything running smoothly through the extraordinary heat. Whether marshals, recovery crews, scrutineers, timekeepers or medical personnel, they delivered a showpiece event that demonstrates why the British GP deserves its place on the F1 calendar for many years to come.

This year Silverstone offered one volunteer a ride in the two-seater F1 car and we're delighted that one of our marshals, Stuart Glanfield, was the lucky passenger. The MSA will also be running a prize draw among the marshals for a chance to win grandstand tickets to next year's race and passes to Rally GB.

Our thanks to all those who made the 2018 British GP such a wonderful occasion for both UK and world motorsport.

David Richards CBE

Chairman, Motor Sports Association

FIA needs to clarify penalty criteria

How can Kimi Raikkonen get a 10-second time penalty for colliding with Lewis Hamilton, while Sebastian Vettel got a five-second penalty in France for his collision with Valtteri Bottas? How does the FIA distinguish the severity of incidents? It would be nice for some clarification. Other than that, what a sensational British Grand Prix! Forza Ferrari!

Joshua Kerr

Kidderminster, Worcestershire

Teams are biggest block to F1 progress

Another possible step on the road to making F1 more competitive and yet again the teams are protecting their position by not playing ball. To my mind the biggest hurdle to getting F1 to where it needs to be is allowing the teams to have



a say. They never have the best interests of the sport in mind, only their own selfish interests. They make suggestions about improvements, claiming it'll make things better, but it's obvious the tech guys are convinced it will give them an advantage. As a result the proposals are watered down, the status quo remains and ironically, given the constant-improvement ethos of F1, nothing changes. So why bother asking them?

Maybe the FIA should just say, 'These are the rules, if you don't like it, go'. Then the big teams might leave and effectively that's the cost cap happening because the little teams would move to the front – or maybe it's time for an IndyCar World Championship.

Adam Wise

Leigh-on-Sea, Essex

Who will be next Nurburgring record-breaker?

I enjoyed Edd Straw's comments last week about the ultimate Nurburgring Nordschleife lap record and can see the danger and cost of F1 teams trying to become the fastest. But why doesn't VW try with its Pikes Peak electric car?


Chris Rouse

Guildtown, Perth

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ANDRÉ/SUTTON IMAGES





HOW VETTEL WON AT FERRARI'S WORST TRACK

Mercedes traditionally takes charge at Silverstone, but instead the Prancing Horse trampled over home hero Hamilton's victory hopes

EDD STRAW



SILVERSTONE IS SILVER ARROWS TERRITORY. OR AT LEAST IT WAS UNTIL LAST SUNDAY'S British Grand Prix. Sebastian Vettel's victory came at a track where Ferrari was at its worst in 2016 and '17, with the team's pace transformed by a floor upgrade that led home hero Lewis Hamilton to quip after qualifying: "They've added at least three tenths to the car."

The higher-than-usual temperatures also played their part, and it was no coincidence that Hamilton and Mercedes were at their best in the coolest session on Friday morning. But what is unquestionable is that the Mercedes team, while not foolish enough to be so bullish in their public pronouncements, arrived expecting victory and were instead undone by a resurgent Ferrari.

Poleman Hamilton's wheelspin at the start allowed Vettel to take the lead well before the first corner. This also allowed fast-starting Valtteri Bottas, from fourth on the grid, to get up the inside into Abbey to take second, in the process forcing Hamilton to take a wider line than he would have liked.

This played a part in Kimi Raikkonen taking a look up the inside into the Turn 3 right-hander, only to lock up and slide into the right-rear corner of Hamilton's Mercedes and pitch it into a spin. While Raikkonen continued in fourth behind Max Verstappen's Red Bull, Hamilton rejoined 18th and ahead only of Force India's Sergio Perez, who spun at the first corner and

fired across to the inside of the track – narrowly avoiding collecting the two Williams drivers that were emerging from the pits.

Raikkonen was characteristically matter-of-fact about the incident, and the resulting 10-second penalty that he had to serve at his next pitstop. "I locked the wheel, so I ended up hitting Lewis in the rear corner," he said. "He spun, my bad, but that's how it goes sometimes. It was my mistake, so that's fine. I deserve it and took the 10 seconds and kept fighting."

Both Hamilton and the Mercedes team made some comments immediately after the race intimating that they were unhappy with a Ferrari driver getting away with what was seen as a relatively light penalty. This came just two weeks after Vettel was given a 5s penalty for tipping Bottas into a spin at the start of the French GP.

The size of the two penalties certainly seemed inconsistent, with race director Charlie Whiting suggesting the stewards thought Raikkonen's offence was more serious, and it's easy to argue they didn't adequately compensate for the damage done

Vettel seizes control
while Raikkonen
sizes up Hamilton



Hamilton gained
12 places during
10-lap fightback

to the victims. But just as with Vettel at Paul Ricard, this was an honest mistake by Raikkonen — albeit a costly one for Hamilton. You couldn't blame him for being unhappy.

"It's now two races that Ferraris have taken out one of the Mercedes, and a five-second penalty and a 10-second penalty doesn't appear to feel... ultimately it spoils the race," said Hamilton, avoiding saying something he might come to regret but making his feelings clear. "We've just got to try hard to position ourselves better so we are not exposed to the red cars."

Hamilton felt he sustained some damage, which the team couldn't detect and appeared to make no difference to his pace. And he recovered quickly, climbing to sixth in just 10 laps. All 12 positions gained were thanks to overtaking manoeuvres, and while impressively executed it was a little too easy. The Mercedes pace advantage, combined with the fact that his victims would only compromise their own races by delaying the inevitable with strong resistance, made it straightforward.

More significant was the gap to the front, for by the time he had climbed to sixth, Hamilton was 27.5s behind leader Vettel and 13s adrift of fifth-placed Daniel Ricciardo.

With all eyes on Hamilton's recovery, Vettel set about consolidating his lead. He had a 1.932s advantage over Bottas at the end of the first lap, a gap the Ferrari pitwall requested he extend to four seconds. Over the subsequent nine laps, and showing no signs of being held back by the neck strain that had cut short his Saturday morning practice session and threatened his participation in qualifying and the race, Vettel overdelivered by 50%. He outpaced Bottas by, on average, 0.462s per lap to build his lead to 6.1s. So far, so good.

With both drivers on the soft Pirellis, things started to turn in Bottas's favour when Vettel's lap times dropped from the 1m33s bracket into the 1m34s on lap 15 of 52. The gap was down to 4.4s by the time Vettel dived into the pits at the end of lap 20 to stop for mediums. The reason for the time loss was clear, with Vettel reporting "the front-left looks pretty bad". >>



Mercedes responded, bringing Bottas in a lap later for mediums. Despite a quicker pitstop, he rejoined 5.2s down thanks to Vettel, who had emerged just in front of Hamilton, gaining time through the undercut. With Vettel aiming for a 32-lap stint to the finish to avoid a second stop, the pitwall requested greater tyre management in the second stint.

Bottas used the edge of fresh rubber to close the gap to 4.5s at the end of lap 22. This set things up for a game of cat and mouse between Ferrari and Mercedes, with the leader struggling both with wear and thermal degradation on the front-left tyre and Bottas less troubled.

From lap 23 to 32, Bottas edged up on Vettel, closing the gap to 2.069s. Vettel looked increasingly boxed into a corner, until Sauber driver Marcus Ericsson's crash at Abbey. This was the consequence of the Swede inadvertently turning in with the DRS open in the fast right-hander and spinning when the leaders were coming up to complete their 33rd lap. In the process, he transformed the race.

It was inevitable that the safety car, virtual or literal, would be deployed. Not only did this disrupt the battle between the top two, but it also brought the rest of the top six back into play as behind them Verstappen still held third ahead of Raikkonen, with the recovering Hamilton fifth.

This was thanks to the unfortunate Ricciardo making a stop at the end of lap 30, after just 12 laps on mediums in his second stint, to cover off the possibility of Raikkonen undercutting his way past when Ricciardo made a second stop. The Red Bull ace was frustrated he wasn't consulted on this decision, not least because he was closing in on Verstappen and about to get into DRS range (something that perhaps also informed the strategy call), and the timing of the safety car relegated him to the back of the leading sextet.

So it came to decision time. Mercedes instructed both Bottas (second, behind Vettel) and Hamilton (fifth, behind Raikkonen) to do the opposite to the car ahead — resulting in both staying out. In the case of Bottas, this was risking a certain second place to gain track position and shoot for victory, while for Hamilton it was the most sensible option as it moved him up to third rather than taking the restart fifth and on fresh rubber with only his team-mate on old tyres ahead.

Bottas was warned to expect to come under severe pressure from Vettel after the restart, but he was also told the Ferrari would then start to fade because of the tyres. Bottas aced the restart at the end of lap 37, timing it to perfection and immediately pulling three-quarters of a second on Vettel. That was vital given that the mediums he was on, compared to Vettel's fresh softs, would take a little longer to warm up.

Bottas faced a 15-lap run to the finish, on mediums that already had that distance put on them. But three of those laps were eliminated when Carlos Sainz attempted to go around the outside of Romain Grosjean's Haas for 11th place into Copse. It was a bold move from the Renault driver, and Grosjean tried to hold the inside line only for the rear to step out when Sainz squeezed him on turn-in and put them on a collision course. Both headed for the wall and the safety car was back.





**"IT WAS QUITE INTENSE.
IT WAS MORE DIFFICULT
THE CLOSER I GOT"**

Bottas aced the restart again for the 11-lap run to the finish, repeating his trick by getting the power down while pulling out of a tyre-temperature weave on the run to Stowe. Initially, Vettel was all over him and on lap 42 attempted to go around the outside at Brooklands. Bottas held on, but it was clear he was in trouble.

Vettel kept his powder dry for a few laps, and with the assistance of the DRS he was able to close on the Mercedes down the Wellington Straight five laps later. Vettel hoodwinked Bottas into thinking there would be no move, making a late dive to scythe up the inside and take the lead five-and-a-half laps from home.

"It was quite intense," said Vettel of the battle. "I had the advantage of the tyres, so I was able to follow even though he had the clean air, but it was [more] difficult the closer I got. I sniffed my chance already on the first laps after the restart out of Turn 4 and then on the Wellington Straight down to Turn 6.

"The final move, I was able to surprise him. I think he thought I won't dare [attack] the inside and the braking zone was coming quite fast. But I thought, 'OK, I have to go for it' because I was also struggling. The longer I spent behind him, [the more I was] struggling with my tyres as they got hotter and [I was] losing that advantage. Once I was ahead, I could use the advantage to pull out a gap and control the race from there."

Bottas, visibly struggling more than Hamilton despite having medium tyres only four laps older, was passed by his team-mate on the outside line into Brooklands on the following lap. No team order was given, no team order was necessary — he was struggling.

On the next lap, it was Raikkonen's turn to pull off the same move to claim third place. With Verstappen having retired shortly after the restart thanks to a brake-by-wire problem that led to him spinning at Vale and then getting stuck in gear, moments after Raikkonen had passed the Dutchman at Stowe, Ricciardo was the next in the queue behind Bottas. Fortunately for the Mercedes driver, he was able to hang on to salvage 12 points. >>

QUALIFYING

YOU COULD TELL LEWIS HAMILTON'S RECORD-SETTING SIXTH British Grand Prix pole position meant a lot by the quiver in his voice after his titanic battle with Ferrari's Sebastian Vettel, one in which Hamilton turned a 0.057-second deficit after the first runs in the Q3 top-10 shootout into a 0.044s advantage.

"It was so close and I had to go over the limit to get that time out of the car, which is dangerous as you could easily have not pulled the lap together," said Hamilton. "I knew that the fans were right there with me, every time I would go out I'd see them cheering so I knew they were wanting it, expecting it, hoping for it. So the pressure was huge."

Vettel, who picked up a neck strain in the morning and skipped his qualifying simulation run in FP3 and admitted after qualifying that he hadn't been certain he'd be able to run, failed to improve on his pacesetting first Q3 run. His lap of 1m25.936s was followed up by one half-a-tenth slower, with his first sector the main culprit.

That meant Hamilton, even with a rear-end wobble coming through the penultimate corner that cost him perhaps half-a-tenth, did enough to grab a famous pole position on that attacking

last attempt. Once again, the Ferrari was stronger on the straights, with Mercedes quicker in the corners. So while Vettel gained three tenths on Hangar Straight, Hamilton gained through Stowe, Becketts and, in particular, Copse.

Kimi Raikkonen was a genuine pole position threat at a circuit where he outqualified Vettel in their previous three seasons as team-mates. But on his first run, he overdid it into the Brooklands left-hander and lost time, resulting in a more conservative run through that turn on his second attempt. He also pointed to the tiniest of lock-ups into Vale on his final run, but that seemed less costly and, given he set the fastest time of all in the first and third sectors, it was the middle that caused the deficit of 0.098s to pole position.

Valtteri Bottas struggled with the entry to the Vale/Club left/right that ends the lap and reckoned he lost three tenths on his final attempt, leaving him a distant fourth. That still put him well ahead of the Red Bulls of Max Verstappen and Daniel Ricciardo, with both drivers frustrated by the lack of Renault power in qualifying. The Australian's deficit to Verstappen, 0.5s, was exaggerated by not being able to open the DRS on the Wellington Straight.

EDD STRAW

**"I KNEW THE
FANS WANTED
IT, EXPECTED
IT, SO THE
PRESSURE
WAS HUGE"**





TRACKSIDE VIEW

With the first DRS zone at Silverstone including Turn 1, the fast Abbey right-hander, the question heading into Friday morning's free-practice session is which driver will go through there with the rear wing open first? Just after 10 minutes into the session, and on his first flying lap, it's Max Verstappen in the Red Bull.

He turns into the corner flat-out, with a shower of sparks as the outside of the front wing and the leading edge of the floor grind onto the track. With the DRS open, you have less rear downforce so the aerodynamic centre of pressure shifts forward, and as a result the rake is exaggerated. It's a surprise, doing this lap after lap, that Red Bull doesn't damage the skidblocks.

With Red Bull the only team willing to keep the DRS open, various drivers are keeping it open for the entry and shutting it before the apex for rear stability. Moments after the hour mark, Romain Grosjean in the Haas gets it badly wrong.

Just before the apex, over the bumps, the rear snaps away savagely and puts him into a high-speed spin into the wall. We later hear, over the radio, that he failed to close the DRS because he



“missed the button” after hitting a bump. Following that error, there's nothing he can do to save it.

The Ferrari doesn't seem to ride the bumps as well as its rivals. Initially, the car is too pointy on turn-in and the rear moves around. The Red Bull, by contrast, rides the bumps well, although the DRS factor makes it difficult to compare.

As expected, the Mercedes looks well-planted and stable, but the drivers still have to work at it.

On a couple of occasions they turn in a fraction late and the car moves around quite significantly, so it's not a walk in the park.

Looking further down the timesheets, early in the session the Renault drivers have to use all the entry kerb to get into the corner and combat the understeer. It unsettles the car, although on later runs some of this understeer is dialed out and they can turn in at a more orthodox point.

Having the DRS available is, ultimately, a damp squib as it's clear it won't help overtaking. Given so few are using it, you won't see anyone keeping it open while in the turbulent air following another car. Grosjean's crash probably did £300,000 worth of damage, maybe more. So while there's possibly a bit of lap time in keeping it open, there's no real gain to the racing. Only extra risk.

GARY ANDERSON



Amid a shower of sparks, Verstappen keeps DRS open (above), but it didn't work for Grosjean



One in the eye:
Vettel savours win
on Hamilton's turf



Up front, Hamilton was unsurprisingly not able to get close to soft-shod Vettel. The Ferrari driver crossed the line 2.3s clear, with Raikkonen a further 1.4s behind in third. The question is, was Mercedes wrong not to pit Bottas?

"After the second safety car initially it was fine, then it started to get really close and I had to push every lap like a qualifying lap," said Bottas. "It was like driving on ice, we started to lose a lot of grip, especially from the rear end. Traction was getting weaker and that's why he was always close to me out of the slow-speed corners. I was trying everything to defend, but it was only a matter of time."

The facts of the race say that the team was wrong, but with a significant caveat. Had Bottas pitted, he would have been assured of second but he would have been unlikely to be able to threaten Vettel. By giving him track position, Mercedes rolled the dice – just as the team would have gambled had Vettel not pitted by bringing Bottas in.

While the gambit fell a long way short, as even with the second safety car he was six laps away from pulling it off, you can argue this was a justified gamble. Had it paid off, Mercedes would have won a race it wouldn't otherwise have done.

This was not a similar case to the Austrian GP the week before,

where not pitting Hamilton from the lead was certain to cost him significant track position. It was high risk, and certainly backfired, but not certain to be doomed to failure.

As for Hamilton, the same gamble allowed him to climb to second. But there was less to lose, and Bottas would be justified in feeling disappointed at a second place lost.

"It was absolutely the right decision," said Mercedes team boss Toto Wolff. "There were 15 laps to the end, we were on quite fresh mediums that would last and gaining track position was the important one for us and triggered our decision. All strategies are valid, doing the opposite [to the Ferraris] was the choice we went for and it brought us a P2 and P4. Considering how the race started, we need to accept the result as an OK outcome, as damage limitation."

"We want to be aggressive. It's about racing fair and square out there, and having the best car is what's in our hands, trying to improve where we can improve."

The bigger fear for Mercedes is that, after edging ahead of Ferrari with an engine step, then an aerodynamic package, over the preceding two weekends, the red corner produced a performance step that floored it. Wolff suggested it would have been a different story in cooler conditions and this race could still have gone either way, especially had the rapid Hamilton not been booted off on lap one. And had the safety car not interrupted the race, Bottas had every chance of capitalising on Vettel's tyre troubles to win.

But with Ferrari so competitive at what was its weakest track, Vettel might just have claimed not just a British Grand Prix victory, but championship-favourite status. ❧

"IT WAS LIKE DRIVING ON ICE, WE STARTED TO LOSE A LOT OF GRIP. TRACTION WAS GETTING WEAKER"



SUTTON IMAGES

Leclerc loses possible 'Class B' win

Charles Leclerc was set for his first victory in Formula 1's unofficial 'Class B' for teams outside the big three when he was forced to retire thanks to a loose rear wheel after a pitstop.

Leclerc ran seventh in the early stages, slipping to eighth behind the recovering Lewis Hamilton. He sat behind fast-starting Nico Hulkenberg until making his pitstop on lap 18 in an attempt to undercut his way past the Renault for what was then seventh place and would eventually become sixth after Max Verstappen's retirement.

But a loose rear wheel meant he was ordered to retire, leaving the way clear for Hulkenberg to make his stop without losing a position.

This also cost Leclerc a potential sixth points finish in seven races after a strong performance that included making Q3 for the second time in his F1 career.

"It was a very good race until that pitstop," said Leclerc. "We have been extremely competitive from the beginning of the year [on pitstops]. When you are pushing everything to the limit, sometimes mistakes happen."

Sauber team-mate Marcus Ericsson crashed out of 14th place in the race after failing to close the DRS at Abbey.

"It seems I have the button behind my steering wheel and, as it's quite bumpy on entry, I slipped and didn't hit it," said Ericsson.



Grosjean and Hartley suffer big crashes

Romain Grosjean and Brendon Hartley both raced cars rebuilt around spare monocoques following crashes during free practice.

Grosjean spun into the barrier at Turn 1, the fast Abbey right-hander, during Friday's first

free practice session. This was the result of failing to close the DRS at the right moment after turning in. Damage to the front-left corner, which hit the barrier, led to the chassis change.

"I closed the DRS, but a bit later than the previous lap,"

said Grosjean. "The aero flow didn't recover and there was no rear downforce. It wasn't a big impact, but the front wheel came back and removed some part of the chassis."

The damage to the monocoque is repairable,



GALLOWAY/SUTTON IMAGES



BIG NUMBER

350

**WORLD CHAMPIONSHIP
GRANDS PRIX PIRELLI
HAS CONTESTED**

The British Grand Prix was Pirelli's 350th world championship race. A total of 147 of those have come since returning as sole tyre supplier in 2011, with the first the inaugural race at Silverstone in 1950.



TEE
LAT IMAGES

meaning it should be available to use again later in the season.

Hartley's crash was the more dramatic after suffering a front-left suspension failure during Saturday morning practice. The failure occurred under braking for the Brooklands left-hander, putting Hartley heavily into the barriers.

"It was instantaneous, there was no warning," said Hartley. "I didn't hit any kerbs, there were no vibrations beforehand. So the moment I hit the brake pedal – some of the highest forces the suspension sees, we pull around 5g when we hit the brake pedal – something at that very moment broke."

The team confirmed that the suspension was not subject to any unusual loads prior to the failure and was in its operating window, although it did revert to the pre-Silverstone specification after introducing a new component for the British GP.

But it was not believed that this component led to the failure, meaning this was a precautionary measure.

Hartley was unable to start the race in his rebuilt car from the pitlane as a problem was detected on a reconnaissance lap. This was subsequently traced to a loose connector in the Honda engine package.

MILESTONE

LEWIS HAMILTON SETS RECORD FOR BRITISH GRAND PRIX POLES

Lewis Hamilton's emotional pole position for the British Grand Prix was his sixth in total, and fourth in a row. This sets a new record not only for British GP pole positions, but also equals the record for pole positions on home soil set by Ayrton Senna in the Brazilian GP.

Hamilton first took pole position at Silverstone on his British GP debut with McLaren in 2007, adding another in '13 for Mercedes before his current run. This was also his 50th pole position for Mercedes, only eight short of Michael Schumacher's record for most poles with a team, set during his Ferrari years.

Hamilton fell short of taking a record-setting sixth British GP victory, but Sebastian Vettel's



Prost's 51st F1 win came in 1993 German GP

SUTTON IMAGES

win did equal what was once the record for world championship race wins. Vettel's 51st success drew him level with Alain Prost's tally for a share in third place in the all-time list. It puts him behind only Michael Schumacher (91 wins) and Hamilton (65).

The Williams team also set an unfortunate record, with its worst qualifying performance for the British GP after Sergey Sirotkin and Lance Stroll were 18th and 19th on Saturday afternoon – although both had to start from the pits after rear-wing changes.



Senna took his sixth Brazilian GP pole in 1994

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GORIA/SUTTON IMAGES

Hamilton exhausted after recovery effort

Lewis Hamilton has revealed he was "struggling to stand" after the race because he was exhausted from his fight back to second following a first-lap spin.

A bad start dropped Hamilton to third and he was then hit by the Ferrari of Kimi Raikkonen at Village, which dropped the Mercedes driver to 18th before he recovered to second thanks to not pitting under the safety car late on. After the race, he looked tense alongside Raikkonen while the top three waited for the podium.

Asked if it was because of the first-lap clash, Hamilton said: "Not at all. No.

"It's easy for you to sit and watch the race. I sweat my arse off in that race. I pushed absolutely 100%. I gave every bit of energy I had; I didn't have anything left when I came in.

"People expect you to get out of the car and wave and smile and all that. I gave everything I could – I was struggling to stand. It's so physical nowadays.

"It's different when you're in the lead and can control the pace. I was coming from last. So, I didn't have much to give at that time and needed to take a deep breath.

"I don't have any problems with Kimi."

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Gasly hits out after losing 10th

Toro Rosso driver Pierre Gasly says the decision to hand his British Grand Prix 10th place to Sergio Perez was “ridiculous”, and has called for more consistency from officials.

Gasly, who ran 12th early on, made contact with Perez at Club during the closing laps at Silverstone as they battled for 10th place, and after reviewing the incident the stewards gave Gasly a five-second penalty.

That promoted Perez to 10th and dropped Gasly to 13th, with Stoffel Vandoorne and Lance Stroll also benefiting. In addition, Gasly received two penalty points.

“For me it’s ridiculous, completely ridiculous,” said Gasly. “That’s racing, and honestly there was a really small contact.

“It happens sometimes. We have a two-metre wide car, on a track that is probably 12 metres wide, so at some point sometimes

you have contact. Clearly this wasn’t a big hit. For me it didn’t deserve to have a penalty.

“And if you look at all the situations that happened in this race, between [Kevin] Magnussen and [Romain] Grosjean, no further action, [Carlos] Sainz [Jr] and Grosjean, who completely hit the wall, no further action.

“For something like this, a five-second penalty and two penalty points, it’s completely ridiculous.”

Grosjean and Sainz out after clash

Romain Grosjean and Carlos Sainz Jr crashed out while battling for 11th place in the race after colliding at the fast Copse right-hander.

Sainz had a run on the Haas driver on the old pits straight, prompting Grosjean to move to the right to defend the inside line. Sainz then attempted to go around the outside and turned in, and Grosjean suffered a rear-end wobble that defied correction and carried his car into the Renault.

The stewards, including nine-time Le Mans 24 Hours winner Tom Kristensen, deemed it to be a racing accident as neither driver was ‘wholly or predominantly’ to blame for the incident – which is the bar set in the regulations for issuing penalties.

“While the driver of car 55 [Sainz] did slightly tighten his line towards the apex of Turn 9, the drivers agreed that this was not the entire reason for the incident,” said the statement.

“The driver of car 8 [Grosjean] explained that he had braked where he would not normally brake, at the entry of the turn, to avoid an incident but as soon as his front wing was in the turbulence he had a slight understeer. As the cars were very close, they made contact and crashed.”

Williams suffers DRS-related stalls

The high-speed spins suffered by both Williams Formula 1 drivers in British Grand Prix qualifying were caused by an aerodynamic stall and led to both drivers starting from the pitlane after switching to an older-specification rear wing.

The cause has been traced to a stall developing at the floor of the FW41 after DRS has been used and then deactivated.

Williams chief technical officer Paddy Lowe admitted this problem has an impact on the development process.



SBLOXHAM LAT IMAGES

“It’s a very unwanted... not delay, but it’s not quite on the track we intended,” said Lowe. “This rear wing was part of our wider programme to get back to where we wanted to be.

“I’m not convinced that it’s the rear wing itself – it’s a matter of how it’s functioning

together with the floor.”

Lowe admitted it had first emerged in FP1 “on one car”, but “we diagnosed something else to be the cause of it – that’s obviously a mistake”.

Stroll and Sirotkin went on to finish 13th and 14th, last of the runners, in the race.



ANDRE/SUTTON IMAGES



FREE PRACTICE 1

POS	DRIVER	TIME
1	Hamilton	1m27.487s
2	Bottas	1m27.854s
3	Vettel	1m27.998s
4	Ricciardo	1m28.144s
5	Raikkonen	1m28.218s
6	Verstappen	1m28.325s
7	Grosjean	1m29.352s
8	Perez	1m29.812s
9	Ocon	1m29.815s
10	Stroll	1m29.878s
11	Ericsson	1m29.942s
12	Gasly	1m30.004s
13	Leclerc	1m30.027s
14	Magnussen	1m30.065s
15	Alonso	1m30.322s
16	Sainz	1m30.358s
17	Vandoorne	1m30.416s
18	Hulkenberg	1m30.701s
19	Hartley	1m30.749s
20	Sirotkin	1m31.017s

WEATHER 20C, sunny

FREE PRACTICE 2

POS	DRIVER	TIME
1	Vettel	1m27.552s
2	Hamilton	1m27.739s
3	Bottas	1m27.909s
4	Raikkonen	1m28.045s
5	Ricciardo	1m28.408s
6	Alonso	1m29.306s
7	Hulkenberg	1m29.354s
8	Ocon	1m29.467s
9	Perez	1m29.522s
10	Leclerc	1m29.557s
11	Sainz	1m29.563s
12	Magnussen	1m29.617s
13	Gasly	1m29.831s
14	Ericsson	1m30.046s
15	Stroll	1m30.069s
16	Sirotkin	1m30.103s
17	Vandoorne	1m30.121s
18	Hartley	1m30.404s
19	Verstappen	no time
20	Grosjean	no time

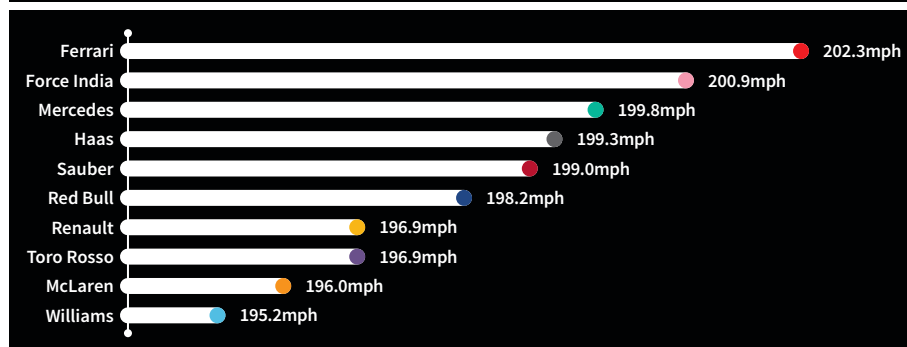
WEATHER 26C, sunny

FREE PRACTICE 3

POS	DRIVER	TIME
1	Hamilton	1m26.722s
2	Raikkonen	1m26.815s
3	Bottas	1m27.364s
4	Vettel	1m27.851s
5	Verstappen	1m28.012s
6	Ricciardo	1m28.018s
7	Leclerc	1m28.146s
8	Magnussen	1m28.418s
9	Grosjean	1m28.554s
10	Ericsson	1m28.814s
11	Ocon	1m28.917s
12	Perez	1m29.066s
13	Alonso	1m29.070s
14	Hulkenberg	1m29.094s
15	Sainz	1m29.133s
16	Stroll	1m29.829s
17	Sirotkin	1m29.984s
18	Vandoorne	1m30.004s
19	Gasly	1m30.050s
20	Hartley	no time

WEATHER 25C, sunny

SPEED TRAP



QUALIFYING 1

POS	DRIVER	TIME
1	Vettel	1m26.585s
2	Hamilton	1m26.818s
3	Bottas	1m27.025s
4	Verstappen	1m27.309s
5	Raikkonen	1m27.549s
6	Leclerc	1m27.962s
7	Ricciardo	1m27.979s
8	Hulkenberg	1m28.017s
9	Grosjean	1m28.086s
10	Magnussen	1m28.143s
11	Alonso	1m28.187s
12	Perez	1m28.210s
13	Ericsson	1m28.249s
14	Ocon	1m28.279s
15	Gasly	1m28.399s
16	Sainz	1m28.456s
17	Vandoorne	1m29.096s
18	Sirotkin	1m29.252s
-	Stroll	no time
-	Hartley	no time

QUALIFYING 2

POS	DRIVER	TIME
1	Hamilton	1m26.256s
2	Vettel	1m26.372s
3	Bottas	1m26.413s
4	Raikkonen	1m26.483s
5	Verstappen	1m27.013s
6	Ricciardo	1m27.369s
7	Grosjean	1m27.522s
8	Magnussen	1m27.730s
9	Leclerc	1m27.790s
10	Ocon	1m27.843s
11	Hulkenberg	1m27.901s
12	Perez	1m27.928s
13	Alonso	1m28.139s
14	Gasly	1m28.343s
15	Ericsson	1m28.391s

WEATHER 26C, sunny

QUALIFYING 3

POS	DRIVER	TIME
1	Hamilton	1m25.892s
2	Vettel	1m25.936s
3	Raikkonen	1m25.990s
4	Bottas	1m26.217s
5	Verstappen	1m26.602s
6	Ricciardo	1m27.099s
7	Magnussen	1m27.244s
8	Grosjean	1m27.455s
9	Leclerc	1m27.879s
10	Ocon	1m28.194s

SEASON STATS

DRIVERS' CHAMPIONSHIP

1	Vettel	171
2	Hamilton	163
3	Raikkonen	116
4	Ricciardo	106
5	Bottas	104
6	Verstappen	93
7	Hulkenberg	42
8	Alonso	40
9	Magnussen	39
10	Sainz	28
11	Ocon	25
12	Perez	24
13	Gasly	18
14	Leclerc	13
15	Grosjean	12
16	Vandoorne	8
17	Stroll	4
18	Ericsson	3
19	Hartley	1
20	Sirotkin	0

CONSTRUCTORS' CHAMPIONSHIP

1	Ferrari	287
2	Mercedes	267
3	Red Bull	199
4	Renault	70
5	Haas	51
6	Force India	49
7	McLaren	48
8	Toro Rosso	19
9	Sauber	16
10	Williams	4

QUALIFYING BATTLE

Hamilton	6	4	Bottas
Vettel	9	1	Raikkonen
Ricciardo	2	7	Verstappen
Perez	2	8	Ocon
Stroll	4	6	Sirotkin
Hulkenberg	6	4	Sainz
Gasly	5	3	Hartley
Grosjean	3	6	Magnussen
Vandoorne	0	10	Alonso
Ericsson	2	8	Leclerc

WINS

Vettel	4
Hamilton	3
Ricciardo	2
Verstappen	1

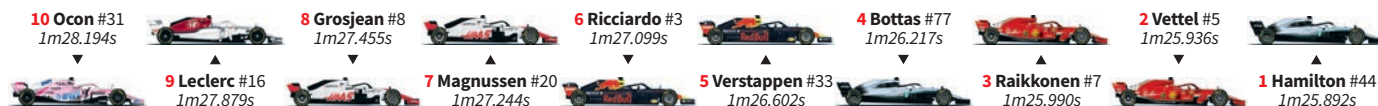
FASTEST LAPS

Bottas	3
Ricciardo	3
Verstappen	2
Raikkonen	1
Vettel	1

POLE POSITIONS

Hamilton	4
Vettel	4
Bottas	1
Ricciardo	1

STARTING GRID



RACE RESULTS 52 LAPS - 190.27 MILES

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Sebastian Vettel (D)	Ferrari	1h27m29.784s	38	Su, Mn, Sn
2	Lewis Hamilton (GB)	Mercedes	+2.264s		Su, Mn
3	Kimi Raikkonen (FIN)	Ferrari	+3.652s		Su, Mn, Sn
4	Valtteri Bottas (FIN)	Mercedes	+8.883s	14	Su, Mn
5	Daniel Ricciardo (AUS)	Red Bull-Renault	+9.500s		Su, Mn, Sn
6	Nico Hulkenberg (D)	Renault	+28.220s		Mn, Hn
7	Esteban Ocon (F)	Force India-Mercedes	+29.930s		Su, Mn
8	Fernando Alonso (E)	McLaren-Renault	+31.115s		Sn, Mn, Su
9	Kevin Magnussen (DK)	Haas-Ferrari	+33.188s		Su, Mn
10	Sergio Perez (MEX)	Force India-Mercedes	+34.708s		Sn, Mn, Su
11	Stoffel Vandoorne (B)	McLaren-Renault	+35.774s		Sn, Mn, Sn
12	Lance Stroll (CDN)	Williams-Mercedes	+38.106s		Mn, Sn
13	Pierre Gasly (F)	Toro Rosso-Honda	+39.129s		Sn, Mn, Su
14	Sergey Sirotkin (RUS)	Williams-Mercedes	+48.113s		Sn, Mn
15	Max Verstappen (NL)	Red Bull-Renault	46 laps-brakes		Su, Mn, Sn
R	Romain Grosjean (F)	Haas-Ferrari	37 laps-collision		Su, Mn
R	Carlos Sainz (E)	Renault	37 laps-collision		Mn, Hn, Sn
R	Marcus Ericsson (S)	Sauber-Ferrari	31 laps-spun off		Sn, Mn
R	Charles Leclerc (MC)	Sauber-Ferrari	18 laps-wheel		Su, Mn
R	Brendon Hartley (NZ)	Toro Rosso-Honda	1 lap-power unit		Mn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Vettel	1m30.696s	-	47
2	Raikkonen	1m30.795s	+0.099s	51
3	Hamilton	1m31.245s	+0.549s	52
4	Bottas	1m31.377s	+0.681s	43
5	Ricciardo	1m31.589s	+0.893s	46
6	Verstappen	1m32.007s	+1.311s	42
7	Hulkenberg	1m33.405s	+2.709s	48
8	Gasly	1m33.465s	+2.769s	48
9	Perez	1m33.472s	+2.776s	48
10	Alonso	1m33.482s	+2.786s	52
11	Vandoorne	1m33.551s	+2.855s	48
12	Magnussen	1m33.604s	+2.908s	48
13	Ocon	1m33.606s	+2.910s	48
14	Ericsson	1m33.675s	+2.979s	26
15	Stroll	1m33.869s	+3.173s	48
16	Grosjean	1m34.391s	+3.695s	28
17	Sainz	1m34.602s	+3.906s	25
18	Sirotkin	1m34.620s	+3.924s	52
19	Leclerc	1m35.209s	+4.513s	3
-	Hartley	no time	-	-

WEATHER 25C, 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 130.48mph. FASTEST LAP AVERAGE SPEED 145.30mph

RACE BRIEFING

GRID PENALTIES

SIROTKIN required to start from pitlane because parts changed while car was under parc ferme conditions
STROLL required to start from pitlane because parts changed while car was under parc ferme conditions

HARTLEY required to start from pitlane due to change of survival cell and additional power unit elements used

RACE PENALTIES

SAUBER fined €5000 for releasing

car from pits in unsafe condition
RAIKKONEN 10-second penalty and two licence points for colliding with Hamilton
GASLY Five-second penalty and two licence points for colliding with Perez

STAT

51

Vettel has now matched Alain Prost's tally of F1 world championship race victories.

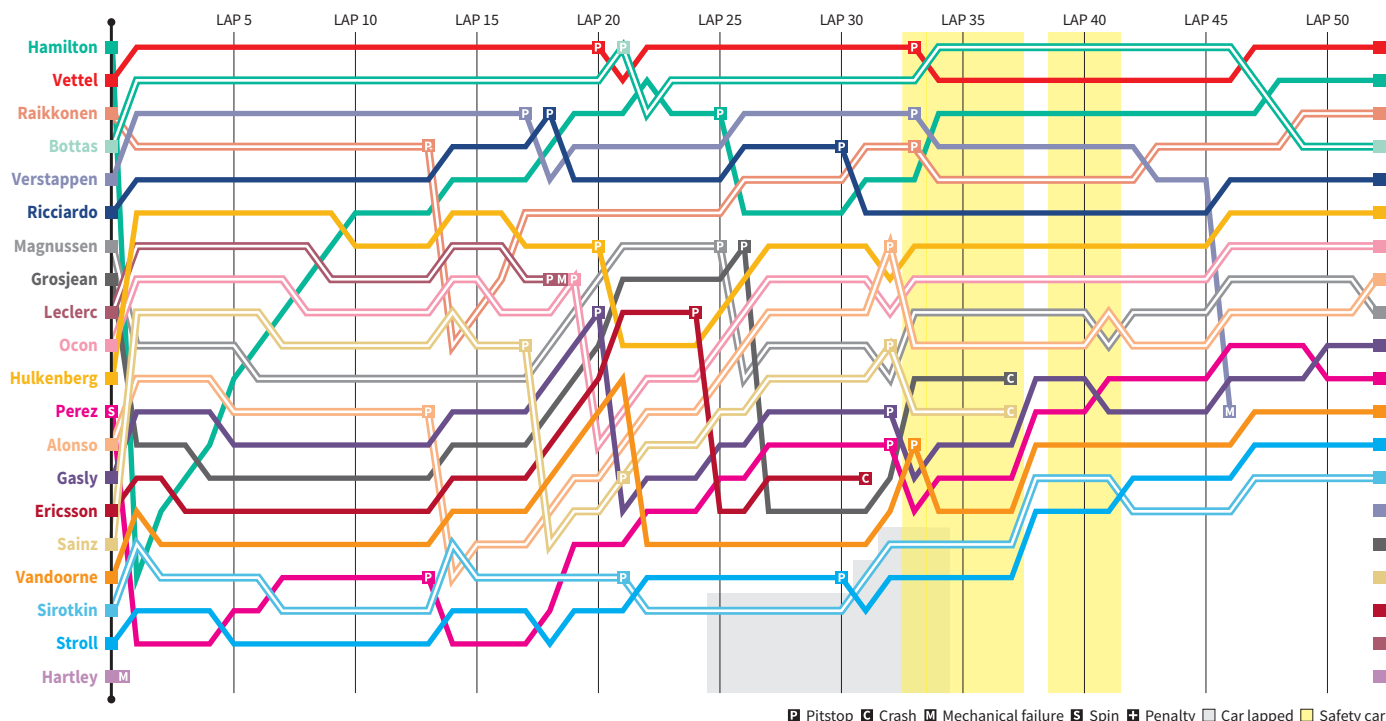
NEXT RACE

JULY 22
GERMAN GP

Hockenheim



LAP CHART What happened, when



HULKENBERG AND LECLERC ARE SILVERSTONE GOLD

Full marks for the winner of Formula 1's 'Class B' and the man who, but for a loose wheel, had looked set to challenge for that same honour

EDD STRAW

MERCEDES



LEWIS HAMILTON

9 Had to dig deep to bag pole position, albeit with a little time

lost to an oversteer moment in Club. Poor getaway played a part in being in harm's way, but after Raikkonen's hit he recovered as quickly as could be expected, then seemed to preserve his tyres slightly better than his team-mate.



VALTTERI BOTTAS

8 Qualifying was disappointing, and he should have been on the

front row. Would have been fascinating to see if he could have pulled off a victory had the safety car not intervened. While he was a sitting duck in the final laps, he didn't seem to make the mediums last quite as well as Hamilton.

FERRARI



SEBASTIAN VETTEL

9 Didn't drive like someone with a neck problem in qualifying and

the race, although loses a mark for not improving on second Q3 run and missing a shot at pole. Race was hard to criticise, as he battled tyre-management troubles, then seized the lead from Bottas with a clever move.

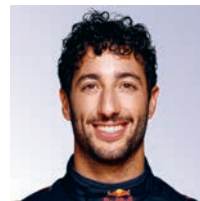


KIMI RAIKKONEN

8 Potentially had pole-position pace but for a mistake into

Brooklands on his first Q3 lap that led to him being too cautious on his second run. Also gets marked down for clattering Hamilton, but then showed good pace and salvaged a podium. But this was a race he had the speed to win.

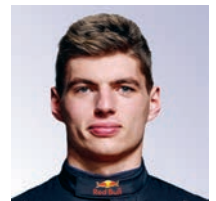
RED BULL



DANIEL RICCIARDO

6 For a fourth consecutive GP, was the slower of the Red Bull

drivers – albeit DRS problems in qualifying exaggerated the gap. Did threaten Verstappen on mediums in the race, but making his second stop early to pre-empt a Raikkonen undercut ruined any chance of overachieving.

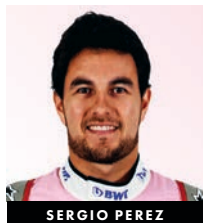


MAX VERSTAPPEN

9 Crash in FP2 was needless, but didn't cost much. Mostly had the

pace advantage over Ricciardo, save when he was being closed on by his team-mate in the middle stint, but was set for the best possible result for a Red Bull when he spun with a brake-by-wire problem and retired with clutch failure.

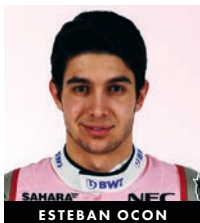
FORCE INDIA



SERGIO PEREZ

7 Was again shaded by Ocon in qualifying, but only by 0.085s in

Q2. Race was undone at the start when he spun while sat on the rear of Sainz's Renault, which dropped him to last. Staged a decent, if relatively straightforward, recovery and was given a post-race point after Gasly's penalty.

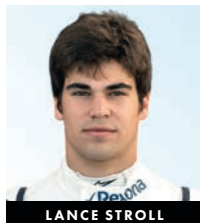


ESTEBAN OCON

7 Continued run of outqualifying Perez and hauled the Force India

into Q3. Took a strong seventh place in the race, although it would have been one better but for losing out to Hulkenberg after the Raikkonen/Hamilton clash. In the closing stages he absorbed pressure to keep faster cars behind.

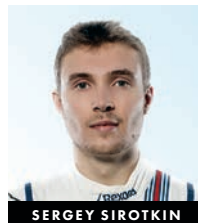
WILLIAMS



LANCE STROLL

7 Qualifying off is excusable as it was caused by an aero stall.

After following Sirotkin early on he looked set to jump him in the stops but for 1.9s lost between the end of sector 2 on his in-lap and the pitlane. Even so, he won the battle when he passed Sirotkin after the final safety car.

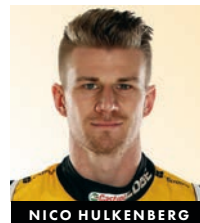


SERGEY SIROTKIN

6 Like his team-mate, gets a free pass for his qualifying off

given it was caused by an aero stall on closing the DRS. Practice and the way the race went suggested Stroll had a slight advantage, although the safety car disrupted their battle and meant it was straightforward for Stroll.

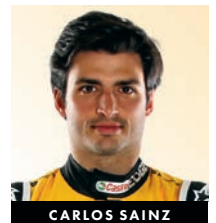
RENAULT



NICO HULKENBERG

10 The Renault was not especially competitive

here, so for Hulkenberg to come away with sixth place and 'Class B' victory was the result of a strong performance allied to some good fortune. Passed Ocon into Village, then held firm to the end of the race. Outstanding.



CARLOS SAINZ

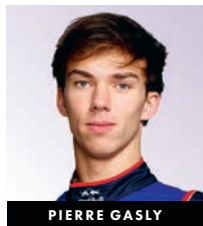
6 Unusually underwhelming. Was more than 0.4s off his team-

mate in qualifying, a gap only partly explained by traffic. Got up to ninth at the start and was in the hunt for points in 12th when he tried to pass Grosjean at Copse. Grosjean slid into him, but it was a very high-risk move.



DYMOWSKI/SUTTON IMAGES

TORO ROSSO



PIERRE GASLY

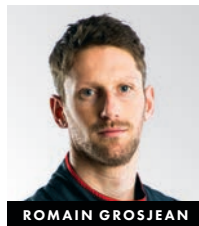
8 Qualifying performance was decent considering time lost in FP2 and FP3 first to his own problems, then team caution after Hartley's crash. Drove a battling race to what initially looked like a point, only for stewards to declare his pass on Perez for 10th too aggressive and give him a penalty.



BRENDON HARTLEY

N/A Given he only ran on Friday, plus the three laps he managed before his front-left suspension dismantled itself in FP3, it would be grossly unfair to judge his performance. He didn't even have the chance to make up for lost time in the race after he couldn't make the pitlane start.

HAAS



ROMAIN GROSJEAN

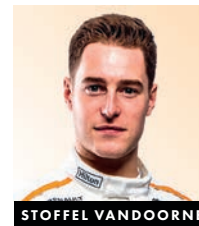
6 FP1 crash was down to not shutting the DRS quickly enough and, after qualifying decently but behind Magnussen, he hit his team-mate at Village and cost both positions. His moment after being squeezed by Sainz's around-the-outside move brought a messy weekend to an end.



KEVIN MAGNUSSEN

8 Qualifying went well, with Magnussen two tenths faster than Grosjean and securing 'Class B' pole position. Grosjean's attempt to pass him at Village led to Magnussen going off and slipping to 10th, condemning him to a trickier afternoon scrapping for minor points places.

McLAREN



STOFFEL VANDOOORNE

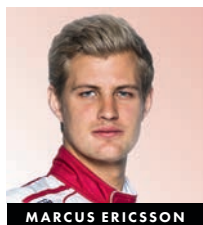
5 Something of a lost weekend for Vandoorne, who complained of a mystery car problem during qualifying that led to the huge gap of 0.909s to Alonso. The car was better in the race, although he still had problems, and he was at least able to tail the minor points scorers in the post-safety-car mini-race.



FERNANDO ALONSO

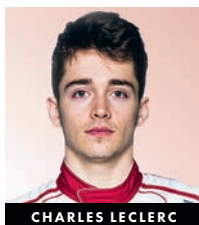
9 Another feisty performance to pick up some points, and he was at his best during the closing stages after the safety car closed up the field. Getting ahead of Magnussen on the last lap for eighth was the highlight of a race in which he salvaged what he could from an uncompetitive car.

SAUBER



MARCUS ERICSSON

5 While the six-tenths gap to Leclerc in qualifying was exaggerated by losing time to a mistake in the final sector, he continues to be a step behind his team-mate on single-lap pace. Had a solid enough race, but it was a bad error to fail to close the DRS in time and trigger his shunt.

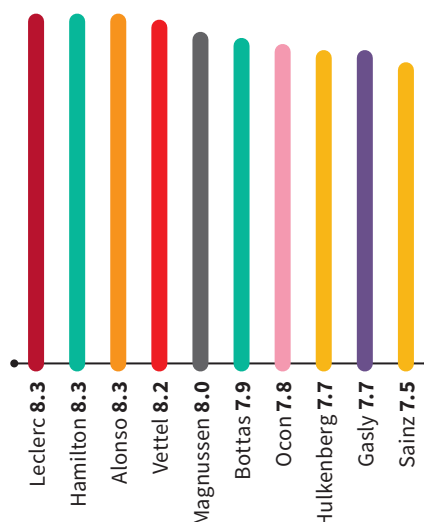


CHARLES LECLERC

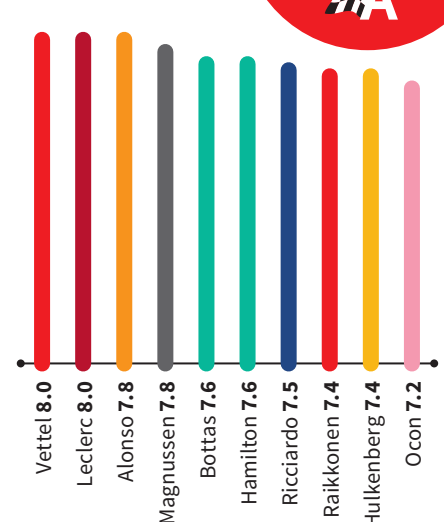
10 Another superb weekend for Leclerc, who made Q3 for the second time this year and was in contention for a sixth-place finish. Had just stopped in a bid to undercut his way past Hulkenberg, and was within range of doing so when he had to retire thanks to a loose wheel.

TOP 10 AVERAGE RATINGS

AUTOSPORT'S RATING AFTER ROUND 10



READERS' RATING AFTER ROUND 10



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Albon was the man
to score on his
'home' ground



PORTLOCK
LAT IMAGES

Albon's DAMS can't be burst by Russell form

George Russell is on a roll, and he was the fastest man at Silverstone. But events conspired against him and allowed Alexander Albon to take victory

JACK BENYON

The momentum behind George Russell coming into Silverstone was such that it felt like a foregone conclusion. And while the weekend didn't go perfectly to plan, he left having extended the Formula 2 points lead he had wrested from Lando Norris last time out in Austria.

While the mechanics and team members might have been sporting haggard faces at the end of three consecutive race weekends in three different countries, and the home fans were paying as much attention to the football on the big screens as the action on track, everything went to plan for Russell on Friday. Incredibly, the Mercedes Formula 1 junior was fastest by seven tenths in practice,

and he believed that his pole margin of 0.076s was unrepresentative of his pace.

"When you are so far ahead in practice, you don't take the risk you would previously," he said, adding that his ART Grand Prix team had filled his car with an extra lap of fuel. "For example, in places where you could go over track limits – which everyone was doing – but because I was so far ahead, I didn't want to risk it.

"In another corner I kept it in one gear to avoid hitting the limiter, whereas if I'd have to have given it everything, I might have gone for it. If I approached qualifying the same as I did in practice, we wouldn't have been seven tenths ahead but we would have probably been four tenths ahead."

If that's not confidence, what is?

As it happened, Russell cemented an early lead, but at the first opportunity he pitted and it all went wrong. At the stop, his wheel-changer had to grasp for the backup wheel gun, costing valuable time that allowed British-born Thai Alexander Albon to steal a march into the lead of the race.

Shortly after, a second nail deflated Russell's race in the shape of a pitlane-speeding penalty on the pit exit. While investigations continue into that, it cost Russell five seconds and that effectively put an end to his victory bid.

While the resurfaced Silverstone circuit provided more grip, the extreme heat (up around 20 degrees centigrade on the normal



track temperature here), allied to this being the first time the hard tyre had been used on the F2 2018 car, meant drivers were ultra-cautious and unsure of how the tyres would perform. That meant the pits was the best opportunity for jumping positions.

"I'd say the pits decided the race," said Albon. "It was quite clear for me on lap two that it's a track where it's very difficult to follow and it's easy to overheat your tyres. We did go into the pits banking on that if we were to make a move, it would be there. But then we were very fortunate. George had an issue and my guys did a very good job — we were really fast and it's been something we've been working on through the year. We realised it was something we needed to work on, and every race we've been getting faster and faster. It was a race where my team made me win."

In truth, it wasn't just the pitstop. DAMS remains secretive on what it did to its cars between Austria and Britain, but it had worked as a fundamental set-up change. Silverstone is also a track less reliant on brakes, an area where DAMS struggled in the Red Bull Ring's heavy braking zones.

Russell's pace was good and he dropped back late on for clean air to go for fastest lap, which he achieved, adding two points to his already strong points haul during his race to second. The pit penalty made no difference.

At Silverstone, Charouz Racing System

enjoyed a much-improved qualifying, with Antonio Fuoco third and Louis Deletraz fourth. Last time out in Austria, Fuoco had challenged for victory, the Italian Ferrari junior driving from 13th to third and believing he could have won had the team's Friday pace been better. At Silverstone, the tables turned and he spent most of the race looking like his podium was in doubt.

Sergio Sette Camara harried Fuoco, getting alongside on numerous occasions before his engine went up in flames with five laps to go. In races he's finished, the Brazilian has been one of the most consistent and certainly the most improved driver from last year, excelling in his new surroundings at Carlin, but again he was short of luck and a lost nosecone in the sprint race meant a pointless weekend.

That secured a podium for Fuoco ahead of Deletraz — who overtook Luca Ghiotto on the last lap beautifully at Stowe — while Maxi Gunther scored eighth and the reversed-grid pole.

But what of the highest-profile of the F2 drivers, Lando Norris? He was looking forward to coming home after a tricky weekend at the Red Bull Ring had cost him his points lead, but a St George's cross on his Carlin car's rear wing did not bring good luck as he stalled in his pitbox.

"We were pretty quick but I made a mistake and it cost us a lot," he said. >>

TRIDENT MISSILES



Shortly after Trident scored a 1-2-3 in the GP3 sprint race, its weekend was ruined by its colliding Formula 2 drivers, resulting in Santino Ferrucci being banned for four races and fined €66,000.

Ferrucci and team-mate Arjun Maini had collided in the feature race on Saturday, for which Ferrucci was penalised five seconds. On the cooldown lap after the sprint race on Sunday, Ferrucci drove into the left-rear of his stablemate after the pair had tangled again in the race. Ferrucci was fined €60,000 for driving into Maini, and a further €6000 for being seen holding a phone while driving his car between paddocks, without a glove on, both of which are in breach of the regulations.

Trident offered a short statement: "Trident intends to show their solidarity and support to Arjun Maini and his family, for the unsportsmanlike and above all uncivilized behaviour that he was forced to endure not only during this last weekend by Santino Ferrucci and father, who accompanied him.

"The contractual implications of what has happened will be dealt with by our lawyers. Never in these 12 years of sporting activity has anything even close to this ever occurred. We apologise for the show that we have regretfully offered."

Maini complained on the radio that fellow Haas F1 junior Ferrucci should be banned after he had hit his car.

Haas F1 team principal Gunther Steiner added: "I said I'm not going to deal with them today, because we have a race to go to. I'm going deal with them in the week so I will get more information."

Ferrucci will miss the next two rounds in Hungary and Belgium due to the ban. Autosport was unable to contact Ferrucci for comment at the time of going to press.





Russell was superb on Friday, quickest in practice and qualifying

“It’s an error from me because there’s the possibility of me doing a very slow pull away [to avoid stalling], slipping the clutch as much as possible. I came in just behind [Arjun] Maini and when there’s an opportunity you can overtake them in the pits. You don’t react like you’re on a road, just driving; you react a lot quicker, but even then it wasn’t like I just dumped the clutch.”

He fought back to 10th, with strong race pace, and made up for that disappointment in the sprint race, which produced one of the overtaking moves of the season and interesting stories throughout.

Russell started seventh and Norris 10th, and both fought their way through the field, this time with the football decided and the undivided attention of the adoring

home fans. ART driver Russell made Village his favourite spot, overtaking five cars in total to set up a showdown with Gunther. With three laps to go the gap was 4.4 seconds and at the flag it was 0.5s, Russell’s efforts just about rebuffed as Gunther and his Arden team’s tough season got a shot in the arm.

“It’s giving us a big boost,” said the German graduate of European Formula 3. “In recent weekends we often didn’t have the pace. Now we are making small steps in the right direction and if you can get into the top eight on the first day, your weekend can turn around.”

Norris was as aggressive as Russell in his desire to scythe through the field. He got held up and eased off the road by Albon

early on, which cost him time and tyre wear, but he came alive at mid-race distance and pulled off the overtaking move of the season so far.

With four laps to go, Artem Markelov attacked Nyck de Vries at Stowe, and Norris used his momentum out of the corner to post his stamp around the outside of Vale into the left-hander, passing both and squeezing the inside line for right at Club to consolidate the spot. It would give him the podium and, in recounting the move, a Ricciardo-sized grin.

It was made all the more impressive by the fact that he was carrying bent steering after clashing with Fuoco two laps earlier. Norris held the outside at Brooklands but was forced off the track by Fuoco. When Norris rejoined, he hit Fuoco, who crashed out at Luffield. Both drivers blamed the other and the stewards pointlessly penalised Fuoco 10 seconds for forcing a driver off the track, after he had already retired.

The race was incredibly important for Norris. Russell had pulled off a similar drive through the field to second in the Red Bull Ring sprint race, and Norris couldn’t match it in what he describes as “by far my worst season ever”. But Silverstone could be the sign that Carlin is edging its way to a return to a winning set-up, as Norris was this time able to replicate Russell’s forward momentum in the race.

But there’s more to Russell’s pace. He’s mastered the tyres in a way others struggle to, or at least struggle to so consistently. “I’ve been almost in a lucky position that I’ve had two races, with the stall in Bahrain



Gunther (right) celebrates sprint-race success with ex-Formula 3 rival Norris



PORTLOCK
LAT IMAGES

and the issue [throttle sensor] we had in Paul Ricard, to try things and understand the tyre better," said Russell. "I think that's put me in good stead for the season.

"We've turned the negative into positives. Every race I've done, I've learned something. I feel like we're on top of the tyres and we know what to do to extract the maximum. I think some other drivers and teams, they don't understand why they are quick and why they are slow. That's my feeling. I know it's still early days but I have good confidence and good feeling. We saw good pace from DAMS and Alex yesterday, but they struggled today."

Indeed, Albon could only manage seventh, and the Saturday winner couldn't follow Russell and Norris. "It was really tough," he said. "George and Lando both upped their pace from yesterday and I could tell from lap one we wouldn't be able to match it. We're a little bit confused by it."

Markelov, Deletraz and Ghiotto jumped the disappointing de Vries on the final tour, although Ghiotto was pinged for a virtual safety car infringement, promoting Ralph Boschung into the points.

In the standings, Russell, Norris and Albon lead the way, but Russell's advantage is 37 points. He has the set-up pinned, but there's hope for Norris with his show of pace at Silverstone, while DAMS needs to work out what caused Albon's lack of form in the sprint race if he's to stay in touch – he's now 54 points behind Russell.

Russell has all the elements to run away with the championship, and Norris appears to be the only one able to threaten him. ❄

RESULTS ROUND 7/12, SILVERSTONE (GB), JULY 7-8, RACE 1 (29 LAPS – 106.071 MILES)

POS	DRIVER	TEAM	TIME
1	Alexander Albon (T)	DAMS	52m04.519s
2	George Russell (GB)	ART Grand Prix	+9.783s
3	Antonio Fuoco (I)	Charouz Racing System	+18.507s
4	Louis Deletraz (CH)	Charouz Racing System	+26.689s
5	Luca Ghiotto (I)	Campos Racing	+27.016s
6	Artem Markelov (RUS)	Russian Time	+27.107s
7	Nyck de Vries (NL)	Prema Racing	+28.034s
8	Maximilian Gunther (D)	Arden International	+34.021s
9	Ralph Boschung (CH)	MP Motorsport	+37.227s
10	Lando Norris (GB)	Carlin	+39.620s
11	Roberto Merhi (E)	MP Motorsport	+39.971s
12	Tadasuke Makino (J)	Russian Time	+40.132s
13	Jack Aitken (GB)	ART Grand Prix	+42.930s
14	Arjun Maini (IND)	Trident	+54.855s
15	Roy Nissany (IL)	Campos Racing	+58.064s
16	Santino Ferrucci (USA)	Trident	+59.394s
17	Nicholas Latifi (CDN)	DAMS	+59.764s
R	Sergio Sette Camara (BR)	Carlin	23 laps-engine
R	Sean Gelael (RI)	Prema Racing	20 laps-spin/stall
R	Nirei Fukuzumi (J)	Arden International	13 laps-electrical

Winner's average speed 122.212mph. **Fastest lap** Russell 1m44.448s, 126.166mph.

QUALIFYING 1 Russell 1m39.989s; 2 Albon 1m40.065s; 3 Fuoco 1m40.094s; 4 Deletraz 1m40.190s; 5 Sette Camara 1m40.234s; 6 Norris 1m40.396s; 7 Maini 1m40.512s; 8 Markelov 1m40.590s; 9 Ghiotto 1m40.707s; 10 Gunther 1m40.786s; 11 de Vries 1m40.847s; 12 Aitken 1m40.863s; 13 Merhi 1m40.994s; 14 Boschung 1m41.031s; 15 Latifi 1m41.061s; 16 Ferrucci 1m41.414s; 17 Makino 1m41.493s; 18 Gelael 1m41.052s*; 19 Fukuzumi 1m42.081s; 20 Nissany 2m13.133s. * grid penalty.

RACE 2 (21 LAPS – 76.787 MILES)

1 Gunther 37m09.802s; 2 Russell +0.521s; 3 Norris +2.505s; 4 Markelov +9.925s; 5 Deletraz +12.005s; 6 de Vries +13.930s; 7 Albon +14.007s; 8 Boschung +14.685s; 9 Merhi +16.488s; 10 Ghiotto +18.051s; 11 Makino +19.633s; 12 Aitken +23.653s; 13 Maini +24.041s; 14 Nissany +32.166s; 15 Gelael +33.319s; 16 Latifi +34.043s; 17 Sette Camara +47.913s; EX Ferrucci +27.719s; R Fuoco 14 laps-accident damage; NS Fukuzumi.

Winner's average speed 123.972mph. **Fastest lap** Sette Camara 1m43.318s, 127.545mph.

GRID FOR RACE 2 Decided by result of Race 1, with top eight finishers reversed.

CHAMPIONSHIP 1 Russell 170; 2 Norris 133; 3 Albon 116; 4 Markelov 110; 5 Fuoco 97; 6 Sette Camara 86; 7 de Vries 85; 8 Deletraz 62; 9 Ghiotto 57; 10 Aitken 49.



STANDINGS

1	Anthoine Hubert (ART)	100
2	Callum Iltott (ART)	94
3	Leonardo Pulcini (Campos)	73

For more info: autosport.com/gp3

Hubert rebounds to top of the table

GP3 SERIES
SILVERSTONE (GB)
JULY 7-8
ROUND 4/9

Anthoine Hubert's rebound at Silverstone was almost perfect. The previous weekend in Austria, the Frenchman and ART Grand Prix team-mate Nikita Mazepin had crashed into each other. At Silverstone, as if to continue the narrative, Hubert took a vital pole position with Mazepin directly behind.

These things have the capability to develop into brutal and fierce rivalries. But for fans of such theatrics, the actual tone was a lot more mellow between the pair.

"I know he is clever, I think he knows I am clever as well," said Hubert. "We were starting side by side today; I knew it was going to be a hard fight but I knew the incident that happened last week has passed."

Mazepin added: "Obviously we discussed what happened and we came to the conclusion that it was a racing incident. I had no intention of clipping Anthoine, especially as we were fighting for P9 and not a win."

With that settled, Hubert's focus was on denying Callum Iltott of his newly found points lead. It wouldn't be easy at the

Ferrari Academy driver's home event, and in a sister ART car no less, and Iltott took fourth on the grid to keep the pressure on.

But there was extra motivation for Hubert. He's the highest-placed driver in last year's standings returning in 2018, but he was still seeking his first on-the-road race victory (his win at Paul Ricard came after Dorian Boccolacci's exclusion).

Finally, at Silverstone, Hubert delivered on his potential and scored a first win. "I still did not feel like I had a win even after Le Castellet," he said. "It was really important for me, not just scoring points or times on the timesheet, to finish as a winner at the end and get out and jump onto your car. It's about the feeling, and it felt really good to win. I really love this track and it was amazing."

In the end, the victory hinged on two key laps — seven and eight of the 20 — after two virtual safety cars and a full safety car. As the full safety car came in it would be vital to extend a one-second gap before DRS was enabled. Both Hubert's subsequent laps were race-toppers at that point, and they built the gap that was key to the win.

While Mazepin was an easy second, Iltott fought his way onto the podium as third-

place qualifier Giuliano Alesi fell like a brick. Alesi struggled for pace early on and even slipped out of the top 10 at one point, before driving back to eighth to take the reversed-grid pole. The key winner from Alesi's trouble was his Trident team-mate Ryan Tveter, whose pace has been improving in recent rounds, and the American took fourth ahead of Boccolacci.

The sprint race was at least cause for optimism for Alesi, but he was mugged off the line once more, this time by Pedro Piquet, and this preceded a battle royal ready to take Formula 1 fans back almost 30 years. The pair even have the same helmet designs as their fathers.

Piquet has "turned from a boy into a man" this season according to his father, three-time F1 champion Nelson, and the European F3 graduate scored his first win in a Trident 1-2-3. He had to sustain heavy pressure throughout from Alesi and Tveter, and all three were almost certainly extremely lucky as a late VSC robbed Hubert and Iltott of a shot at the podium. Both had saved DRS (four uses per sprint race), while the top three had none left and tyres in worse condition.

"You need to drive every lap on the limit when you are in front," said Piquet. "I think

GP3

SILVERSTONE

Race 1 **Anthoine Hubert**

ART Grand Prix

Race 2 **Pedro Piquet**

Trident

PORSCHE SUPERCUP

SILVERSTONE

Florian Latorre

Martinet by Almeras

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motorsportstats.comJEP
LAT IMAGES

it was a really good race – the lap times were really constant.”

Hubert now sits firmly atop the standings with a six-point cushion over Iloft. A pair of sixths at Silverstone was enough for Campos Racing's Leonardo Pulcini to keep him ahead of Mazepin for third in the standings, Italian Pulcini a real candidate for most improved driver this season.

One man absent from the top of the standings is fourth ART driver Jake Hughes. After tyre trouble at Barcelona and a coming-together at Paul Ricard, Austria seemed to be the catalyst for change, with a fifth and a win. But a battery breakage in the feature race at Silverstone ruined his weekend, although an epic drive from 16th to eighth on Sunday yielded a single point.

Of his title chances, Hughes said: “Too much has happened to us in the first few weekends. If we have the complete opposite in the second half of the year then maybe, but it's unrealistic to think you can win every single race. They [rivals] have to drop points and I have to win races, which is entirely possible, but you can't expect it.”

Hubert appears to have bouncebackability at the top of the table, and Iloft and Mazepin have shown they are capable of strong weekends. GP3 is in for a close battle with five rounds still to go.

JACK BENYON

Latorre is Supercup's new breakthrough act

PORSCHE SUPERCUP

SILVERSTONE (GB)

JULY 8

ROUND 4/9

The times they are a changin' in the Porsche Supercup, in some ways at least. And that's not just because one of the leading contenders is called Dylan. For the third consecutive race, a driver took their first victory in the category – this time 21-year-old Florian Latorre thanks to a lights-to-flag win under pressure. But some things don't change, for it was wily reigning champion Michael Ammermuller chasing him and taking a second place that consolidated his points lead.

Latorre started from pole position, but was always going to have a fight on his hands to keep Ammermuller behind, given the German reckoned he had the pace to top qualifying. He might have done too, but his first attempt at a flying lap on his second set of tyres was interrupted by a red flag. But Latorre, the 2014 US F2000 champion who made his transition into sportscar racing in the German Carrera Cup, delivered during the five-minute shootout after the restart.

Latorre made a decent getaway, and only had to hint at defending from Ammermuller's BWT-backed Lechner Racing machine on the run into the first corner. Ammermuller, a former Red Bull junior and a GP2 race winner back in 2006, initially tracked Latorre with Dylan Pereira on his tail. Pereira then lost third to a late dive by Mattia Drudi into Club on the second lap.

Two laps later, Ammermuller fell victim to the same move, with Drudi moving up to second.

All of this was great news for Latorre, who established a slender, but useful cushion at the front. It took Ammermuller three laps to find his way back to second thanks to Drudi running deep at The Loop under pressure. He then started to reel in Latorre before the intervention of the safety car to clear up several cars, including Pereira's.

Pereira, who had slipped to sixth behind Nick Yelloly at Stowe on lap three, made a late defensive move on Julien Andlauer into the first part of Club. Initially he seemed to have escaped with his sixth place intact, but the resulting damage led to him spinning exiting Club. Andlauer also had to retire.

This turned the race into a three-lap sprint with a rolling start under the safety car. And initially it seemed Latorre was in trouble. He had several wide moments and a few wild rides as he tried to keep the rear end in line, but by the 13th and final lap of the race had things back under control. With only two points difference between first and second, Ammermuller wasn't going to take any wild risks trying to win when there's a title at stake.

Drudi held on to third ahead of Larry ten Voorde, with Yelloly finishing fifth and best of the eight home drivers on the grid. Best of the rest of the Brits was Dino Zamparelli in seventh, one place ahead of Red Bull Ring race winner Thomas Preining.

EDD STRAW



Latorre soaked up
the pressure from
Ammermuller

WORLD OF SPORT



Hinchcliffe steals Newgarden's fire

INDYCAR SERIES
IOWA SPEEDWAY (USA)
JULY 8
ROUND 10/16

For 229 laps, Josef Newgarden looked like the probable winner of last Sunday's Iowa Corn 300. He had wrested the lead away from polesitting Team Penske Dallara-Chevrolet team-mate Will Power on lap 24 and then rapidly pulled away.

The only matter of concern for the #1 team was the progress of Schmidt Peterson Motorsports' James Hinchcliffe, who had qualified his Honda-powered car down in 11th but had dispensed with the likes of Scott Dixon, Ryan Hunter-Reay (a three-time winner at this 0.894-mile oval),

Alexander Rossi and finally Power to run second – all by lap 40.

That was not long past the halfway point of the first stint for all the frontrunners who'd elected to try to make it on three stops, despite heavy tyre degradation. These cars had qualified (in the case of the Penske drivers and Andretti Autosport man Hunter-Reay) at over 180mph average and would spend the bulk of their race stints running between 156 and 162mph, depending on traffic.

Had there been more caution periods, there would probably have been more pitstops from the majority of the leaders. But in the absence of those, and factoring in that you lose two to two and a half laps by pitting under green-flag conditions,

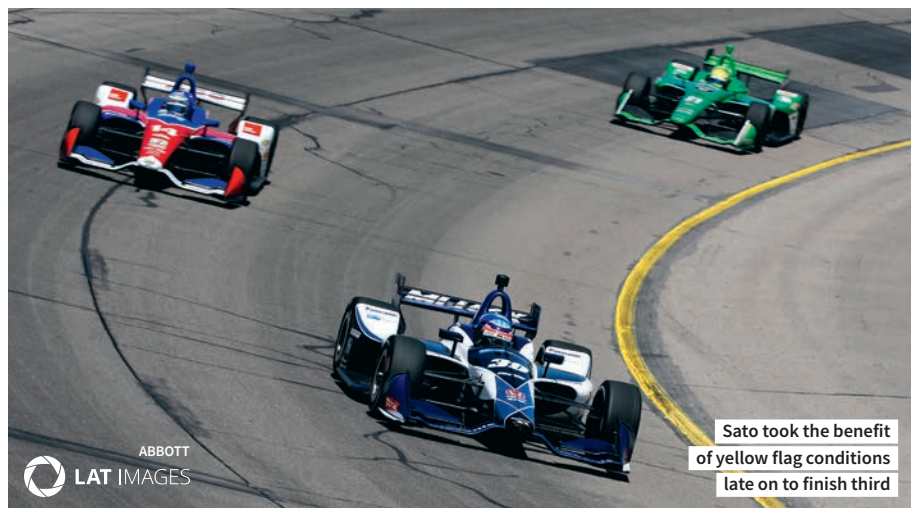
most felt obliged to eke out their tyre life.

So there was Hinchcliffe on lap 41, up into second but 8.2 seconds in arrears to Newgarden. Following the first round of pitstops 40 laps later, he was still second but – credit to SPM's pit crew and Hinchcliffe's decisiveness through traffic – the gap was down to 4.5s.

Just before half-distance, out came the yellow for the first time. Zach Veach, who'd caught fire briefly in the pitlane (just like at Indy) but had driven hard and fast to eighth, drifted up into the grey in Turn 4 and smacked the wall. Newgarden, Hinchcliffe, the highly impressive Spencer Pigot in the second Ed Carpenter Racing entry and Takuma Sato of Rahal Letterman Lanigan Racing made their second stops, while everyone who had gone a lap down stayed out a little longer before pitting in order to get their lap back.

Hinchcliffe saw this restart as the ideal time in which to work on Newgarden, but the Penske car was faster at the start of a stint, and Hinchcliffe first had to survive a fraught four-lap side-by-side fight with Pigot. Once firmly established in second, Hinchcliffe kept the gap to Newgarden at barely more than one second. Crucially, his tyre degradation was no worse than that of the leader.

Then Hinchcliffe made a slight error, washing up the track in the wake of a backmarker and having to lift off. Sato, who'd been able to get around Pigot some 40 laps earlier, was able to cruise past the SPM car to grab second.



ABBOTT
 LAT IMAGES

Sato took the benefit
 of yellow flag conditions
 late on to finish third

WEEKEND WINNERS

**INDY LIGHTS
IOWA SPEEDWAY**
Pato O'Ward
Andretti Autosport



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INDYCAR IOWA RACE CENTRE



Late pitstop ended up
costing Newgarden
the race win

The leaders' third and final stop came just past the 220-lap mark. While he emerged from the pits in third behind Pigot, Hinchcliffe swiftly passed the Carpenter driver and then closed up on Newgarden. When the leader struggled to lap team-mate Power, Hinchcliffe passed the pair of them and checked out.

The second caution of the race flew with six laps to go for Ed Carpenter getting sideways and being clipped by Sato, leaving a large piece of front wing on the track. Penske pitted Newgarden and SPM brought in its other star, Robert Wickens (who had climbed to third), in the hope there would be enough green-flag laps at the end in which new tyres could make a difference. In fact there were none, and the race ended under yellow.

Thus Newgarden needlessly slipped from second to fourth, and Wickens from third to fifth, allowing the remarkable Pigot into second, and Sato into third.

Power admitted afterwards that his car was only good enough for the top five. So the radio issue in the first stint that for three laps prevented him from hearing his team call him to the pits, and which dropped him briefly to 10th, had probably only cost him one place.

For other title contenders, the day was more disappointing still. Hunter-Reay was fighting Power for sixth when he suffered a suspension issue that ultimately forced him to retire. Rossi had oversteer in the first stint and then stalled during a pitstop. Points leader Dixon was never in the hunt, and had to make an extra pitstop when his front tyres were mounted incorrectly. He finished four laps down in 12th.

DAVID MALSHER

RESULTS ROUND 10/16, IOWA SPEEDWAY (USA), JULY 8 (300 LAPS - 268.200 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports / Dallara-Honda	1h47m32.4666s
2	Spencer Pigot (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+2.6491s
3	Takuma Sato (J)	Rahal Letterman Lanigan Racing / Dallara-Honda	+3.2506s
4	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+4.5296s
5	Robert Wickens (CDN)	Schmidt Peterson Motorsports / Dallara-Honda	+6.3214s
6	Will Power (AUS)	Team Penske / Dallara-Chevrolet	-1 lap
7	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	-1 lap
8	Simon Pagenaud (F)	Team Penske / Dallara-Chevrolet	-1 lap
9	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	-2 laps
10	Ed Carpenter (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-2 laps
11	Sebastien Bourdais (F)	Dale Coyne Racing / Dallara-Honda	-3 laps
12	Scott Dixon (NZ)	Chip Ganassi Racing / Dallara-Honda	-4 laps
13	Ed Jones (UAE)	Chip Ganassi Racing / Dallara-Honda	-5 laps
14	Charlie Kimball (USA)	Carlin / Dallara-Chevrolet	-5 laps
15	Max Chilton (GB)	Carlin / Dallara-Chevrolet	-6 laps
16	Marco Andretti (USA)	Andretti Herta Autosport / Dallara-Honda	-7 laps
17	Tony Kanaan (BR)	AJ Foyt Enterprises / Dallara-Chevrolet	-8 laps
18	Zachary Claman DeMelo (CDN)	Dale Coyne Racing / Dallara-Honda	-9 laps
19	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	283 laps-suspension
20	Zach Veatch (USA)	Andretti Autosport / Dallara-Honda	-21 laps
21	Gabby Chaves (CO)	Harding Racing / Dallara-Chevrolet	99 laps-handling
22	Matheus Leist (BR)	AJ Foyt Enterprises / Dallara-Chevrolet	40 laps-handling

Winner's average speed
149.636mph.

Fastest lap Power
18.6422s, 172.641mph.

Qualifying

1 Power 182.391mph;
2 Newgarden 181.160mph;
3 Hunter-Reay 180.681mph;
4 Pagenaud 180.313mph;

5 Rossi 179.801mph; **6** Dixon 179.526mph; **7** Wickens 178.883mph; **8** Jones 178.720mph; **9** Carpenter 178.717mph; **10** Sato 178.708mph; **11** Hinchcliffe 178.478mph; **12** Rahal 178.410mph; **13** Kanaan 178.008mph; **14** Veatch 177.809mph; **15** Bourdais 177.681mph; **16** Chaves 176.466mph; **17** Kimball 176.245mph; **18** Pigot 175.210mph; **19** Andretti 174.548mph; **20** Claman DeMelo 174.339mph; **21** Chilton 173.449mph; **22** Leist 168.724mph.

CHAMPIONSHIP

1 Dixon 411; **2** Newgarden 378; **3** Rossi 370; **4** Hunter-Reay 359; **5** Power 358; **6** Wickens 304; **7** Rahal 304; **8** Hinchcliffe 280; **9** Pagenaud 279; **10** Bourdais 254.

McLaughlin (17) had no answer for Whincup and van Gisbergen (97)

STANDINGS

1	Scott McLaughlin (Ford)	2033
2	Shane van Gisbergen (Holden)	1902
3	David Reynolds (Holden)	1646

For more info: autosport.com/supercars



KLYNSMITH
LAT IMAGES

Van Gisbergen slashes points deficit

AUSTRALIAN SUPERCARS
TOWNSVILLE (AUS)
JULY 7-8
ROUND 8 / 16

The Triple Eight Holdens were the class of the Supercars field in Townsville. Jamie Whincup and Shane van Gisbergen shared the wins to reduce Scott McLaughlin's points advantage.

Saturday's race was a masterclass from Townsville specialist Whincup: the 2017 champion simply stormed past polesitter McLaughlin at Turn 2 on the second lap and never looked back. He led the race by as much as 15 seconds in what was a devastatingly dominant display, and even a late safety-car restart and spirited challenge from team-mate van Gisbergen could not rattle him.

Whincup's final winning margin over van Gisbergen was 2.19s. The victory was

Whincup's 10th from the 19 races that had been staged on the hybrid street/parklands circuit up to that point.

Van Gisbergen gained most from the late restart, putting second beyond doubt after a race-long scrap with McLaughlin. The two main title contenders were inseparable for much of the race, but lapped traffic on the restart with 13 laps to go helped van Gisbergen build a gap to the DJR Penske Ford.

Fresh from announcing his impending retirement, veteran Craig Lowndes put in an impressive drive to finish fourth, his Triple Eight Holden shadowing van Gisbergen and McLaughlin for the entire race.

"To be coming here for 10 years and have 10 wins at this place is unbelievable," said Whincup. "It's a great feeling but I just want to keep it under wraps and see what we can do tomorrow."

Despite that dominant Saturday display, Whincup couldn't quite make it 11 wins from 20 on the Sunday, and instead it was van Gisbergen's time to shine in the North Queensland sun.

Polesitter van Gisbergen got a free kick in the first stint thanks to Whincup making a slow getaway from the outside of the front row. The four laps Whincup took to reclaim second was enough to let van Gisbergen build a manageable lead, and the gap between the two was just under a second when Whincup made his first stop on lap 18.

Between using the undercut and taking on

less fuel, Whincup emerged from the first round of stops with the lead. But a run-in with the lapped Tim Blanchard gave the fast-closing van Gisbergen an opportunity to slip by at the penultimate corner.

On fresher tyres owing to his later first stop, van Gisbergen built a lead of the best part of five seconds before Whincup pitted for the second time on lap 48. Van Gisbergen followed suit a lap later and rejoined with a handy advantage.

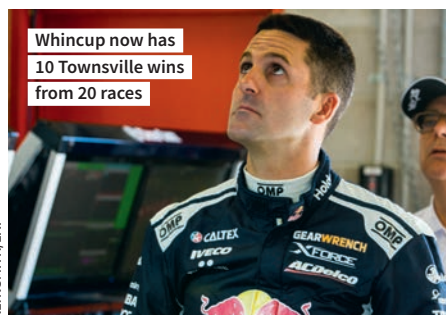
With eight laps to go the safety car was called after Anton de Pasquale fired Michael Caruso into an infield tyre barrier. That did give Whincup a sniff, but van Gisbergen was up to the task of controlling the five-lap run to the flag after the restart.

"I got an awesome start and led into Turn 1 before settling into a rhythm, but Jamie was just quicker in the first stint," said the race winner. "Across the second and third stints of the race my car just got better and better."

McLaughlin finished third for a second day in a row, although this time it required a recovery drive. A poor effort in the top 10 qualifying shootout meant he started seventh, which became 11th on the first lap because of a sluggish start. He recovered to ninth on track before pitting on lap 13 for clear air, which gave him the track position he needed to secure the final podium spot.

ANDREW VAN LEEUWEN

Whincup now has
10 Townsville wins
from 20 races



KLYNSMITH/LAT

Maiden Super Formula win for Cassidy

SUPER FORMULA
FUJI (J)
JULY 8
ROUND 4/7

Nick Cassidy converted pole position at Fuji Speedway into his maiden Super Formula victory. As a result, he moved to just a single point behind championship leader Naoki Yamamoto.

Saturday was a test of adaptability. Rain fell hard on the second sector during Q1, then it migrated over to the final part of the lap for the Q3 shootout.

Kondo Racing-run New Zealander Cassidy first went out on slicks but after just one lap he returned for wets. It proved the right call and, in the dying seconds, he set the fastest time to seal only his second series pole.

For the race the circuit stayed dry throughout. That allowed Cassidy, opting to run the soft-compound tyres, to make a clean getaway. Directly behind, Hiroaki Ishiura followed suit from third on the



grid with Yuhi Sekiguchi, another fast starter, up from sixth to third place.

From the start of the 55-lap race, Cassidy and Ishiura fought hard and close. Ishiura pitted five laps after Cassidy, but he struggled to leave the box: first gear momentarily failed to engage, and that dropped him well behind Cassidy. He crossed the line four seconds down.

Ishiura's Cerumo-Inging team-mate Yujo Kunimoto was spared a similar fate and the 2016 champion, who started eighth on the medium tyres, was flying in the final stages

and climbed to third – his first podium since the opening round of '17.

Toyota engines filled the top seven positions at the flag, while the highest ranked Honda was that of Team Mugen's Yamamoto in eighth. That enabled him to remain narrowly ahead of Cassidy in the standings.

After qualifying last, Red Bull junior Dan Ticktum began to hold up Cassidy having exited from an early stop in front of the leading pair. But he progressed well from then on in his Mugen car to finish 11th.

JIRO TAKAHASHI

Jones benefits from shunts

NASCAR CUP
DAYTONA (USA)
JULY 7
ROUND 18/36

Few drivers had nice things to say about Ricky Stenhouse Jr after his calamitous race took out over 20 cars at Daytona, handing a maiden victory to Erik Jones.

Daytona has always been famous for 'Big Ones', owing to the sizeable pile-ups that often occur here. Stenhouse's was certainly memorable.

Early in stage two, he spun Brad Keselowski into oncoming traffic, notably eliminating the three Penske Fords.

While Stenhouse's Roush Fenway Racing Ford won the first and second stages, he continued his incident-packed charge by understeering into championship leader Kyle Busch, ending his and rookie William Byron's race.

His recovery drive was thwarted when another in-form driver, Kyle Larson, spun into him. Stenhouse then clashed with Aric Almirola before finishing 17th.

"It's aggressive speedway racing," he said. "We needed to win to get

in the playoffs, so it is what it is. Winning two stages was nice, but obviously we wanted to win at the end and it's a bummer we basically crashed all of our team-mates out of it. I was frustrated with myself. You don't ever really want to do that."

Attrition late on would decide Jones's victory when contender Kevin Harvick was collected and sent the race into a second spell of overtime.

Having been fourth when the race went over initially, Jones climbed to second before his Joe Gibbs Racing Toyota powered around the outside of Martin Truex Jr on the final lap for his first Cup victory.

In his second full year in the series after replacing Matt Kenseth, Jones said the win shook off the burden he's carried since taking over from a champion.

"You feel the pressure," he said. "Coming into the year taking over and working with almost the same group that was with Matt last year, you feel that. I definitely feel like this race, this win, has lifted a lot of weight off my shoulders for sure."

WEEKEND WINNERS

AUSTRALIAN SUPERCARS TOWNSVILLE

Race 1 Jamie Whincup

Triple Eight Holden Commodore

Race 2 Shane van Gisbergen

Triple Eight Holden Commodore

SUPER FORMULA

FUJI

Nick Cassidy

Kondo Racing Dallara-Toyota

JAPANESE F3

FUJI

Race 1 Sho Tsuboi

TOM'S Dallara-Toyota F317

Race 2 Ritomo Miyata

TOM'S Dallara-Toyota F317

NASCAR CUP

DAYTONA

Erik Jones

Joe Gibbs Racing Toyota Camry

NASCAR XFINITY

DAYTONA

Kyle Larson

Chip Ganassi Racing Chevrolet Camaro

For full results visit:
motorsportstats.com



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RECRUITMENT DRIVEN BY PASSION



WEEKEND WINNERS

IMSA SPORTSCAR MOSPORT PARK

Prototype Colin Braun/Jon Bennett
CORE Autosport
ORECA-Gibson 07

GTLM Ryan Briscoe/Richard Westbrook
Chip Ganassi Racing Ford GT

GTD Jeroen Bleekemolen/Ben Keating
Riley Motorsports Mercedes-AMG

EUROFORMULA OPEN HUNGARORING

Race 1 Felipe Drugovich
RP Motorsport

Race 2 Felipe Drugovich
RP Motorsport

INTERNATIONAL GT OPEN HUNGARORING

Race 1 Marco Cioci/Daniel Serra
Luzich Racing Ferrari 488 GT3

Race 2 Marcelo Hahn/Allam Khodair
Drivex School Mercedes-AMG GT3

TCR EUROPE HUNGARORING

Race 1 Dusan Borkovic
Target Hyundai i30 N TCR

Race 2 Francisco Mora
M1RA Hyundai i30 N TCR

PORTIMAO 24 HOURS

Matteo Malucelli/Jiri Pisarik/Josef Kral
Scuderia Praha Ferrari 488 GT3

For more results visit:
motorsportstats.com

Braun is quick to the CORE

**IMSA SPORTSCAR
MOSPORT PARK (CDN)
JULY 8
ROUND 7/12**

Despite having a dominant car at the dauntingly fast Mosport circuit last weekend, Texan Colin Braun led only eight of the 116 laps that comprised a thrilling seventh round of the IMSA SportsCar Championship. But they were the important ones.

Braun was quickest in each of the practice sessions, then qualified in pole ahead of Acura Team Penske's Dane Cameron. For the second week in a row, however, the CORE Autosport team with its pro-am line-up elected to insert team principal Jon Bennett into its potent ORECA-Gibson 07 for the opening stint, which, under IMSA

regulations, required it to start from the back of the Prototype field.

Bennett did well to keep in touch with the pack until a fortuitously timed full-course caution allowed Braun to take over the controls shortly after Bennett had completed his mandatory minimum 30 minutes. Braun then proceeded to work his way steadily forward. He overtook Felipe Nasr's Cadillac DPi for second place before powering past Jordan Taylor's Cadillac on the Mario Andretti Straight mere moments before the caution lights flashed on again for the final time with a little over 10 minutes remaining. Braun took off at the restart to cement a well-earned first outright Prototype victory for both himself and Bennett.

"I'm just a business guy with a dream," said an emotional Bennett.

"We knew we had a fast car," added Braun. "We had a great weekend at Watkins Glen [the previous round] and were able to make the car better and better."

Taylor and Renger van der Zande drove impressively to lead for much of the distance before settling for second in a car that was far from the fastest in the field. Nasr and Eric Curran followed in third, edging out team-mates Filipe Albuquerque and Christian Fittipaldi to turn a one-point deficit into a one-point advantage in the title chase with just three

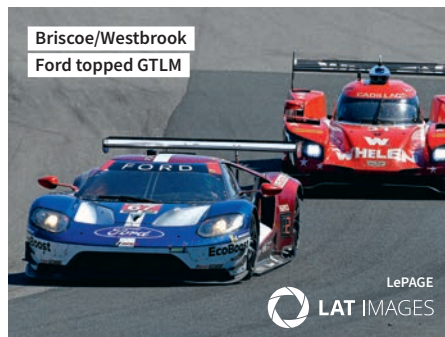
Prototype races remaining.

Helio Castroneves and Ricky Taylor salvaged fifth place for Team Penske following an uncharacteristically difficult weekend that included a heavy crash for the Brazilian during practice on Friday and then a series of strategic miscues for Cameron (who led the first 35 laps and was the only driver to seriously challenge Braun's superiority all weekend) and Juan Pablo Montoya during the two-hour-and-40-minute race.

Porsche seemed to have an edge on the habitually tight GTLM field but failed to press home its advantage. Instead Ryan Briscoe and Richard Westbrook (Chip Ganassi Racing Ford GT) parlayed strong pace, good fuel economy and a perfect strategy to finish almost five seconds ahead of the two Corvettes driven by Jan Magnussen/Antonio Garcia and Oliver Gavin/Tommy Milner. The best Porsche could manage was fourth for polesitter Nick Tandy and Patrick Pilet. The result enabled Westbrook/Briscoe to assume the points lead.

Jeroen Bleekemolen and Ben Keating combined superbly to claim a narrow GTD victory aboard their Riley Motorsports Mercedes-AMG GT3 over the 3GT Racing Lexus RC F GT3 of Dominik Baumann/Kyle Marcelli.

JEREMY SHAW



Briscoe/Westbrook
Ford topped GTLM

LePAGE
LAT IMAGES

INSIGHT

GOODWOOD FESTIVAL OF SPEED PREVIEW

1993-2018

SILVER JUBILEE HITS GOLD STANDARD

Goodwood's Festival of Speed is 25 years old and the highlights this weekend should provide a fitting anniversary

MARCUS PYE





Duke is a petrolhead
– just like his grandad

In 1936 the current Duke of Richmond and Gordon's gifted grandfather – racer and aviator Freddie March – invited motoring chums to take part in a hillclimb at Goodwood House, his magnificent family seat near Chichester, and started a tradition. One that accelerated when the estate's wartime aerodrome – RAF Westhampnett – was opened to racing in '48. A decade later its first world championship sportscar round was won by all-time top gun Stirling Moss, the 500cc victor on day one.

Gracious yet grounded, Goodwood always did its major events differently. The then-Duke entertained racing royalty at home, in an intensely dangerous era when respect and fellowship underpinned the greatest sporting rivalries. With event organiser the British Automobile Racing Club, the venue rekindled the spirit and spectacle that drew enthusiasts in their droves to Brooklands until 1939. Thus a new set of 'brand fans' was born.

Freddie March's genes – his insatiable need for speed – skipped a generation (the next Duke preferred four-legged horsepower, raced at Goodwood since 1802). Fortunately for us they live on in Freddie's grandson Charles, head of the dynasty since his father's death last September. While dreams of reopening the motor circuit, closed in July 1966, remained over the horizon, mired in council red tape, the inaugural Festival of Speed in June '93 paved the way for the first Revival in '98.

That small experimental gathering in his front garden – on Le Mans weekend, with the sport numbed by James Hunt's early death the previous week – was a runaway success. Around 25,000 curious folks attended the renaissance, and the seed flourished rapidly into an extravaganza of extraordinary breadth and depth, an aspirational 'bucket-list' destination for competitors and petrolheads globally.

Starting today (Thursday), four days after the British Grand Prix, eight F1 teams are supporting this weekend's Silver Jubilee edition. Alongside the very latest in winning technology, it focuses on the Festival of Speed creator's 25 personal favourite memories from its history; subjective snapshots reflecting heroes, great marques, tireless endeavour, ultimate achievement and heroic failure selected by the Duke of Richmond and Gordon, the visionary to whom pilgrims owe an enormous debt of gratitude. With more than 600 cars and motorcycles taking part in the hillclimb or peppering the paddocks around Goodwood House, backdrop to Gerry Judah's Seven Decades of Porsche installation, there is something for everyone before the final shootout determines who enters the history books.

F1 world champions Sir Jackie Stewart, Emerson Fittipaldi, Mika Hakkinen and Jenson Button – looking forward to driving a screaming 1968 Honda RA301 on Sunday – head the dramatis personae. NASCAR king Richard Petty, triple Indy 500 winner Johnny Rutherford and sportscar legend Scott Pruett lead US troupes. World rally champions Walter Rohrl and Sebastien Ogier, BTCC title winners Matt Neal, Colin Turkington and Andrew Jordan, and bike legends Giacomo Agostini, Carl Fogarty and Freddie Spencer are due too.

But among the greatest cars of the past, present and future, the prospect of Pikes Peak winner Romain Dumas launching an all-out assault on Nick Heidfeld's 20-year-old course record of 41.6s in Volkswagen's sensational electric I.D. R monster is what fans are looking forward to most. Change will keep the show fresh. >>

GOODWOOD EVENTS

MEMBERS' MEETING MARCH 17-18

Report issue March 22



FESTIVAL OF SPEED

JULY 12-15

Report issue July 19

REVIVAL SEPTEMBER 7-9

Report issue September 13



DIAMOND JUBILEE TOURER SHOOTOUT

The British Touring (Saloon in its original guise) Car Championship celebrates its 60th-anniversary season with a typically wide-open title fight enthralling strong spectator turnouts everywhere. Many of the old favourites are showcased, from Austin A105 and Ford Galaxie 500 representing double champion Jack Sears's 1958 and '63 successes through Jaguar Mk1, Mini Cooper S, Triumph Dolomite Sprint and rumbling ex-Steve Soper Rover Vitesse to a 2009 BMW 320Si.

A fascinating Ford subset brings 1965 Lotus Cortina, stunning Alan Mann Racing Escort twin-cam, fire-breathing Andy Rouse Sierra Cosworth RS500 of '89 and Mondeo Super Tourer to the party. Swede Greger Petersson's Volvo 850 Estate recalls an interesting '94 diversion.

Bringing the story bang up to date, sparks will fly when six of the current teams are engaged in a BTCC Shootout embroiling current Alfa Romeo, BMW, Mercedes, Honda, Toyota and Vauxhall models.

DUMAS + PIKES PEAK VW = RECORD?

Fresh from their incredible record-shattering sub-eight-minute ascent of the 12.42-mile Pikes Peak International Hillclimb course at Colorado Springs, USA, last month, double Le Mans 24 Hours winner Romain Dumas and Volkswagen's all-electric I.D. R will be staking their claim to become the new kings of Goodwood's hill.

Diametrically opposed to the 'Race to the Clouds', with its 156 turns and altitude change of almost a mile, the 1.16-mile Goodwood track is nonetheless challenging. All eyes will be on the Frenchman as he fires his high-downforce bolide, propelled by twin lithium-ion battery powered motors generating 670bhp, past the house towards the off-camber Molecomb corner, then swooshes to the summit! As the VW I.D. R can outaccelerate a current F1 car, the combo could erase Nick Heidfeld's 41.6s record. After all, deposed Pikes Peak record holder Sebastien Loeb won 2014's FOS shootout with a 44.60s shot in his Peugeot 208 T16.



PORSCHE'S BROADEST CHURCH YET

Disciples of Ferdinand Porsche's illustrious motoring and motorsporting heritage will be ecstatic at the marque's 70th-anniversary selection at Goodwood. The broadest church yet covers the most iconic race and rally cars to bear the hallowed shield. Automotive genealogists will be able to trace Porsche lineage from 356-001 to modern 919 Hybrid.

Among the story's 'presenters' are Le Mans winners Richard Attwood, Jurgen Barth, Derek Bell, Romain Dumas, Hurley Haywood, Stefan Johansson, Gijs van Lennep, Klaus Ludwig, Brendon Hartley, Pierluigi Martini, Jochen Mass and Hans-Joachim Stuck – not forgetting uber-brave Targa Florio *vincitore* Brian Redman. Add Weissach's latest road-burners in the Michelin Supercar runs and First Glance sets, plus classics in the Cartier Style et Luxe concours, and with 70 cars to find Porsche people and paparazzi may be content not to leave the paddocks over four days.

BRABHAM BT62 HYPERCAR DEBUTS

Brainchild of David Brabham, the only one of three-time Formula 1 world champion Sir Jack's three sons to race at the sport's pinnacle, the eponymous track-only BT62 hypercar returns the hallowed name to the marketplace it dominated with Ron Tauranac-designed racing cars in the 1960s. Motivated by a 5.4-litre normally aspirated V8 engine developing 700bhp, and weighing in at a sub-Ford GT40 972kg, Brabham Automotive's £1million rear-wheel-drive machine sits firmly in McLaren Senna territory.

Built in Adelaide, South Australia, production will be limited to 70 examples. The first 35 will be liveried to celebrate one each of the GP victories achieved by Brabham cars from 1964-85. Owners will be inducted into a driver-development programme devised by renowned coach David Brabham, aimed at enabling them to experience the maximum enjoyment from their investments.



BRABHAM

LOLA'S ANNIVERSARY WALTZ

During company co-founder Eric Broadley's era, Lola Cars enjoyed huge success on track, which generated an enormous fan following worldwide. Sixty years after the prototype Mk1 hit the circuits – Broadley rolled it at Goodwood's Madgwick corner in an early start, before the model became a Lotus slayer – 600 DKJ is back with regular racer Keith Ahlers in a special marque class.

Compare the tube-framed 'roller skate' with Chevrolet V8-powered T70 spyder and Mk3B coupe, sleek T600 IMSA GTP, two-litre T297 and a late-model B03/00 of 2004, and you'll appreciate the evolution of Lola's remarkable sportscar line – including rakish Group C T92/10 and the R90CK built for Nissan. Its single-seaters are well represented too, from Honda RA301 (for which Lola built the chassis) through Graham Hill's '66 T90 Indy 500 winner and F1 T370 to the ex-Al Unser F5000 T400 in which Michael Lyons has dominated many Historic races.



LOLA



J.BLOXHEM/LAT

FORD ESCORT: 50 GOLDEN YEARS

Few production cars have had greater impact in competition circles than the Ford Escort, which in 1968 reinvigorated the name of the estate derivative of the 1172cc sidevalve-engined 100E Anglia of '55-61. New Escorts, in Mk1 and squarer Mk2 guises, were raced, rallied and hillclimbed internationally, achieving huge success.

Who doesn't love an Ari Vatanen and Roger Clark-esque Group 4 Escort Mk2 RS1800 homologation special with wailing Cosworth BDA engine enlarged from 1601cc to two litres? Two are on the Forest Rally Stage, alongside Mk1 Twin Cams and RS1600s. There's an RS1700T from the 1980s too and, springing forward another decade, sizzling Escort Cosworths – one for John Taylor – a Gartrac G3 and Jason Lepley's RS2000 F2. Sierra RS Cosworth, Focus WRC and Fiesta WRC machines represent the Blue Oval in subsequent sets, one celebrating Britain's world rally champions Colin McRae and Richard Burns, taken too soon.



JEP/LAT

TIME FOR A CHANGE

The format of this year's FOS is changed, with timed competitors making initial exploratory runs of the hillclimb course today (Thursday) for the first time and initial reces for those on the exciting Forest Rally Stage. Previously reserved for the Moving Motor Show, day one of four will still feature a huge array of new performance road cars, including previously unseen models.

Friday sees F1 teams – Ferrari, Force India, McLaren, Mercedes, Red Bull, Renault, Sauber and Williams – swing into action from the Sky Sports paddock, together with full practice run-throughs for cars and bikes. Star drivers and riders tend to venture out on 'Super Saturday', when the action intensifies and intrepid drifters react to the crowd's cheers. The quickest competitors gun for gold on Sunday when the shootouts will determine the Silver Jubilee awards, presented by the Duke and Duchess on the lawn outside Goodwood House. 🏆

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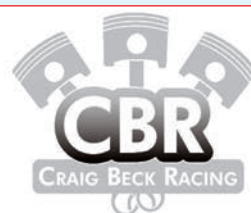
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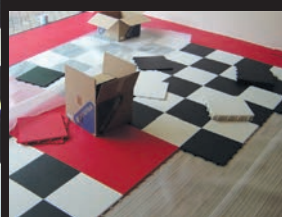
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To fulfil these positions you will need:

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As a Structures Analyst you'll work closely with the other design groups, aerodynamics, vehicle dynamics, R&D testing, and the race team.

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Successful candidates will attend races and tests, as required, in order to support the FIA team at the event with the configuration and verification of electronics systems and FIA monitoring systems; analyse car data for compliance with technical and sporting regulations and assist with the inspection of chassis and powertrain systems, including electronic and electrical systems, control systems, fuel systems and hydraulic systems.

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SUTTON TO DRIVE EX-LESLIE SUPER TOURING HONDA

SILVERSTONE CLASSIC

British Touring Car champion Ash Sutton will get his first experience of Super Touring when he joins the field for the Silverstone Classic later this month.

The 24-year-old will tackle the Super Touring Car Trophy event at the wheel of Paul Whight's 1996 Honda Accord after an invitation from the car's owner.

The car was raced in period by David Leslie, who took three wins on his way

Baby Bertha dream for Newall

SPECIAL SALOONS

Historic racer and engineer Andy Newall says the chance to race Gerry Marshall's Baby Bertha this weekend at Brands Hatch is a dream come true.

Newall will race the five-litre V8-powered Vauxhall Firenza, which is on loan from owner Joe Ward, in the Special Saloons and Modsports races.

"Gerry was always my hero and to drive Baby Bertha is a dream: it's a big life tick," said Newall, who has raced sports and GT cars, including a Can-Am McLaren M8E, across Europe and in Australia.

"I used to do BMW customer days with Gerry at Donington. He was such a character."

Newall got the chance to race the iconic 1974 Vauxhall after sharing the driving of Ward's TVR Grantura in the GT and

Sports Car Cup race at the Donington Historic Festival in May.

"I've tested it at Donington and I've watched all the videos to see how Gerry drove it," said Newall. "It is such an unbelievable car to drive."

Baby Bertha was built for the 1974 season after a V8-engined Ventora super saloon, nicknamed Big Bertha, was badly damaged at Silverstone. Key parts were incorporated in the Firenza project and in Marshall's hands the car became one of the UK's best-loved race cars.

In three years and more than 40 races, Baby Bertha retired only twice and was beaten once. The project was curtailed at the end of 1978 and Baby Bertha had various owners before Ward bought it and restored it to immaculate period trim.

PAUL LAWRENCE



Ash Sutton will drive at Silverstone Classic

to fourth in the 1996 standings. It will be the first time that Sutton has driven a Super Touring car.

"I jumped at the chance to race the car because I've seen all sorts of footage and heard all sorts of stories about just how amazing they were to race at the time," said Sutton.

"I have seen them in the flesh a couple of times, but I've always been too busy with what I was racing at the time to pay proper attention – I know they sound fantastic, though."

Sutton is eighth in the BTCC standings this year, and won two of the three races held at Croft three weeks ago

in his Team BMR Subaru Levorg.

He will join what is expected to be a bumper entry for the Silverstone Classic. Former champions Rickard Rydell (Volvo) and John Cleland (Vauxhall) are due to take part on July 20-22.

- The Austin A40 Farina driven by 1960 BTCC champion George 'Doc' Shepherd has been restored ahead of the Silverstone Classic.

Trevor Parfitt and son Simon, with restoration company Scott Automotive, have spent 10 years working on the car, which will be part of the BTCC's 60th anniversary celebrations this month.

The car went through various owners and appeared in different colours during the late 1960s and early '70s. Trevor invested much time and effort tracking down and acquiring the car.

"I drove it for three years and it was great fun. I loved it then and I still do," he said, having been part of the Cambridge Car Club in the '60s and rubbing shoulders with the likes of Shepherd, Don Moore, John Aley and Brian Lister.

"We've spent long enough building it, and now it needs to be used. It would be a shame for it to get damaged, but it's a racing car, not a museum piece."

MATT JAMES



Grant and spectators came to Rowe's aid

WALKER



Rowe suffered broken ribs in big crash

WALKER

Rowe plans racing return

HISTORIC FF1600

Nelson Rowe could return to racing in 2018 after spectators jumped the fence at the Mallory Park circuit to rescue him from his burning Formula Ford in May.

Rowe, competing in the Historic Racing and Sports Car Club's popular Formula Ford series in a Crossle, clipped rival Cameron Jackson and was launched into a roll. His car came to rest upside down, and two spectators and fellow double champion Callum Grant – who stopped his car and ran back up the circuit – rushed to his aid as fire quickly began to consume the stricken car.

"We're just in discussion with Crossle over making a chassis for it," he explained.

"Once you get the chassis it won't take long. I hope to be out this season, but I don't know when. I've got the Reynard [FF2000] to race in at some point. But we need to do a bit of testing with that as it's not quite quick enough yet."

The crashed car is currently at Bath University for a check over.

Rowe received just broken ribs in the crash on May 19, and thanked the people for helping him out of the blaze.

"It was unbelievable what Callum did and the spectators helped to put the fire out in shorts and T-shirts," he added. "Callum has tracked them down, so I will do [get in touch with them]. They'll be on the Christmas list forever."

JACK BENYON



No new car for British F4 until at least 2020

British F4 won't swap to a new car before 2020

BRITISH F4

British Formula 4's organiser has decided not to introduce a new car until the 2020 season at the earliest.

Following a World Motor Sport Council meeting late last year it was announced that all of the existing FIA-backed F4 championships must switch to a new car, featuring the halo cockpit-protection device, by the 2024 season. British F4 evaluated whether to introduce a new car for next year, but with the limited time

available and other significant changes to the junior single-seater ladder in the works – including International F3 replacing GP3 and a number of new Regional F3 series – organisers decided it would be best to wait until 2020.

Championship promoter Sam Roach explained: "It's a pretty tight turnaround to have new cars ready in six months' time – it's a lot of work to manufacture a new monocoque and we don't want to rush. We are pretty happy to give time for the F3 dust to settle.

"We are working closely with the FIA, the [UK governing body] Motor Sports Association and car constructor Mygale on what the next steps are going to be."

The Mygale M14-F4 car has been used since 2015, when what was British Formula Ford became FIA F4. So far, no F4 series bosses have confirmed a car change, and it was reported last month that the German series is also planning to wait until 2020 at the earliest.

STEPHEN LICKORISH

CN class to help boost grid size in LMP3s

LMP3 CUP

The LMP3 Cup is to add a new CN class for the final two rounds of 2018 to boost grid numbers, and turnout will determine whether the class is retained.

The LMP3 Cup has been given permission by the Motor Sports Association to add the new invitational class, aimed primarily at Group CN cars – which

include some Radical and Juno models – in order to build grid numbers and in turn entice more LMP3 cars to the grid. Grid sizes have been a persistent issue for LMP3 Cup since it started in 2017, with entry numbers never being higher than 10 and sometimes as low as three.

"The final two rounds of the LMP3 Cup are going to be very telling,"



Numbers in LMP3 Cup have dropped to just a handful

series boss Chris Haynes said. "They're going to be really influential as to what happens next year – I can't stress that enough. "To make it [CN class] viable

we need to see them out in Donington and Silverstone."

Haynes says that basing the championship on LMP3 cars only is now not sustainable.

"The P3 is clearly too small," he said. "There's just not enough interest out there for the P3 to come racing in the UK in sustainable numbers."

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Caroline back to UK racing

BRITISH F3

Reigning British Formula 4 champion Jamie Caroline is set to compete in BRDC British F3 later this year, after testing with the Carlin team at Pembrey last week.

Caroline – who competed in four USF2000 races earlier in the season with BN Racing, with a best finish of fourth – won British F4 with Carlin last year, and the team has a vacant F3 seat. Clement Novalak, one of Carlin's F3 regulars, is set to miss the Spa and Donington rounds as he prioritises his Formula Renault Eurocup programme.

"We were quick in the test at Pembrey last week, fastest on the old tyre and a tenth off the quickest on the new tyres there," said Caroline.

"To race for a team like that is incredible. I have a lot of respect for Trev [Carlin] and the entire team. I consider

them my racing family and if I could race with them it would be a privilege.

"Testing with them, it felt better than the entire time I was in the States."

Caroline, son of UK national racer Lee, was set to compete with the squad in Euroformula Open this year, but the deal fell apart on the eve of the season.

"It would be good to be back with Carlin," he added. "I had my best year of racing with them and I didn't want to leave them. I got told the weekend before the Euroformula campaign that my sponsor had pulled out, and he was covering most of the budget, which is unfortunate.

"But I'm not the only person that has happened to. I believe everything happens for a reason."

Caroline is yet to be officially confirmed for Spa and Donington, and any deal is still to be announced.

JACK BENYON

Walewska's new team

BRITISH GT

British GT racer Anna Walewska has left Team Hard to form her own racing team, which will make its debut during the next round at Spa-Francorchamps.

ProTechnika Motorsport will use a Mercedes-Benz AMG GT4, which will be driven by Walewska and Tom Canning, who shifts from a Steller Performance Toyota GT86, for the remaining three rounds.

Walewska has raced in British GT since 2015 aboard a Ginetta G55 GT4,

taking one class podium, as well as claiming a class win in the 2016 Dubai 24 Hours. "After two decades in the industry as a competitor, I still have the hunger to win races but also feel that this is the right time to elevate my career to the next level, which is naturally team ownership," said the 31-year-old.

"This allows me to use my vast experience in shaping a team around me and the needs of any driver to achieve the very highest possible standard with no compromises."

STEFAN MACKLEY

IN THE HEADLINES

LLOYD TO FINISH TCR UK

Runaway TCR UK points leader Dan Lloyd has secured the budget to complete the rest of the season. Lloyd, who has been driving a WestCoast Racing Volkswagen Golf on a round-by-round basis, has won all six races so far. He is also now racing a BTC Norlin Honda Civic in British Touring Cars.

HIGGINS BACK IN GT4

Two-time Castle Combe Formula Ford 1600 champion Adam Higgins will make a one-off return to the Ginetta GT4 Supercup for the next round at Snetterton. Higgins competed in the series last year with his family-run Hurricane Motorsport squad on a shoestring budget but did not have the funds to contest a full season this term. Instead he has decided to put all of his efforts into the Snetterton weekend and will be using new tyres instead of the old rubber he used last season.

THROTTLE MAP PROBLEMS

Returning Kumho BMW champion Garrie Whittaker was denied possible Thruxton wins last weekend by making changes to the car's throttle map, which caused it to fail repeatedly. Whittaker and his team altered the map in advance of the meeting seeking more performance from the BMW E36 M3, but it led to failures in qualifying and caused retirement in both races.

SURTEES TAKES CHARGE

The daughter of 1964 Formula 1 champion John Surtees has been appointed managing director of the Buckmore Park kart circuit. Surtees bought the track in 2015 and now his daughter Leonora is taking on a more senior role. The circuit is continuing to undergo development work, and is about to install an advanced e-flag lighting system.

FUEL SPILL STOPS RACE

There was a bizarre and lengthy stoppage during the Creventic 24H race at the Algarve International Circuit last weekend after 5000 litres of fuel spilled onto the paddock. The race was red-flagged for four hours when the incident occurred during a fuel transfer. There was British success in the GT4 class of the race: the Fox Motorsport crew of Jamie Stanley, Glenn Sherwood, Ben Clucas and Andy Perry won in an Audi R8 LMS.

ENGINE-CHANGE DASH

Clubmans ace Clive Wood claimed his second successive weekend of winning trebles at Snetterton. But it wasn't without drama, as he made an overnight dash to Southampton for a new engine after the one in his Mallock Mk23 developed problems.



ALL PICS: J. BLOXHAM



Pillinger's crash at Chateau Impney in his 1922 Ford Model T Roadster



Lucky escape in vintage hillclimb shunt

CHATEAU IMPNEY

Two spectators and a competitor were treated in hospital after a vintage hot rod left the course, charged a grass bank and rolled during the second practice runs at the Chateau Impney Hill Climb last Saturday.

Driver Brett Pillinger, 54, lost control of his 1922 Ford Model T Roadster on the exit of Raven's Crest, a left-hand bend one-third of the way up the 0.54-mile course. The car then somersaulted when it climbed the bank in front of the gothic-style chateau.

Pillinger, who was not strapped in to the 4.8-litre tubeframe-chassis machine

(the fastest unblown flathead-engined rod at the Vintage Hot Rod Association's Pendine Sands Races in recent years) was ejected as the car nosedived into shrubs and took out the stone balustrade as he came down beside it.

Pillinger was stabilised at the scene, between the stationary car and the wall, and runs were suspended for the remainder of the day.

The retired cabinet maker was transferred by ambulance to hospital with shoulder and rib injuries. It's understood that he was released on Monday.

A spectator in the VIP viewing area, within the historic hotel complex's ornamental garden,

sustained a wrist injury when moving clear of the incident and was also treated in hospital and released. Another bystander was reported to have subsequently checked in to A&E independently for checks.

Organisers rebuilt the historic balustrade overnight and protected it with large straw bales to the satisfaction of the Motor Sports Association steward.

The annual event continued on Sunday when the timed competition runs ran as programmed. Local driver Malcolm Thorne recorded the best time of the day, driving his 1965 Lotus 35 to a stunning new course record of 38.85s.

MARCUS PYE



LAWRENCE

Mondello's Birrane tribute

DEREK BELL TROPHY

The Derek Bell Trophy will play a leading role in the Irish Historic Racing Festival, which marks 50 years of Mondello Park on August 18-19.

As well as celebrating the Irish circuit's half century, the event will also be a celebration of the life of entrepreneur and Mondello Park owner Martin Birrane,

who died in early June, aged 82.

Birrane was also the owner of Lola from 1997 until 2012, so the presence of several Lolas in the entry has an added significance.

"The weekend will now be a celebration of Martin Birrane's life as well as Mondello Park," said HSCC chairman and Formula 5000 racer Frank Lyons. "Martin had been putting a lot of effort into the event."

PAUL LAWRENCE



AN UPHILL DELIGHT

It's only been revived for four years, but the eclectic pleasures of the Chateau Impney Hill Climb are making it a must-see, family-friendly event

MARCUS PYE

Just back from the fourth Chateau Impney Hill Climb of the Spollon family era where — but for last Saturday's hot-rod aerobatics (see Jeff Bloxham's dramatic images, left) — a jolly good time was had by all on the hottest weekend of the year. Reflecting huge effort by the landowners, supporting hotel/conference centre staff and a legion of contractors, it gets better and better by the year.

As a devoted fan of speed hillclimbing since I spent several happy days at Great Auclum, near Burghfield Common outside Reading, in my youth, my principal on-event focus is the competitive element of 'Chimpney', backdrop to short sprints with a slight incline offered by the local Hagley & District Light Car Club from 1957-67.

Top guns back then included David Good, the remarkable one-armed 1961 RAC British champion who I, along with a thousand others, watched heart-in-mouth as he wrestled sports-racers and mighty McLaren-Chevrolet M10 and Cosworth DFV-powered Lyncar single-seaters on my local course, with its tricky downhill start in a tunnel of trees a few seasons later.

That Lotus collector Malcolm Thorne (2016's sports-racing winner in the 3.5-litre Buick V8-engined 'Addicott' 15 clone now

"IT WAS FANTASTIC TO SEE AUSTIN TWIN-CAM GP RACERS OF THE 1930s RUN ABREAST"

handled with gusto by wife Sarah) should set BTD on Sunday was as well deserved as it was appropriate. Thorne's family scrap metal recycling business is based in Oldbury, Birmingham, barely three miles from where 1950s hillclimb king Ken Wharton kept his garage in Hume Street, Smethwick. Perhaps there's something in the water?

There was definitely something for everybody at the Chateau, with the remarkable breadth of machinery taking part ranging from Hicky Hickling's 1904 Pope Toledo Gordon Bennett racer in the Edwardian class to Graham Wynn's modern Gould-Cosworth HB GR55 on demo duty. Unseen since the early '20s, Hickling's multi-year labour of love returned the old warhorse, powered by the throbbing 10-litre four-cylinder Nordyke & Marmon-built Hall-Scott aero engine with which it last ran, to action.

In England's industrial heartland it was fantastic to see the surviving 750cc Austin twin-cam GP and side-valve racers of the 1930s demonstrated, running abreast on Chateau Pass, A7 nut

Andy Storer in the former, raced in period by Longbridge apprentice Bert Hadley. Plenty of pre-war Rileys and later Jaguars from nearby Coventry, including C-types representing those that won at Le Mans in '51 and '53, performed briskly too in the immortal XK engine's 70th year.

Iconic Worcestershire manufacturer Morgan was very much in the thick of things too. Super Aero 'trikes', four-wheeled specials and +4s competed strongly, local Bromsgrove GP David Pryke breaking his rapid Morgan Riley hybrid. Celebrating 50 years of the +8, the prototype Rover-engined car went up the half-mile hill with the monstrous Donovan Chevrolet-powered 'Big Blue' racer and one of the latest hand-built BMW V8-motivated models from Malvern.

The National Motor Museum brought its shrill BRM V16, which Doug Hill took up to enthusiasts' delight. Equally wild was drag racer Lee Gallimore's Red Mist, a 1200-1400bhp beast that has cut 7.3-second quarter miles with 185mph terminal velocity. Alas, a flat battery thwarted nine years of graft to finish lawyer Andrew Komosa's Ford GT40, an amalgam of the rebuilt monocoque of 1042, 1001's original bodywork and many other genuine parts, down to the ignition key fob!

Rally cars featured again this year, with demos and some drivers taking part in the 'Ralli 22' competition. Quickest in this was not one of the more powerful cars but Tony Shields, who fairly threw his Dutch championship Opel Astra to the top, downing Tom Delaney's Mitsubishi Lancer Evo 9 and David Wright's ex-Carlos Sainz 2000 M-Sport Ford Focus WRC on his second ascent.

Obscurati included the 1950 RA4 Vanguard, an Auto Union-inspired single-seater built in New Zealand around a 2.1-litre Standard-Triumph engine by Hec Green and owned by Kiwis Rob Whitehouse — who also brought his stunning ex-Fabrizio Tabaton Olio Fiat Lancia 037 Rallye — and touring car ace Paul Radisich. Sadly it didn't run, but other monopoisti included a bizarre cyclecar and the vast ex-Terry Sanger F5000 Harrier, now with a Rover V8 engine and modern road-car transaxle in place of period Boss Ford and Chevrolet/Hewland set-ups.

Variety aside, passionate petrolhead promoters Rod and Guy Spollon score highly at Chateau Impney by offering the event's growing number of vital commercial partners, sponsors and traders excellent value for money, and looking after them. Their gathering is not going to topple Goodwood's Festival of Speed — the 25th anniversary edition of which starts today (Thursday) — but offers family-friendly motorsport entertainment a mile from the M5 in the midlands, traditionally on British GP day. They even showed the England v Sweden World Cup football quarter-final on Saturday afternoon. The roars from spectators when England scored were heard above the cars! 🏆



More aces star at the 'other' Le Mans

LE MANS CLASSIC
PETER AUTO
JULY 7-8

GT racers Stuart Hall and Patrick Simon provided some of the many highlights at the ninth Le Mans Classic, which attracted 135,000 spectators last weekend, but neither came away with the success they deserved at the biennial event.

As usual, the six main groups – featuring around 70 cars each – were decided over three contests, with Group C, Porsche

and Jaguar races providing support.

Having narrowly missed victory at the Monaco Historique in May, Hall was again unfortunate. He led each race for the 1967-71 machines of Plateau 5 in Roald Goethe's Lola T70 Mk3B, but safety cars kept eroding his advantage. Goethe was overcome by faster runners each time, but still the duo finished on the aggregate podium.

"Every race I led there was a safety car," said Hall. "The plan was to build up a cushion, but it's still nice to get third. Roald had a horrible crash at the 24

Hours in 2015, so it's great to be on the podium here with him."

Unusually, it wasn't a T70 that topped the group. Having finished fifth in race one, Jacques Nicolet took his Gordon Murray-designed Formula 1 Brabham-cornered Duckhams Special sports-racer to a close second behind another Cosworth DFV-engined car – the Ligier JS3 of 'Mister John of B' and Soheil Ayari – next time out. The Ligier had narrowly won the first two races and, in Hall's wake, looked good for overall victory battling with Nicolet in the finale.

But yet another full-course caution brought trouble. As with the 24 Hours, three safety cars are used, and much of the field was held at the end of the pitlane after the stops waiting for the next one. The heat was too much for the Ligier, which wilted and was pushed away. Although he lost a few places during the stops, Nicolet quickly moved through the field, but seemed to struggle for gears in the closing stages. That set up a dramatic three-way battle with Pierre-Alain France's T70 and the Chevron B19 of Maurizio Bianco.

The big coupe led going into the Ford chicane for the final time, but Nicolet dived down the inside into the first left-right and Bianco did likewise at the second. So it was Duckhams Special-Chevron-Lola across the line, the trio covered by less than a second, with Nicolet securing aggregate victory from the Seiler family's T70 Mk3.

Hall drove solo in the first Plateau 6 race



Hall starred in Goethe's
Lola (left) in Plateau 5...

JAYSON FONG



...but Nicolet's
Duckhams Special
defeated the T70 pack

JAYSON FONG



Brooks (25) battles Monteverde (21) as Simon (blue D-type on right) begins his charge in Plateau 2



Burnett recovered well to lead Talbot charge in pre-war split



Scemama's Toj only won one Plateau 6 race, but took aggregate victory

for 1972-81 cars and won in the Gulf GR7 in which Derek Bell and Mike Hailwood finished fourth in the 1974 24 Hours, but already he knew he was in trouble.

"I backed off to save the car, but it had a gearbox problem," said Hall, who led the second encounter before the Mirage failed completely. "I'm frustrated because the car had a lot of pace and we had a goal of doing a sub-four-minute lap."

Polesitter Yves Scemama's Toj-DFV SC304 had followed Hall home in race one and the Swiss took a comfortable win in the second encounter. He led early on in race three, but was overhauled by several cars, led by Chris MacAllister's Mirage M6. A penalty for too early a pitstop in race two had hampered the 2012 and '14 Plateau 6 victor and more confusion – "I am not very good at timing pitstops! – resulted in MacAllister coming in twice during race three. He still won easily from a cruising Scemama, who benefited from problems for Martin O'Connell (Chevron B26) and both Lafargue family Lola T298s to take second. That was sufficient to give the Toj aggregate victory by 6m24s, although Steve Dance's superbly presented and well driven Ford Capri RS2600 claimed Index spoils.

Jaguar D-types were the dominant cars in the Plateau 2 1949-56 split, and put on some sensational battling. From fifth, Patrick Simon surged forward in Clive Joy's XKD545 to challenge Steve Boulbee Brooks's XKD558 for the lead. The duo swapped places several

times before Simon, dancing the blue D-type beautifully, established an advantage.

Second fell to Gary Pearson, who took over Carlos Monteverde's ex-Jim Clark XKD517 at the mandatory pitstop and got the better of Andrew Robertson Smith, in for Brooks.

Simon also triumphed in the night race, which featured a fine battle between soloist Pearson and Martin Stretton, starting Richard Wilson's Maserati 250S. "We were really close, it was brilliant," said Pearson after finishing second. "There were times I couldn't see Martin, but I could hear him."

Simon looked set to complete a hat-trick, only to slow on the final lap of the finale. Monteverde swept by and pulled out enough of a gap to snatch overall victory for himself and Pearson by just 2.9s after more than two hours of competition. With the Brooks/Smith D-type having succumbed to a holed piston, third overall fell to Wilson/Stretton.

The quality of the Talbot 105 was underlined once again in the Plateau 1 field for pre-Second World War machines, but past master Gareth Burnett had to work hard for his aggregate success. The polesitter stormed into the lead in the first race, only to suffer problems with the throttle linkage. Once sorted, Burnett charged back to 15th, but was left with a three-minute deficit to stablemate Michael Birch, who defeated the impressive BMW 328 hordes to take his first win.

Burnett spent the next two races making

up the deficit and won both stanzas to take overall honours from fellow soloist Birch by just 8.8s to secure a one-two for John Ruston's Talbot team. "It seems Gareth likes melodrama at the Classic," said Ruston, pointing to Burnett's similar recovery to Plateau 1 laurels in 2014.

Rob Spencer's enthusiastically driven Bugatti Type 35B beat all the BMWs to complete the podium and was the Index of Performance winner.

Ford GT40 Mk1s dominated the Plateau 4 race for 1962-65 cars. They locked out the top seven in qualifying, then, with polesitter Shaun Lynn slow away, Richard Meaden attempted a pass on David Hart for second. He made it stick around the outside through the Porsche Curves but suffered a scary wheel failure when the front-left jettisoned. Hart avoided the trouble and cut into James Cottingham's advantage.

The pair traded positions for much of the first leg, despite Hart's passenger door swinging open and it remaining immune to lashings of gaffer tape at the pitstop. But both cars were dealt a three-minute penalty for speeding in a slow zone and that allowed Diogo Ferrao to win race one.

Under darkness, Hart was only able to take an eight-second win, meaning Ferrao had overall victory in sight. Rather than simply bring the car home though, he engaged in a thrilling fight with the GT40 Roadster of Pedro Macedo Silva for much of the third leg. Unfortunately, father Rui >>



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Battle for GT40 supremacy was intense and three cars scored Plateau 4 victories

didn't have quite the same pace, thus the battle fizzled out. That left Ferrao to consolidate second behind Cottingham, easily enough to give the Portuguese driver victory overall.

Had the Plateau 3 race followed the same circuit configuration as that used from 1957-61, Lukas Halusa would probably have walked to victory in the one-off Ferrari 250 GT Breadvan. But with chicanes breaking up the Mulsanne Straight, the Italian V12 took time to stretch its legs, so Roger Wills was able to fling his agile Lotus 15 through the tighter sections and stay in touch.

Halusa won race one, but Wills responded during the night, climbing to first and overturning the deficit. With everything riding on the final 43-minute race, Halusa led initially but Wills began to close in. He left it late, passing into the Porsche Curves for both leg and aggregate victories with just seven minutes remaining.

Martin O'Connell commanded the event's curtain-raising Jaguar Classic Challenge support race. At times he was seven seconds a lap faster than anyone else and soon established a half-minute margin over the E-type-dominated field.

Germany's Marcus Graf von Oeynhausen was a distant but impressive second, leaving Le Mans 24 Hours podium finisher Anthony Reid and Pearson to battle for third. They came to blows at the Dunlop Curve – a slight nudge sent both careering over the gravel, with stones smashing the

windscreen on the ex-NASA-owned car of Reid. About to start the final lap, Pearson missed a gear to give Reid crucial breathing space.

The idea of historic racing winding the clock back was taken a little too seriously by the Group C grid. Just as in 2016, Katsu Kubota headed the pack in his Nissan R90CK but again mechanical maladies denied the Japanese a win – left-rear suspension failure after an earlier puncture. Abiding by the script, the Leyton House Porsche 962 of Tommy Dreelan/Aaron Scott picked up the mantle to take the chequered flag. Only it received another two-minute post-race penalty, just as in '16 – this time for ignoring a red light and exiting the pits – that snatched the triumph away. The adjusted results boosted the 3.5-litre Momo Gebhardt-Cosworth C91 of Michael Lyons to the top of the order.

Evens Stievenart should have won for a third consecutive year at the Circuit de la Sarthe, albeit a Porsche Classic race victory would be his first not on a push-bike. The 908 Langheck driver annihilated polesitter Raymond Narac's three-litre 911 RS from the off. When Narac was slapped with a two-minute penalty for slow-zone speeding, the result looked a foregone conclusion. But Stievenart committed the same offence and so eight minutes were added to his time, leaving the third-on-the-road 910 of Uwe Bruschnik to take the honours.

KEVIN TURNER AND MATT KEW



Jaguar and Nissan lead, but the Group C race fell to Lyons's red Gebhardt

WEEKEND WINNERS

PLATEAU 1 (1923-39)

Race 1 Michael Birch (Talbot 105)
Race 2 Gareth Burnett (Talbot 105)
Race 3 Gareth Burnett (Talbot 105)
Aggregate Gareth Burnett (Talbot 105)
Performance Index Rob Spencer (Bugatti Type 35B)

PLATEAU 2 (1949-56)

Race 1 Patrick Simon (Jaguar D-type)
Race 2 Patrick Simon (Jaguar D-type)
Race 3 Carlos Monteverde (Jaguar D-type)
Aggregate Carlos Monteverde/Gary Pearson (Jaguar D-type)
Performance Index Fabric Mestrot/Jose da Rocha (Triumph TR2)

PLATEAU 3 (1957-61)

Race 1 Lukas Halusa (Ferrari 250 GT Breadvan)
Race 2 Roger Wills (Lotus 15)
Race 3 Roger Wills (Lotus 15)
Aggregate Roger Wills (Lotus 15)
Performance Index Marc Gordon/Nick Finburgh (Lotus Elite S2)

PLATEAU 4 (1962-65)

Race 1 Diogo Ferrao (Ford GT40 Mk1)
Race 2 David Hart (Ford GT40 Mk1)
Race 3 James Cottingham/Joe Twyman (Ford GT40 Mk1)
Aggregate Diogo Ferrao (Ford GT40 Mk1)
Performance Index Ludovic Caron (Shelby Cobra 289)

PLATEAU 5 (1966-71)

Race 1 'Mr John of B'/Soheil Ayari (Ligier JS3)
Race 2 'Mr John of B'/Soheil Ayari (Ligier JS3)
Race 3 Jacques Nicolet (Duckhams Special)
Aggregate Jacques Nicolet (Duckhams Special)
Performance Index Chris Ward (Ford Mk2)

PLATEAU 6 (1972-81)

Race 1 Stuart Hall (Mirage GR7)
Race 2 Yves Scemama (Toj SC304)
Race 3 Chris MacAllister (Mirage M6)
Aggregate Yves Scemama (Toj SC304)
Performance Index Steve Dance (Ford Capri RS2600)

JAGUAR CLASSIC CHALLENGE

Martin O'Connell (E-type)

GROUP C

Michael Lyons (Gebhardt C91)

PORSCHE CLASSIC

Uwe Bruschnik (Porsche 910)

For full results visit:

peterautoracing.alkamelsystems.com

Thorne reigns supreme on Chateau hill

**CHATEAU IMPNEY
HDLCC
JULY 7-8**

"I have no idea how I did that – it seemed slow," said Malcolm Thorne with an impish grin after shattering Chateau Impney's hillclimb record in his pristine Lotus 35. To compound his disbelief, Thorne's name will be engraved on Hagley & District Light Car Club's magnificent Ken Wharton Trophy, remembering the talented garagiste from neighbouring Smethwick who won four British titles in the 1950s.

Onlookers had no doubt, for a rev-perfect start and neat ascent left Thorne the only competitor inside 39 seconds. Previous winner Martin Jones (Brabham BT21B) gyrated out of Raven's Crest, but his opening run remained good for second, ahead of Lotus guru Paul Matty – whose team prepares his Lotus 35-F-9 alongside Thorne's – among the Pre-1968 racing cars



Thorne's Lotus
broke hill record

JONES

and Justin Maeers (Lola T70 Spyder) overall.

Chased by Tom Walker, who twice spun his Lola T160 nearing the summit, Maeers bagged two sportscar wins, but couldn't match David Gidden's Lotus 23B record. Gidden's identical 41.61s saw off sporting trials king Ian Wright's ballsy 42.70s in Richard Falconer's Chaparral 2. Having plundered the Pre-'61 mark in his Cooper Monaco, Maeers inspired the deposed Peter Joy (Lotus Elite) to reset his personal best.

Seven records fell. Eddie Williams twice blitzed his target to deny fellow Frazer Nash pilot Tom Waterfield. David Pryke (Morgan Riley) came from behind to defeat Greg Lerigo (Riley 12/4 Special), while Marcus Black took large Pre-'40 sportscar honours in his delicious Talbot Lago.

Mark Brett's Ballamy Ford V8 Special was pipped by Dougal Cawley's snorting GN Piglet. The paddock was an entomologist's paradise with GN-derived Dragonfly, Gnat, Hornet and Spider specials under the timekeepers' microscope, but the Ted Moor-built GN Wasp emerged on top with Winston Teague up, chased by Ben Enticknap (GN Phoenix) and Gary Clare's 'Gangsta' Grannie.

Enticknap's sister Hannah's superb 46.66s in Phil Dobbin's Morgan/GN Salome forced Nick Topliss (ERA AJM1) to find a second for Pre-'40 1100-1500cc racing car victory. James Baxter, in David Hawkins's ERA/Riley, equalled Ian Baxter's 43.71s record, but the unrelated VSCC Shelsley Walsh winner retaliated with 43.47s in his

ex-Jucker/Abecassis Alta. Topliss was third in Brian Fidler's ERA R4D, which Ken Wharton drove in 1954.

James Collins (Hudson) climbed within 0.15s of Mark Walker's challenging Darracq Edwardian target as Niall Dyer thundered his Curtiss OX-engined Mors past Guy Lachlan's Fafnir. Robin Tuluie wrestled his Menasco aero-engined Pirate to a frenetic record, overhauling Julian Grimwade's FN Norris Special. The intrepid Annie Scaldwell was a brilliant third in the wonderful V8 JAP airship-engined GN, which she drove home afterwards!

Mark Riley (Creamer) turned the 500cc tables to beat Cooper men Finlay Mackintosh and Stuart Wright. Charles Reynolds thrust his 1100cc V-twin Cooper Mk7 to the top of the 1500cc set, prompting record holder Mark Woodhouse to dig deeper in his Formula Junior Elva.

Rod Jolley eclipsed BRM ace Rob Hall's unlimited Pre-'61 record in his ex-works Cooper T45/51, then walloped it out of the park.

The equivalent sportscar class was a gripper, Sarah Thorne – Malcolm's wife – leading at half-time with a splendid 45.36s in their Dizzy Addicott Lotus-Buick 15 recreation. Aviator Tony Bianchi had to unleash the full force of Don Farrell's Cadillac V8-motored Allard evo to erase it. Veteran Dave West (Cooper S) set the Touring Car pace, but Graham Hill clawed ahead.

MARCUS PYE

JONES

CHATEAU IMPNEY WEEKEND WINNERS

BEST TIME OF DAY Malcolm Thorne
(Lotus-t/c 35-F-20) 38.86s

CLASS WINNERS Eddie Williams (Frazer Nash Super Sports) 46.49s; Marcus Black (Talbot Lago T23) 49.12s; David Pryke (Morgan Riley) 47.31s; Dougal Cawley (GN/Ford 'Piglet') 46.83s; James Collins (Hudson Super Six) 51.90s; Winston Teague (GN Wasp) 48.54s; Nick Topliss (ERA AJM1) 46.00s; Ian Baxter (Alta 61 IS) 43.47s; Robin Tuluie (Menasco Pirate) 44.23s; Mark Riley (Creamer Special-JAP) 45.34s; Mark Woodhouse (Elva-BMC 100) 43.20s; Justin Maeers (Cooper-Climax T49 Monaco) 42.67s; Tony Bianchi (Allard Farrellec Mk2) 45.08s; Rod Jolley (Cooper-Climax T45/51) 42.92s; Justin Maeers (Lola-Chevrolet T70 Mk2) 41.38s; Jack Woodhouse (Brabham-Ford BT6) 43.49s; Thorne; Graham Hill (Austin Cooper S) 45.76s.

For full results visit:
tsl-timing.com



Bo Williams's Ferrari
250 PF roars past
the iconic Chateau



Byrne rolls back the years with Ensign Formula 1 return

**SILVERSTONE
MASTERS HISTORIC F1
JULY 7-8**

There was a time when climbing into a Formula 1 car at Silverstone might have put him on a different path, but last weekend Tommy Byrne said “it’s not going to change my life”.

The 60-year-old shot back into the forefront of motorsport culture a few years ago thanks to the entertaining biography *Crashed and Byrned*.

His racing career got off to a rapid start: within four years of starting, the Irishman was testing F1 cars having excelled as British Formula 3 champion in

1982. But the partying and off-track image frightened sponsors and often got him into trouble, and he disappeared off the scene almost as quickly as he had arrived.

After just two F1 starts in 1982 with Theodore Racing, Byrne ended up in America by '86, and eventually became a coach at a school in Florida.

But for Silverstone’s 70th anniversary he was invited back by James Hagan to drive an Ensign N177 in the Masters Historic Formula 1 races in support of the British Grand Prix.

Perhaps the biggest chance of the loose cannon’s career came at Silverstone in 1982 with McLaren, up against Thierry Boutsen, so to hear him

MASTERS HISTORIC F1 RESULTS

MASTERS HISTORIC F1 (13 LAPS)

1 Nick Padmore (Williams FW07C); 2 Mike Cantillon (Williams FW07) +3.341s; 3 Matteo Ferrer (Ligier JS11); 4 Mike Wrigley (Williams FW07C); 5 Steve Hartley (Arrows A4); 6 Jamie Constable (Tyrrell 011). **Fastest lap** Padmore 1m54.447s (115.14mph). **Pole** Padmore.

Class winners Greg Thornton (Lotus 77); Jonathan Kennard (Brabham BT37).

Starters 26.

RACE 2 (13 LAPS) 1 Padmore; 2 Cantillon +4.409s; 3 Constable; 4 Thornton; 5 Kennard; 6 Mark Hazell (Williams FW07). **FL** Padmore 1m55.141s (114.44mph). **CW** Thornton; Kennard. **S** 23.



For full results visit:
mastershistoricracing.com



‘REUTEMANN’ WINS Nick Padmore (Williams FW07, second in the '81 British GP) won both Masters Historic F1 races from the similar car of Mike Cantillon. Former BARC Formula Renault racer Matteo Ferrer (Ligier JS11) chased hard in the opener but missed race two with mechanical maladies. Jonathan Kennard (Brabham BT37) led the second race until the ground-effect cars took over, with Jamie Constable (Tyrrell 011) coming home third. **Photograph by JEP/LAT**

saying he had to learn the circuit was unusual. But of course, the track has changed massively.

“I tried to go in a simulator over in the States, and I couldn’t get a lap in without crashing,” Byrne says without the hint of a smile. “I have most of the corners down now but there’s one I’m still not comfortable with – Vale.

“Entering, I’m not sure what grip the car has since I’m new to it. It’s tough to learn quickly when you’re getting older.”

For someone who was criticised for perhaps not taking the commitment side of racing too seriously, it was an incredibly thorough approach from Byrne, who suffered a broken halfshaft in qualifying. He recovered to 16th in race one, while engine issues put a halt to his run in Sunday’s second race.

Having addressed the question of how he would get on over the weekend, just one remained: would we see him racing in the UK again anytime soon?

“I’ll come back if there’s the right deal,” he says. “I’ve really enjoyed it, I love the team and James Hagan [car owner]. When I ask for something I get it and I like it a lot. It’s just a shame we didn’t finish it but at least the car isn’t wrecked and is all in one piece.”

So there you have it. Byrne may just be competing on a circuit near you soon. And if he is, it will be a chance to see one of the most talented drivers not to forge a long-term F1 career, taking it just as seriously – if not more so – than he did the first time around.

JACK BENYON



Smith has taken
14 wins from
18 races so far
in 2018

Dominant Smith takes Trucks clean sweep

**THRUXTON
BARC
JULY 7-8**

Reigning champion Ryan Smith continued his domination of the BTRA British Truck Racing Championship by claiming all four Division 1 race victories at Thruxton.

In the opener Smith led all the way from pole to win by five seconds, while in the other three races — all with reversed grids — he was able to move into first by

mid-distance to win comfortably.

“It’s tactical this weekend because at Thruxton the asphalt’s really difficult,” said Smith. “It’s about managing tyres — push hard at the beginning, mid-race have a rest, push on at the end.

“No damage on the truck; it’s home safe.”

Steve Powell won two of the four races in Division 2, claiming the first under pressure from championship leader Luke Garrett. The reversed-grid race two was won by Brad Smith, who rose from sixth on the

grid to lead by lap three, and resisted pressure from Simon Cole late on.

Garrett claimed the race-three win as Powell fell to second-last after losing speed when a gear didn’t split properly. Powell stayed there to ensure a front-row start for the final race, and converted that chance to take his second win of the weekend.

Reigning champion Scott Bourne pipped points leader Lea Wood to victory in both Pickup Trucks Racing Championship races.

Ben Palmer maintained his clean sweep of

Hobson and Griffith on top in Norfolk’s Civic thrillers

**SNETTERTON
BRSCC
JULY 7-8**

The Civic Cup once again stole the show in terms of action as Daniel Hobson and James Griffith shared the victory spoils.

Hobson led and was beginning to build a healthy lead early in race one, until championship leader Rob Baker escaped from a four-car battle for second, getting the better of Daniel Reason by the end of lap two. Baker then challenged for the lead but Hobson kept him at bay, as Reason retained third, closely followed by Mark Grice and Bruce Winfield.

With the top 10 finishers reversed for the race-two grid, Griffith withstood race-long pressure from Ben Sharpe to take a lights-to-flag victory. But behind

them there were six contenders for the final step of the podium. Winfield fended off Grice and Baker in the final moments to stake his claim to it.

Peter Drennan and Conor Farrell took their duel in the first Global GT Lights race right to the flag. Drennan snatched it by a tenth, and the battle for third was just as close: James Thompson ultimately lost out to Mark Braden.

It was shaping up to be another battle between Farrell and Drennan in race two, until Drennan’s ambitious first-lap move at Murray’s resulted in contact and sent him heading for the pits. Farrell pitted a couple of laps later, leaving Braden to take the win over Thompson and Conor May.

Drennan made up for his misdeemeanour with a comfortable race-three win, taking Thompson on the second lap, before



Farrell and Braden followed through to complete the podium.

Jamie Going took two wins out of three in the Fiesta Championship, which became fairly processional after the initial battling. Harry Gooding was Going’s constant shadow in race one, with Danny Harrison edging clear of the chasers in third. But the roles were reversed in race two as Gooding headed Going and Harrison throughout. Going had the legs of Gooding again in race three, as Ryan Faulconbridge joined them on the podium.

It was a hard-fought win in race one of the Alfa Romeo Championship for Ray Foley’s 147 GTA. Paul Webster (156) chased all the way, having overtaken Fiat Punto

the Michelin Clio Cup, but only just. In race one, Palmer resisted race-long attentions from Simon Freeman and Tyler Lidsey, then in race two held off Lidsey again.

The Mighty Mini races were multi-car slipstreaming battles. The first was won by Greg Jenkins in the Super Mighty Mini class just ahead of David Kirkpatrick and Alex Comis, the top three able to break away from the chasing pack late on when Tony Claringbould and Jim Carolan spun at the chicane and rejoined in the leaders' path. Kirkpatrick turned the tables in race two, pipping Jenkins to win by two tenths.

Lee Poolman took the Mighty Mini race-one class honours after a similarly tight battle, beating his title rival Stuart Combes. Race two was a reverse of the first race, as Combes won a race-long fight with Poolman.

The Caterham Graduates races were also bunched slipstreamers, and Samuel Wilson took his first win of the season in the Sigma opener. He led most of the way and just beat Jamie Ellwood, ending Ellwood's run of three victories. Reigning Sigma champion Oliver Gibson won race two.

Declan Dolan continued his 100% record in the first Caterham Mega/Sigma/Classic race. Simon Griffiths was first over the line but relegated to second behind Dolan for cutting the chicane when taking the lead on the last lap. Griffiths was able to end Dolan's run in race two by beating him to the flag without transgressing.

Class A1 table-leader Colin Wells eventually won both Kumho BMW Championship races comfortably. He took



Jenkins (70) headed colourful Mighty Mini pack



Wilson claimed his first win of the season

the first after poleman Garrie Whittaker retired with a throttle problem on lap two. Wells then won race two after passing early leader Piers Reid at one-third distance, before Reid retired shortly afterwards with a fuel-pressure problem.

The two MGOC Championship races had a degree of symmetry – Dean Sullivan (ZR 160) beat the MGF of Simon Kendrick in race one after a long battle, while Kendrick took race two by over 10s from Sullivan.

GRAHAM KEILLOH



Drennan (8) and Farrell (29) battled hard in Global GT Lights



Lewis kicked up dust en route to victory

Abarth man Chris McFie on lap three of nine. Clutch problems thwarted Webster's challenge, but he remained well clear of Chris Oxborough's 75 V6 in third.

Although Foley led again from the start of race two, Oxborough surged ahead on the Bentley Straight on lap three, with McFie and Webster finishing nose to tail for third.

Richard Ford's 147 won the Twinspark class in both races, aided in race one when David Messenger, Tom Hill and Kristian Leith all collided at Murray's on the first lap.

After alternating the lead for almost every lap, Justin Heap just pipped Ben Buckley to win the Caterham Academy Green Group race, while Chris Moore was a lights-to-flag White Group winner over Dan Piper.

Clive Wood's Mallock Mk23 took a hat-trick of wins in the Clubmans Sports Prototypes. Alan Cook and Steve Dickens held second and third in race one, but Dickens retired from second in race two, leaving Cook and Monika Arvidsson to complete the top three. Despite a poor start, Arvidsson snatched second in race three from Pete Richings.

Jonathan Lewis's 1965 Austin Mini Cooper S was a comfortable Coys Trophy winner. Despite losing two gears, he eased away from early leader Allan Ross-Jones (Lotus Ford Cortina). In the Allstars race, Charles Rainford (Marcos) was in charge throughout, with Lewis second.

PETER SCHERER

WEEKEND WINNERS

THRUXTON

BRITISH TRUCK CHAMPIONSHIP DIVISION 1

Race 1 Ryan Smith (MAN TGA)

Race 2 Ryan Smith (MAN TGA)

Race 3 Ryan Smith (MAN TGA)

Final Ryan Smith (MAN TGA)

DIVISION 2

Race 1 Steve Powell (MAN TGS)

Race 2 Brad Smith (DAF CF)

Race 3 Luke Garrett (MAN TGX)

Final Steve Powell (MAN TGS)

CATERHAM GRADUATES MEGA/SIGMA/CLASSIC

Race 1 Declan Dolan (Mega)

Race 2 Simon Griffiths (Mega)

SIGMAX/SIGMAX VCT

Race 1 Samuel Wilson (Sigmax)

Race 2 Oliver Gibson (Sigmax)

KUMHO BMWs

Race 1 Colin Wells (BMW E46 M3 CSL)

Race 2 Colin Wells (BMW E46 M3 CSL)

MG OWNERS' CLUB

Race 1 Dean Sullivan (ZR 160)

Race 2 Simon Kendrick (F VVC)

MICHELIN CLIO CUP SERIES

Race 1 Ben Palmer Race 2 Ben Palmer

MIGHTY MINIS

Race 1 Greg Jenkins (Super Mighty Mini)

Race 2 David Kirkpatrick (Super Mighty Mini)

PICKUPS

Race 1 Scott Bourne Race 2 Scott Bourne

SNETTERTON

ALFA ROMEOS

Race 1 Ray Foley (147 GTA)

Race 2 Christopher Oxborough (75 V6)

CATERHAM ACADEMY

Green Group Justin Heap

White Group Chris Moore

CIVIC CUP

Race 1 Daniel Hobson (EP3)

Race 2 James Griffith (FN2)

CLUBMANS SPORTS PROTOTYPES

Race 1 Clive Wood (Mallock Mk23)

Race 2 Clive Wood (Mallock Mk23)

Race 3 Clive Wood (Mallock Mk23)

FIESTAS

Race 1 Jamie Going (ST)

Race 2 Harry Gooding (ST)

Race 3 Jamie Going (ST)

FIESTA JUNIORS

Race 1 James Waite Race 2 James Waite

GLOBAL GT LIGHTS

Race 1 Peter Drennan Race 2 Mark Braden

Race 3 Peter Drennan

HRDC ALLSTARS

Charles Rainford (Marcos 1800GT)

HRDC COYS TROPHY

Jonathan Lewis (Austin Mini Cooper S)

For full results visit:
tsl-timing.com

Primett bounces back to score Classic Festival brace

LYDDEN HILL
BARC
JULY 8

Classic Touring Car Racing Club Group 1 champion Stephen Primett managed to win three races on Sunday at Lydden. His two Pre-'83 victories were no surprise, but before that he had to prevail in an off-track race against time to repair his Ford Escort Mk1 after a high-speed crash during qualifying.

"Another car had dropped oil around the track and when I braked for Chesson's Drift the car just snapped sideways, spun around and then spat me into the wall," he explained. "Luckily we managed to pull the front wing out and tidy it up in time."

Primett's fellow front-row starter,

Mark Cholerton (Escort Mk2), beat him to the first corner in the opener, while his similarly-mounted arch-rival, Steve Cripps, bogged down and could only get away in fifth place behind Stuart Caie (Ford Capri) and David Howard (Jaguar XJ12).

Primett soon seized the lead and began to pull away. Meanwhile, Cripps dived past Howard down Hairy Hill and on the next lap made the same move at the same place to snatch third from Caie. He then set off after Cholerton, squeezed past at Paddock and went on to chase Primett home. Simon Jeffs made up a lot of ground in his Mk1 Golf to finish fourth behind Cholerton.

In race two, Cripps made the best start and held on for four laps until the champ seized the lead with some impressively late braking at Devil's Elbow. But Cripps refused to give up and tigered on tenaciously to



finish just 1.2 seconds adrift. Cholerton was third and Jeffs a fine fourth after passing Caie and Pete Winstone (Escort Mk1) in the last two laps.

A healthy entry for the combined Classic Thunder and Blue Oval Saloon Series was bolstered further by the addition of two significant survivors from the sunken South East Motor Sport Enthusiasts Club era: Rod Birley (Escort WRC) and Bill Richards (Mini Clubman).

Birley led the opening race until his throttle attachment broke, and Richards went on to win. In the second race, Richards led until his battery went flat, which allowed Birley to triumph, despite starting from



Blackburn
beat 35 other
drivers to win
Formula Vee
Festival

Blackburn claims Formula Vee Festival

MONDELLO PARK
CKMC
JULY 7-8

Irish Formula Vee champion Colm Blackburn has had a tough season thus far, punctuated by contact and niggling mechanical issues. But all this was forgotten when he crossed the line, fist in the air, to win the Formula Vee Festival final after a great scrap with poleman Anthony Cross.

Double Festival winner Kevin O'Hara had taken a heat win earlier, but was one of many to be eliminated in a scary accident in heat three, when several competitors went off on oil and hit a car that was already in the bank.

Michael Fitzgerald beat class regulars to take the Fiesta Zetec opener, with series leader Owen Purcell in second. In race two, newbie Colin Murray took the win but fell foul of the weighing scales, handing the win to Purcell,

while Fitzgerald took the third race.

In the FVee B/C race, leaders Luke O'Faolain and Gavin Buckley tangled on the final tour, handing Jack Byrne the win, while in the A Championship race Dan Polley beat polesitter Lee Newsome off the line and, despite emitting plumes of smoke, eased away. Colm Blackburn got by Newsome and had begun to close the gap to the leader but retired with a gear-linkage issue.

Graham Gant took an impressive UK FVee win, despite the constant attentions



Ford V8 powered Greenhalgh and his Falcon to victory

near the back due to his earlier retirement. A strong performance from Piers Grange (Escort Mk2) earned him second overall each time, comfortably winning the BOSS category. A similar car driven by Lydden regular Nigel Craig chased him home in both races.

Alan Greenhalgh's Ford Falcon was clearly the quickest car in the Pre-'66 races and he duly led the first from start to finish, but in the second his car developed a misfire and he dropped down the order. Neil Bray, in the ex-Phil Manser Mini, was next up with second place in race one followed by an inherited victory second time out. Andy Messham (Mini) claimed third place and



Bower overcame Civics in race two

was all set to go one better in race two until he took to the grass at Paddock and was pipped to second position by Jim Burrows's Mini Cooper.

The Pre-'93/'03/'05 Touring Car runners were dealt a poor hand in their opening race when a lengthy safety-car period left them with only three laps at racing speed. Luke Allen (Honda Civic Type R) was leading at the end from Birley in a borrowed Honda Integra and novice Ian Bower (BMW M3). Bower made a storming start to race two and led thereafter, chased by the Civics of Allen and Steve Barden.

KERRY DUNLOP



Martin won both Ginetta Junior races



Cullen benefited from Swords/Maguire clash

of Jimmy Furlong. In race two Furlong spun when challenging for the lead, leaving Gant free to take a dominant second win.

Se Og Martin took both Ginetta Junior races, despite starting from the pitlane on both occasions, having switched cars after qualifying.

Dave Parks beat poleman Brian Hearty away in the first Formula Sheane race. Hearty just held off a late-race challenge from Richard Kearney for second. In race two, Hearty got the jump but Parks grabbed

the lead back before the end of the first lap to do the double.

Shane Murphy made no mistakes to take the Open Endurance Series race from pole position in his SEAT Leon Supercopa. Barry English was next up ahead of Murray Motorsport pair Niall and Eoin Murray.

Ian Conroy and Paul O'Brien took two Legends wins apiece, while James Holman and Jonny Taylor each claimed one. When the points were added up, O'Brien took the overall win and €500 cash prize.

Ken Byrne took the first Future Classic race once penalties were applied, while Adrian Dunne took race two with Trevor Kinsella shadowing him home.

Jay O'Reilly retired in the closing stages of the first Irish Touring Car race, handing the win to Keith Campbell, who did the double on the second time of asking.

Class returnee Seamus Ryan outqualified all the regulars in Irish Strykers and just held off Andy D'Alton for the win, despite an ominous trail of smoke from mid-race. Championship leader Greg Kelly recovered from a bad qualifying to take third. In race two, D'Alton took a strong win to drag himself back into title contention.

Dave Maguire took the Fiesta ST opener while Michael Cullen took race two, after Paul Swords and Maguire clashed on the main straight, bringing out the red flags. In race three, Brendan Fitzgerald gave the rest a masterclass in defensive driving, leading a train of pursuers home. Maguire was second, while Cullen outfoxed Darragh McMullen at the final corner to nab third.

LEO NULTY

WEEKEND WINNERS

LYDDEN HILL

CLASSIC & HISTORIC THUNDER/BLUE OVAL SALOONS

Race 1 Bill Richards (BL Mini Clubman)
Race 2 Rod Birley (Ford Escort WRC)

CLASSIC & HISTORIC TOURING CARS

Race 1 Alan Greenhalgh (Ford Falcon)
Race 2 Neil Bray (Morris Mini)

GROUP 1 TOURING CARS

Race 1 Stephen Primett (Ford Escort Mk1)
Race 2 Stephen Primett (Ford Escort Mk1)

PRE-'93 TOURING CARS/PRE-'03 TOURING CARS/ PRE-'05 PRODUCTION CARS

Race 1 Luke Allen (Honda Civic Type R)
Race 2 Ian Bower (BMW M3)

For full results visit:
tsl-timing.com

MONDELLO PARK

FIESTA STs

Race 1 Dave Maguire **Race 2** Michael Cullen
Race 3 Brendan Fitzgerald

FIESTA ZETECs

Race 1 Michael Fitzgerald **Race 2** Owen Purcell **Race 3** Michael Fitzgerald

FORMULA SHEANE

Race 1 David Parks **Race 2** David Parks

FORMULA VEE FESTIVAL

Heat 1 Kevin O'Hara (LOH Leastone)
Heat 2 Colm Blackburn (Leastone)
Heat 3 Anthony Cross (Sheane)
Final Colm Blackburn (Leastone)

FUTURE CLASSICS

Race 1 Ken Byrne (Toyota Celica GT)
Race 2 Adrian Dunne (Citroen Saxo)

GINETTA JUNIOR IRELAND

Race 1 Se Og Martin **Race 2** Se Og Martin

IRISH FORMULA VEE

B/C Race Jack Byrne (Sheane)
A Race Dan Polley (Sheane)

IRISH STRYKER

Race 1 Seamus Ryan **Race 2** Andrew D'Alton

IRISH TOURING CARS

Race 1 Keith Campbell (VW Corrado)
Race 2 Keith Campbell (VW Corrado)

LEGENDS

Race 1 Ian Conroy **Race 2** Paul O'Brien
Race 3 James Holman **Race 4** Ian Conroy
Race 5 Paul O'Brien **Race 6** Jonathan Taylor

OPEN ENDURANCE SERIES

Shane Murphy (SEAT Leon Supercopa)

UK FORMULA VEE

Race 1 Graham Gant (WEV FV01)
Race 2 Graham Gant (WEV FV01)

For full results visit:
speedhive.mylaps.com



BUTTON'S NEW PLACE IN

At the 2012 Chinese Grand Prix, McLaren team-mates Lewis Hamilton and Jenson Button tried their hand at broadcasting for a light-hearted pre-race feature aired by the BBC. Hamilton took on the role of director, while Button was handed the microphone and roamed the Formula 1 pitlane conducting interviews alongside David Coulthard.

After a genuinely funny piece, but with a fair share of mishaps, Button said: "This has made me realise that I want to race for longer because [presenting] is so hard!"

Six years later, his outlook seems to have changed. He was back to give punditry another crack as he joined Sky's already sizeable presenter line-up for its coverage of the British Grand Prix last weekend.

Originally, the 2009 world champion was due to race a Jaguar XJR-9 Group C car at the Le Mans Classic. While that would have been infinitely cooler, Button was ultimately stellar in front of the camera.

Back in the September 29 2016 issue of Autosport, Matt Beer discussed what Button should do in the next phase of his life after announcing his part-retirement from F1. For his intelligence and likeability, "the man needs to be on television," wrote Beer. "[Martin] Brundle and Coulthard were excellent grand prix drivers but it was Button who became a world champion. He might just have the long-term potential to outshine them behind the mic too."

Last weekend did nothing to change that

perception. And we really got to see Button at work. Although he predominantly served as a conventional presenter, he did get stuck in with Brundle for the grid walk and interviewed drivers on their parade lap. Sky also cut to him mid-race for an insight into Hamilton's recovery drive and, after the chequered flag, he could be found roaming the media pen.

During a pre-recorded interview in the back of a minibus, he quizzed Hamilton on his love life. While we didn't learn anything of any relevance, it did show the extent of Button's rapport with the drivers and how that puts him in prime position to ask daring questions that Anthony Davidson wouldn't. It was hardly expert analysis, but the fact that Hamilton responded shows how well-liked Button remains in the paddock. That could be key to extracting more telling answers should he return.

Button's natural humour translated well, but he wasn't at risk of becoming a caricature — a criticism that has been rightly aimed at some of Sky's other drivers-turned-presenters.

"HE'S IN A PRIME POSITION TO ASK DARING QUESTIONS OTHERS WOULDN'T"



FORMULA 1?

Let's not forget, too, that his knowledge of driving an F1 car is still up to date. Having deputised for Fernando Alonso at the Monaco Grand Prix last year as the Spaniard took on the Indianapolis 500, Button offers an insight into driving the more aggressive cars brought in for 2017. Paul di Resta has that too after standing in for an ill Felipe Massa at the Hungarian Grand Prix, but as a package, Button's the more charismatic and engaging figure to have on TV.

It was, however, disappointing that after such a solid debut, his departure from our screens was somewhat unceremonious. Escorted by Sky regular Natalie Pinkham, he finished an interview with race winner Sebastian Vettel and that was the last the audience got to see of him. It would have been a more rounded finish to bring him back with the rest of the team for the final minutes and a salutary sign-off. But this nitpicking is testament to a fine performance from Button and the commendable level of exposure he got.

British F1 coverage isn't exactly struggling for ex-drivers who can bark opinions into a microphone or patrol a pitlane. Nevertheless, if his Super GT and World Endurance calendars allow, Button would be a worthy addition to that list.

In the final races of 2016 Button looked to have prematurely checked out of F1, but that was as a driver. Now, he clearly relishes being back in F1's limelight.

MATT KEW

HIGHLIGHT OF THE WEEK

LE MANS CLASSIC SUNDAY

Relive the glory of this fantastic event with six hours of action. Take That vocalist Howard Donald makes his Le Mans debut in an ex-Stuck/Adams/Boutsen Porsche 993 GT2 Evo; for those more interested in cars than stars there's plenty to see, including Arturo Merzario's Alfa Romeo Tipo 33 TT 12. Go to <https://bit.ly/2m4oXf7>

THIS WEEKEND'S EVENTS

INTERNATIONAL MOTORSPORT

IndyCar Series

Rd 11/16
Toronto, Ontario, Canada
July 15
TV Live BT Sport 2, Sunday 2000

Indy Lights

Rd 7/10
Toronto, Ontario, Canada
July 14-15

Formula E

Rd 10/10
New York, USA
July 14-15
TV Live 5 Spike, Saturday 2000, Sunday 1930.
Eurosport 2, Saturday 2030, Sunday 2000

DON'T MISS

DTM

Rd 5/10
Zandvoort, Netherlands
July 14-15

European Formula 3

Rd 4/10
Zandvoort, Netherlands
July 14-15
TV Live BT Sport 1, Saturday 0900, Sunday 0900.
BT Sport 2, Saturday 1300

World Touring Car Cup

Rd 6/10
Slovakia Ring, Slovakia
July 14-15
TV Live Eurosport 2, Sunday 1015

NASCAR Cup

Rd 19/36
Kentucky Speedway, USA
July 14
TV Live Premier Sports, Sunday 0000

MotoGP

Rd 9/19
Sachsenring, Germany
July 15
TV Live BT Sport 2, Sunday 1230

UK MOTORSPORT

Oulton Park MSVR

July 14
F3 Cup, GT Cup, MSVT Trackday
Trophy, MSV Trackday
Championship

Castle Combe BRSCC

July 14-15
TCR, FF1600, F1000, Porsches, Sports 2000, GT, Mazda MX-5s, Saloons, Production GTis, BMW Compacts

Donington Park MGCC

July 14-15
Equipe GTS Three-Hour Relay, Morgans, MG Cup, MG Metros, Midgets and Sprites, BCV8s, Iconic 50s, MG Trophy, Cockshoot Cup, Triple M Register, Equipe GTS, Equipe Pre-'63

Brands Hatch CSCC

July 14-15
Jaguar Saloons/GTs, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloons and Modsports, Classic K, New Millennium, Open Series, Turbo Tin Tops



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WHEN DRIVERS CROP UP IN UNEXPECTED PLACES



BRAD JONES

The Aussie tin-top star accepted an unlikely, last-minute sportscar call-up

STEFAN BARTHOLOMAEUS

STAT

6

Brad Jones Bathurst
1000 podium finishes

SUTTON IMAGES



Jones (r) and Rinaldo
Capello wait for McNish

Held on New Year's Eve at Adelaide, the 2000 American Le Mans Series finale, dubbed the 'Race of a Thousand Years', is perhaps best remembered for the 'crocodile' livery sported by the winning Audi R8.

Although drivers Allan McNish and Rinaldo Capello swept to a 21-lap victory in the 5h45m race, securing McNish the title, the car's Australian connection went beyond its scaly paint scheme.

On the eve of his last start for Audi before moving to a Formula 1 test back with Toyota, McNish twisted his back on the Friday — reportedly while stepping out of a kilt after a media event. With the Scot in doubt for the race and no time to summon a substitute from Europe, Brad Jones — a then 40-year-old V8 Supercars driver — received a surprise call-up.

Jones's eponymous team had run Audi Super Tourers in Australia during the 1990s, but as a long-time touring car driver he faced a big step up to the R8.

"When I first got the phonecall, it was about 6am on the Saturday and I thought it was a joke," he recalls. "It took a second call for me to book the flights to Adelaide!"

"During the seat fitting at the circuit, [Audi head of motorsport] Dr Wolfgang Ullrich asked how I fitted. I replied 'perfectly', even though my head stuck out a fair way and my legs were up to

"THE ADRENALIN AND EXHILARATION, EVEN TALKING ABOUT IT NOW, I CAN TASTE IT"

my armpits. I drove in two practice sessions and it was just amazing. The adrenalin and exhilaration, even talking about it now, I can taste it. It felt so fast."

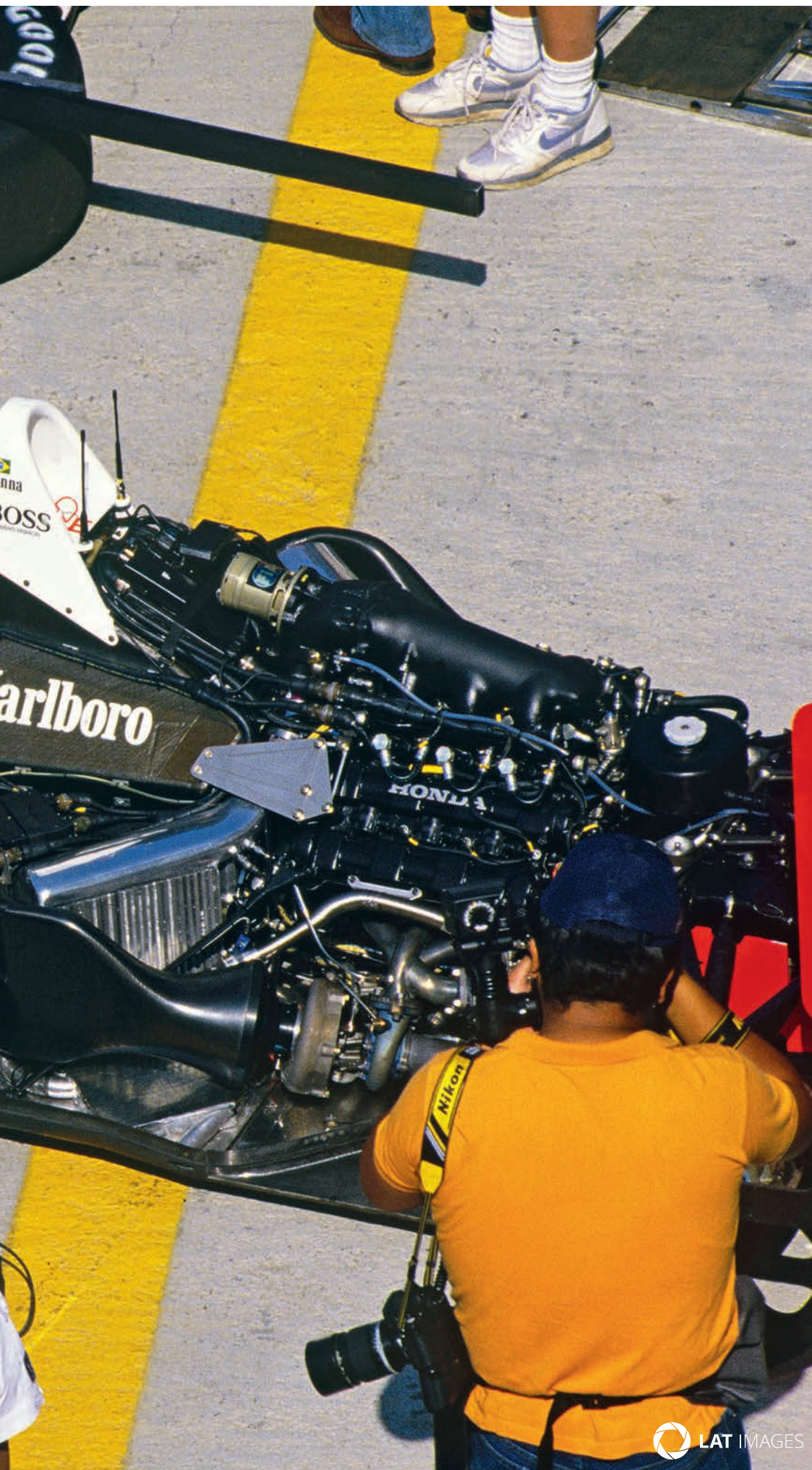
Although within five seconds of the pace after a tentative 25 laps of practice, the local hero didn't actually contest the race, as McNish elected to power through his discomfort.

"The emotions were up and down all day," reflects Jones. "At one point I was going to drive for the finish, but in the end the team thought it was too risky when the car was leading and going to win."

"They wanted me to get on the podium and I wouldn't do it, which in hindsight was stupid, but I felt like without driving the car you didn't deserve to be there."

"But it's something now that I look back on with a lot of fondness. It was just such a special thing to be able to drive that car." ✘





FROM THE ARCHIVE

Ayrton Senna sits in his stripped-down, skinny-wheeled McLaren-Honda MP4/4 ahead of the 1988 Hungarian Grand Prix. The Brazilian qualified in pole position, just a tenth of a second ahead of Nigel Mansell's Williams-Judd FW12, and went on to win the race. Team-mate Alain Prost, who took fastest lap, was only half a second adrift. Senna's victory moved him to level on points with Prost.

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 **LAT IMAGES**

TEST YOUR KNOWLEDGE

QUIZ

WHO, WHAT, WHERE, WHEN?



WHO IS THIS?

This eastender was no cockney, but did get to climb the apples and pears to the top of the world.

Having moved a long way from home to get on the scene, his big break came from another part of the former colonies.

Notoriety came after he caused a multi-car pile-up, but it was when his team knocked the opposition for six that he became ingrained in the memories of all of a certain age.

A lupine adventure started like a fairytale, but lacked the happy ending. When an old man came calling he answered and got the outcome he was looking for.

The descent thereafter was steep and he was soon starting a new life. He went toe to toe with stars across the board, helped to enforce the law before exploring taking an organic approach to husbandry.

ON THIS DAY

1 Mark Webber claimed his first F1 win on this day in 2009. How many GPs had he entered at that point?

2 Which future world champion made his F1 race debut on this day in 1992?

3 F1 team owner Guy Ligier was born on this day in 1930. How many grands prix did his team win?

4 Richard Petty started his first NASCAR Cup race on this day in 1958. Which country did the event take place in?

5 It's NASCAR team owner Rick Hendrick's birthday. How many Cups have his cars won?

NAME THE HELMET



LAST WEEK'S ANSWERS

Who, what, where, when Johnny Herbert, Honda Civic, Silverstone, August 30 2009. **Who is this?** Saturo Nakajima. **On this day** 1) Mike Hawthorn. 2) 3. 3) Ferrari 246. 4) Greg Biffle. 5) 1959 & 1962. **Name the helmet** Philippe Alliot.

IN NEXT WEEK'S ISSUE

HOW HONDA
EARNED ITS
RED BULL
SHOT



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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

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ADVERTISING

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Online and Agency Sales **Neale Salt**

ADVERTISING PRODUCTION

Production Controller **Ben Webster**
Tel +44 (0) 20 3405 8131 Email ben.webster@motorsport.com

SUBSCRIPTIONS

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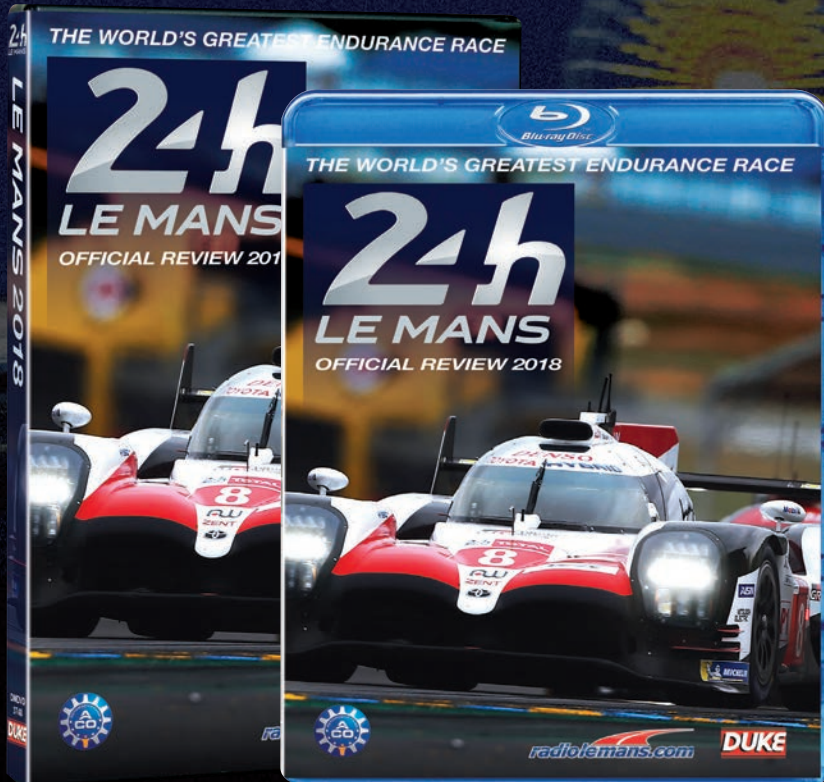
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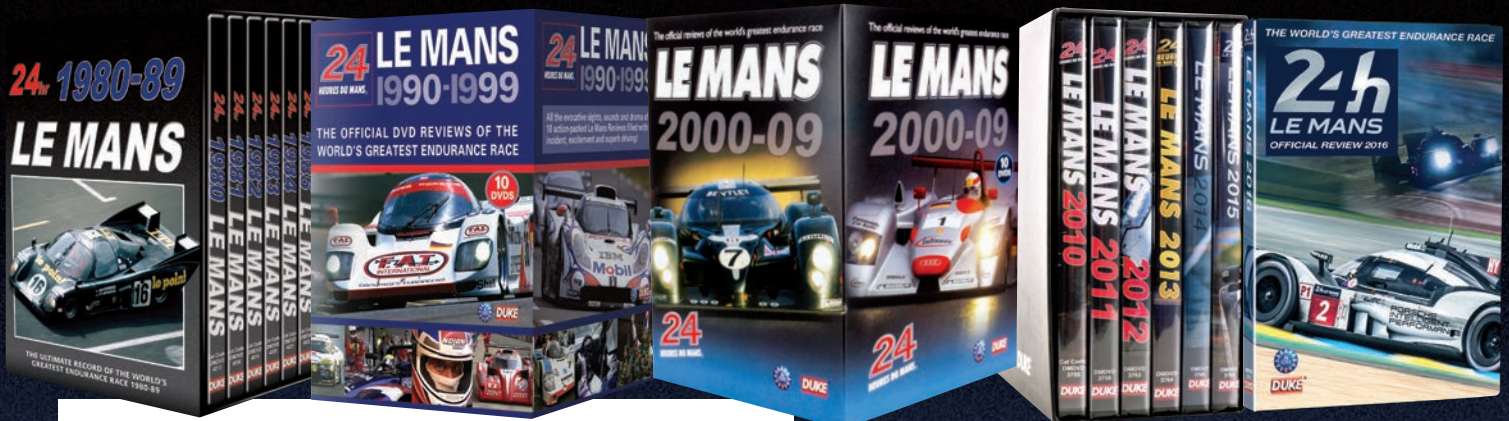
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