

**Why an F1 champ
believes Formula E
is the future**

**Teams rebel against
2021 Formula 1
regulations**

**Vergne takes crown
as Audi snatches
redemption**



AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

JULY 19 2018

How Honda earned its Red Bull shot

**...and why Mercedes and Ferrari
should be worried**



**'This is a very
different situation
than McLaren found
themselves in'**

CHRISTIAN HORNER

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A COMBINATION OTHER TEAMS IN F1 SHOULD FEAR?

Can Red Bull succeed where McLaren failed? Some observers were quick to suggest the move to Honda power for 2019 was a big mistake, but there are signs it could be what both parties need.

McLaren's ongoing troubles have demonstrated that Honda wasn't entirely to blame for the Woking team's 2015-17 woes, while Red Bull – whose relationship with Renault broke down long ago – has been impressed by the Japanese giant's progress with Toro Rosso.

In Scott Mitchell's cover piece this week (page 14), we look at how the Red Bull-Honda marriage finally came about, what progress has already been made and what can be expected in the future. A Mercedes v Ferrari v Red Bull-Honda v revived-Renault battle would do Formula 1 the world of good.

Even more important than that, though, is where the 2021 regulations end up. Some progress seemed to have been made, but now the big teams have pushed back, raising concerns as to whether F1 will really get the changes it needs.

On the face of it, it seems sensible to have input from competitors when formulating new rules, but history shows us this has not always helped F1. Perhaps it's finally time for Liberty and the FIA to simply create what they deem to be the ideal regulations. Then the teams can just decide whether they're going to play or not.

F1 needs to get its house in order, partly because of its importance as motorsport's pre-eminent category, and partly to ensure it retains that position. As 2016 F1 world champion Nico Rosberg tells us in an interview this week (p22), there are good reasons why he is investing in Formula E. As a sign of the times, look no further than last weekend's Goodwood Festival of Speed. It's an event where the history of the sport is celebrated, and where the two fastest cars were electric...



Kevin Turner

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Ferraro; Mauger/Motorsport Image

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F1 MANUFACTURERS KICK

FORMULA 1

The months of meetings and endless discussions that have gone into shaping new Formula 1 engine regulations for 2021 have led to an impasse.

That's the scenario currently unfolding after the current manufacturers put a spanner in the works of the FIA and F1's grand plans during the build-up to the British Grand Prix. They appeared to have gone along with plans for what Ross Brawn termed a "simpler, cheaper and noisier" power unit, and reluctantly accepted the loss of the MGU-H. A meeting of F1's Strategy Group ahead of Silverstone was supposed to be one of the final exercises in box-ticking, prior to the final signing-off of the new rules.

Instead, during what in World Cup terms could be called the final minutes of injury time, the manufacturers jointly lobbed a free kick over the wall and into the back of the net. In effect, they are saying, 'We're not so sure we want to do this – can we keep what we have after all, but maybe with a few tweaks?'

The fast-tracked aero changes for next season showed that all parties can, more or less, work together for the greater good. But this is a much bigger test, and it's not in anyone's interest for the current divergence of views to be seen publicly

as a conflict. But there's no other way to describe the situation.

Back on October 31 last year, the FIA and F1 jointly announced a "road map" for the new power units, to be introduced in 2021, alongside new commercial arrangements, sporting regulations and a major package of new chassis rules.

Some wanted a return to noisy and simple V10s or V8s – Red Bull boss Christian Horner always made his feelings clear on this – but the reality was always destined to be based on the current hybrid technology and V6-turbo layout.

To keep a lid on development costs, the capacity would stay the same, but the MGU-H would go, with more emphasis placed on the MGU-K, while revs would be higher. Somewhat controversially, there was a push for standard parts, something to which Ferrari and Mercedes soon indicated opposition.

It was made clear that part of the rationale for change was to attract new manufacturers. Porsche was involved in

**"WHY SPEND ALL
THAT MONEY IF NO
NEWCOMER IS ON
THE HORIZON?"**



Costa steps back as Merc reshuffles

FORMULA 1

Mercedes Formula 1 engineering director Aldo Costa is to step back and move into a consultancy role for 2019 as part of a shake-up of the team's technical structure.

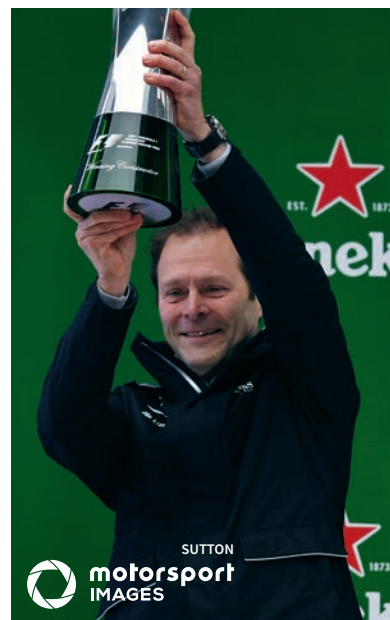
Costa (below) originally joined Mercedes in 2011 after a lengthy spell at Ferrari, which had included him being technical director from '07. The Italian has been viewed as one of the key technical architects in Mercedes' four consecutive F1 championship doubles, but feels the time is right to wind back his involvement.

Ahead of Costa's shift to a technical advisory role, chief designer John Owen will step up to head the engineering group and report to technical director James Allison.

In other changes at Mercedes, its performance director Mark Ellis has decided to retire from his current position and will begin a sabbatical from the middle of next year. Ellis, who had previously worked at Red Bull and BAR, will be replaced at the end of this year by chief vehicle dynamicist Loic Serra.

Mercedes team principal Toto Wolff said: "This is a significant moment for our team and a great opportunity. We have said many times that you cannot freeze a successful organisation; it is a dynamic structure and I am proud that we are able to hand the baton smoothly to the next generation of leaders inside the team."

JONATHAN NOBLE



BACK ON ENGINE RULES

the discussions, along with smaller engine suppliers such as Ilmor, throughout 2017. Porsche even indicated it would return to F1 if the rules went in the right direction.

The existing manufacturers indicated they were willing to go along with changes deemed to be good for F1 as a whole, in particular if it brought new makes in. But Porsche has made no decision on how or if it would progress, in part because the wider Volkswagen Group is embroiled in the ongoing automotive emissions scandal. It looks ever less likely that it could be ready for 2021.

Honda's torrid experience has also probably sounded a few alarm bells for any manufacturers thinking about F1. To be fair, Porsche has a headstart in that it has facilities and resources in place from its defunct World Endurance Championship project, as well as the extensive hybrid experience that provided, whereas Honda had to create an F1 facility as well as a power unit.

Having now had time to assess how much they must spend to adapt their existing technologies and stay competitive, the four current manufacturers have realised the costs are not insignificant, even if one of the aims of the FIA and F1 was to keep a lid on expense. Why spend all that money if no newcomer is on the horizon?

On top of that, Red Bull has now signed

a works deal with Honda, so the impetus to find one of the championship's biggest teams a potentially more competitive power unit, and increase the competition for Mercedes and Ferrari, has abated for now.

The bottom line now is that the manufacturers want to keep as much of the current technology as possible, rather than bin much of it after just seven seasons. Within that basic hardware package, they are willing to show some flexibility, on revs and fuel usage for example, to provide a better sound and some extra power, but Mercedes sees little point starting a new spending arms race in development if there is no fresh competition, while Renault argues that stabilising the current rules will be better for closing the field than requiring the engine builders to do fresh designs for 2021.

The key elements of this rules package were supposed to have been discussed, defined, agreed and published by now. Instead, the whole process is in limbo and talks continue heading into extra time. There is still time ahead of penalty kicks for the original intention of getting the full technical details issued at the end of 2018 done, even if that means meeting after meeting in the coming months, but the big question now is whether all concerned can see a bigger picture, and find agreement.

ADAM COOPER

It's time for WRC to weigh up electric cars, says VW chief

WRC

He helped guide Volkswagen to 43 World Rally Championship wins in four years and 52 starts. He was one of the world's finest co-drivers and has now masterminded the fastest ever fuel-free run up Pikes Peak. There's not much Sven Smeets doesn't know about rallying and batteries.

So, when the Belgian (above) says it's time for change in the World Rally Championship, he's worth listening to. And Sven says it's time for change.

The current World Rally Car rules run until the end of next season, with a further three-year cycle the most likely outcome from 2020 onwards. Do that, and it'll be '23 before the WRC catches up with the rest of the world and embraces alternative energy.

"The WRC needs something to connect

to the next generation," Smeets told Autosport. "But if you ask me what does the future look like, it's not a straightforward answer. It would be very difficult to say you have to make an electric car for the WRC now because today's not the right time. But something has to be done.

"Maybe the answer is to have a two-year cycle next. That would give the current manufacturers another three years [with the current World Rally Car] including next season, but it's also enough time to make a change in the regulations. You have to respect the current manufacturers, but what's needed is something attracting new teams as well."

Volkswagen Motorsport director Smeets was team manager at Citroen when the French firm was one of just two manufacturers (alongside Ford)

supporting the series. Avoiding a return to such a scenario is vital, he reckons.

"The championship today is sitting in a very good position," said Smeets. "And when you're there you can have this idea of why should we change something? But the next thing to think about is how many manufacturers are knocking on the door to enter. I don't know, but I can imagine there are not so many. By sitting in a good position, you are also in a very dangerous position in case somebody says: 'We're going to go and do something else...'

"You can't say that 10 years from now the current four manufacturers will still be there. It's really time to talk about it and put a road map in the technical regulations for what is the next step. Waiting until 2022 to make these decisions wouldn't be good."

DAVID EVANS



TOP 10 TIMES

POS	DRIVER (CAR)	TIME
1	Jack Goff (Honda)	1m56.340s
2	Dan Cammish (Honda)	1m56.581s
3	Josh Cook (Vauxhall)	1m56.608s
4	Jake Hill (MG)	1m56.611s
5	Colin Turkington (BMW)	1m56.632s
6	Adam Morgan (Mercedes)	1m56.691s
7	James Cole (Ford)	1m56.798s
8	Matt Neal (Honda)	1m56.829s
9	Tom Chilton (Ford)	1m56.899s
10	Andrew Jordan (BMW)	1m56.986s

Goff heads BTCC Snetterton test

BTCC

Eurotech Racing Honda driver Jack Goff says he can get his British Touring Car Championship challenge back on track in the upcoming round at Snetterton after topping the timesheets in the official two-day Dunlop tyre test at the Norfolk track last week.

The 27-year-old (above) was third in points after Oulton Park in early June, but handling problems next time out

at Croft meant he was unable to score and plummeted to seventh in the table.

"We need to get the ball rolling again, and after the test I'm very positive," said the High Wycombe man. "We weren't necessarily going for lap times either, so I'm very encouraged. We were quick at Snetterton last season too [Goff was on pole in 2017], so we need to push on from here."

Dan Cammish set the quickest time of the opening day in his Team Dynamics Honda Civic, and said he was pleased to

get some testing on a track where he has yet to race a front-wheel-drive machine.

Josh Cook was third in the Power Maxed Racing Vauxhall Astra, despite not setting any lap times on the final afternoon, preferring to concentrate on major set-up changes and only completing in and out-laps. Jake Hill, who split from Team Hard last week, completed mileage in AmD Tuning's MG and is in talks with the team about a deal.

MATT JAMES



FIA F3/SUER

Testing row hits Euro F3

FORMULA 3

Discontent hit the Formula 3 European Championship paddock at Zandvoort last weekend over an alleged breach of the spirit of the series' testing regulations.

Formula 2 team Prema Racing, the sister company to F3/Formula 4 squad Prema Powerteam, booked the Dutch circuit on June 13-14, when Prema F2 driver Sean Gelael drove a Dallara-Mercedes F3 car run by the test team of Double R Racing.

The car ran on Michelin tyres rather than the F3 Hankooks, Prema saying that this was to replicate as close as possible the high-degradation F2 Pirelli rubber.

Rival teams alleged that the test gave Prema an advantage on a circuit that has been resurfaced since last year's Euro F3 round. Prema drivers qualified and finished 1-2-3-4 in the opening race last weekend, and finished 1-2-3 in the second race. After the Zandvoort weekend, Prema drivers are 1-2-3 in the championship.

Prema did not break any regulations in the test, and was upfront with the FIA, Prema boss Rene Rosin even meeting with the governing body's Charlie Whiting at the Hungaroring F3 round to get clearance. Rosin, who has no engineering involvement with his team, was the only Prema staff

member present at the test. Yet the FIA was uneasy about it, and sent F3 technical delegate Florian Bartsch to erase any data. "In the spirit of both championships and with full cooperation and agreement by the team, an FIA technical delegate was present at the test to ensure that no data gathered by the F2 team was stored or transferred to the F3 team," an FIA spokesperson told Autosport.

It is understood that the FIA wishes to close this loophole, but such an act can only take place after approval from the World Motor Sport Council.

The Prema test came 13 months after Carlin, which carried Lando Norris to the 2017 title, was implicated in a complaint to the FIA by a rival team regarding a test that also used Double R's F3 cars.

The complaint alleged that Carlin drivers Devlin DeFrancesco and Ameya Vaidyanathan, who were then competing for the team in Euroformula Open, had been seen testing two FIA F3-spec Double R Dallaras at the Red Bull Ring in May 2017, four months prior to the Euro F3 round at the circuit, and that they were accompanied by Carlin engineers. The test did not breach any regulations and no action was taken against Carlin.

MARCUS SIMMONS

IN THE HEADLINES

PATRESE, DEPAILLER...

Ex-Formula 1 star Riccardo Patrese is to make his racing comeback in next week's Spa 24 Hours with Honda. The 64-year-old winner of six grands prix will share the JAS Motorsport-run NSX GT3 with Honda-contracted Esteban Guerrieri and Bertrand Baguette, together with 1990s single-seater racer Loic Depailler, the son of the late Patrick Depailler. Both Patrese (due to his age) and Depailler (who is now a magazine editor) qualify as bronze-rated drivers for the car, which will run in the Pro-Am class. They have tested the NSX at Spa and the Cervesia track in northern Italy.

...AND MORBIDELLI...

Another popular Italian ex-F1 driver, Gianni Morbidelli, parted company with the Team Mulsanne Alfa Romeo World Touring Car Cup team on the eve of last weekend's round at the Slovakia Racing. Former GP2 and GP3 racer Kevin Ceccon slotted in to the vacant Giulietta alongside Fabrizio Giovanardi.

...AND LARINI AND CAFFI

And while we're on the subject of old Italian F1 battlers, here's a story about two of them! Nicola Larini and Alex Caffi, both 54 years old, have teamed up in a Bentley Continental GT3 run by Petri Corse for the remainder of the Italian GT Championship. They took a best result of seventh first time out at Mugello last weekend in a race won by... Giancarlo Fisichella in a Ferrari.

DRAGONSPEED INDYCAR

World Endurance Championship team DragonSpeed has begun talks with IndyCar about joining the series in 2019. The team, which would likely be Honda-powered, is aiming to run its LMP1 driver Ben Hanley. Briton Hanley, 33, was one of the UK's leading single-seater talents of the 2000s before he returned to karting. Team boss Elton Julian said: "I want to make it happen while we have momentum and intention."

CARLIN DOWN TO FIVE

Top Formula 3 European Championship team Carlin was down to five cars for the second successive event at Zandvoort last weekend due to the continued absence of recent GP3 debutant Devlin DeFrancesco. The team is believed to be close to replacing the Canadian for the upcoming Spa round.

LEGGE STEPS IN TO JAG

Former IndyCar racer Katherine Legge is the first driver announced for the new Jaguar I-PACE eTrophy, which will support Formula E for the 2018-19 season. Legge, who is active these days in the IMSA SportsCar GTD class, will drive for Rahal Letterman Lanigan Racing. A 20-car grid is anticipated.

Aston Martin linked to DTM with R-Motorsport



DTM

Aston Martin could be represented in the DTM from 2020 with a four-car team.

R-Motorsport, which operates an Aston Martin team in the Blancpain GT Endurance Cup run by Arden International and Jota Sport, is weighing up taking on Audi and BMW. Paddock sources suggest that the project could come with backing from Red Bull, and that HWA – which will have spare capacity after Mercedes leaves the DTM at the end of this season – would build the cars. The team would be run by Arden.

Red Bull-backed Formula E star Sebastian Buemi and Toro Rosso F1 racer Brendon Hartley, together with Aston factory pilots Nicki Thiim and Maxime Martin, have been linked with the programme. Martin has DTM experience with BMW.

Although the DTM's new four-cylinder, two-litre turbo engine regulations do not appear to fit Aston Martin philosophy, speculation suggests that the cars could be powered by the Honda unit used in Super GT, which has identical engine rules to those that will be adopted by the DTM.

R-Motorsport team principal Florian

Kamelger told Autosport: "We are a motorsport brand that's growing fast and are certainly looking at different series as we search for new opportunities. The DTM certainly would be of interest. There is certainly potential, but nothing is concrete."

R-Motorsport will continue in Blancpain GT next year, using the new V8-engined Vantage GT3 that was unveiled at the Le Mans 24 Hours. R-Motorsport parent company AF Racing played a role in the conception and funding of the Aston Martin Valkyrie hypercar.

MARCUS SIMMONS & GARY WATKINS

Hughes wins inaugural Regional F3 races

FORMULA 3

The FIA's Regional Formula 3 category made its competition debut at Sepang last weekend, with 17 cars contesting the opening round of the inaugural F3 Asian Championship.

GP3 race winner Jake Hughes won all three races with Hitech GP, in what is understood to be a one-off outing. The first two races featured a Hitech 1-2-3, with reigning Chinese Formula 4

champion Charles Leong and ex-GP3 racer Raoul Hyman each taking a runner-up spot. In race three it was another ex-GP3 competitor, Akash Nandy, who was second for Absolute Racing from Hyman.

Italian constructor Tatuus has supplied the cars, and also plans to provide emerging European markets for Regional F3. Autotecnica, which builds the Abarth engine used in the F4 Tatuus, has tuned the Alfa Romeo powerplants



used in Asian F3.

Over in the States, IndyCar racer Zach Veach has driven the F3 Americas Regional F3 car at Mid-Ohio. The series, which

uses Ligier chassis and Honda engines, is slated to kick off at Pittsburgh International Race Complex on August 4-5.

JURGEN STIFTSCHRAUBE

F1 GERMAN GRAND PRIX PREVIEW



UK START TIMES

FRIDAY

FP1 1000 FP2 1400

SATURDAY

FP3 1100 QUALIFYING 1400

SUNDAY

RACE 1410

LIVE ON SKY SPORTS F1

BBC RADIO 5 LIVE SPORTS EXTRA 1345

HIGHLIGHTS ON CHANNEL 4 1845

DRIVERS' CHAMPIONSHIP AND CONSTRUCTORS' CHAMPIONSHIP SO FAR

1	Sebastian Vettel	171
2	Lewis Hamilton	163
3	Kimi Raikkonen	116
4	Daniel Ricciardo	106
5	Valtteri Bottas	104

1	Ferrari	287
2	Mercedes	267
3	Red Bull	199
4	Renault	70
5	Haas	51

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SUPERHARD

HARD

MEDIUM

SOFT

SUPERSOFT

ULTRASOFT

HYPERSOFT

INTERMEDIATE

WET



AVAILABLE



AVAILABLE



AVAILABLE



AVAILABLE



AVAILABLE

TRACK STATS

LENGTH 2.842 miles

NUMBER OF LAPS 67

2016 POLE POSITION

Nico Rosberg 1m14.363s

POLE LAP RECORD

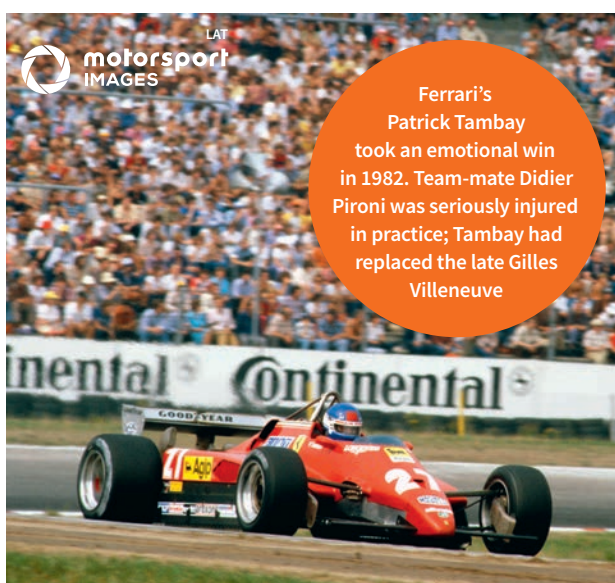
Michael Schumacher 1m13.306s (2004)

RACE LAP RECORD

Kimi Raikkonen 1m13.780s (2004)

PREVIOUS GERMAN GP WINNERS

2016	Lewis Hamilton	Mercedes
2014	Nico Rosberg	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Fernando Alonso	Ferrari
2011	Lewis Hamilton	McLaren
2010	Fernando Alonso	Ferrari
2009	Mark Webber	Red Bull
2008	Lewis Hamilton	McLaren
2006	M Schumacher	Ferrari
2005	Fernando Alonso	Renault



THEMES TO WATCH

MERCEDES ON THE ROPES

After recent upgrades, Mercedes looked to be hitting form before unreliability in Austria and Ferrari's Silverstone step changed things. It's only won once in five races, and with Hungary set to go against it this could be the team's last chance to win before the August break.

RAIKKONEN'S REVIVAL

Kimi Raikkonen has had the pace potentially to win the last two grands prix, and has certainly shown he's willing to fight. With big pressure on him to keep his Ferrari seat, can he finally string together a weekend good enough to take his first win in over five years?

HAAS MUST TAKE ITS CHANCES

After finishing fourth and fifth in Austria, Haas underachieved at Silverstone. It has a car capable of being best of the rest, but the team needs to rack up more double-points finishes to have any chance of climbing higher than its current fifth in the constructors' championship.



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CHARLES IN CHARGE

There are some who believe Charles Leclerc is too young and inexperienced to replace Kimi Raikkonen at Ferrari. But he's as ready as he can be

EDD STRAW

There's an old saying in sport particularly apposite to 20-year-old Sauber driver Charles Leclerc: if you're good enough, you're old enough.

Since Ferrari's growing impatience with Kimi Raikkonen emerged last month and the prospects of Leclerc being promoted from the team's junior ranks to the frontline dramatically improved, questions have been asked about whether or not the Monegasque is ready. The evidence says he is. Emphatically. Or, to be more precise, he's as ready as he can be.

Too many focus on what Leclerc hasn't done. He hasn't won grands prix, he hasn't driven for a top team, he hasn't fought for a world championship, he hasn't finished higher than sixth in an F1 race. This is a pointless position to take in making a decision on Leclerc — it's only really relevant if weighing up the choice to take Leclerc or a proven winner to lead the team immediately.

Most drivers had yet to win grands prix or fight for a world championship before they got their big shot in a top team. Instead, it's what Leclerc has already done that proves he's ready to have that chance.

The front of the F1 field is a pressure-cooker environment,

"YOU DON'T NEED A HUNDRED GRANDS PRIX UNDER YOUR BELT TO THRIVE IN A TOP TEAM"

one that's impossible to simulate. Nothing can prepare you for the scrutiny, the mental challenge, the drain of a 21-race season when an off-lap, let alone an off-weekend, gives rise to questions and doubts. But the closest analogue to it is precisely the situation Leclerc is in. The consistency of performances makes Leclerc so impressive in a part of the field where tiny margins can make the difference between points and no points.

He's scored in five out of six races, and would have made that six out of seven but for his loose wheel at Silverstone. Leclerc is not a driver turning in flashy peaks every three races, he's relentlessly banging in performances. And the mistakes, such as his trip through the gravel on the first lap of the Austrian Grand Prix, have been rare.

He would go to Ferrari as Vettel's wing man with a view to emerging as his long-term successor. Of course, things are never as elegant as that and it's rare a team is able to align the

eventual decline of an established star and the rise of a new one. So the strongest case against Leclerc might be that he will upset the established balance of the team.

But that's getting ahead of ourselves. What is true is that we can't be sure how Leclerc will respond to the unique pressures of Ferrari. Some default to the age and experience argument, but those are not the relevant criteria for judging Leclerc's readiness. Nothing can fully prepare you for what awaits at Ferrari, all you can do is pass all the tests up to the point where you get thrown into the deep end.

Leclerc would be the second-youngest Ferrari driver in world championship history, behind only Ricardo Rodriguez. Furthermore, there have only been five instances of a driver racing for a team that won a race in the year concerned at a younger age than Leclerc will be next year — three of them being Max Verstappen. The others were Rodriguez in 1961 (which was a bit-part role and he didn't score a victory himself) and Sebastian Vettel with Toro Rosso in 2008.

For the most part the youngest drivers in top teams generally go on to be successful. A glance through the top 30 instances shows largely successful drivers and only two — Zsolt Baumgartner and Corrado Fabi — who never finished on the podium. Most went on to win races, and there are plenty of champions too.

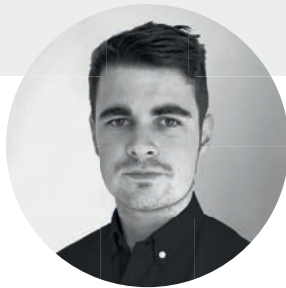
None of the above guarantees Leclerc will succeed if he is promoted. What it does prove is that you don't need a hundred grands prix under your belt to thrive in a top team, further weakening the age/experience argument.

Leclerc has met every challenge presented to him so far. What's more, he's approached things in a methodical way, learned from his mistakes and got better as the season has progressed. That's an approach that will serve him well at Ferrari.

Even in half a season, there are countless examples. Leclerc himself stresses that he looks closely at the negatives as he bids to tackle his weaknesses. There's plenty of evidence of that this year in the way he dialled things back in qualifying after admitting he was "pushing way too much", the overhaul of car set-up approach and recognising after the Chinese GP that sometimes the driver isn't best placed to call strategy.

Leclerc has a mature head on his shoulders and won't believe he has already 'made it' just because of his promotion. That, more than anything, will stand him in good stead if he is cast into the Ferrari maelstrom.

Should he race for Ferrari next year, there will still be things to learn and there will be the odd mistake. But it's time to move on to the next learning curve. Sometimes you've got to step up to the next level to have the chance to prove you can cut it there. It's time. Leclerc is good enough, so he's definitely old enough. ✎



WTCR UNDER PRESSURE

Controversy over boost pressures, and the interpretation of Balance of Performance, marred last weekend's World Touring Car Cup round. Was it all overblown?

JACK COZENS

Last Friday night was a long one at the Slovakia Ring, and not just because the circuit's hurried addition to the 2018 World Touring Car Cup schedule – in place of an Argentinian round – on a shared billing with the European Truck Racing Championship meant first qualifying finished far later than it does on a typical WTCR weekend.

As the wait for final results continued long after the end of qualifying at 6.30pm, murmurs about boost issues began to surface. Mechanics from the YMR and BRC Racing Hyundai teams sat in parc ferme, their shadows growing longer and fainter in the setting sun as they waited for their cars to be released.

Finally, at 11.30pm local time, stewards published decisions after considering the evidence of a technical report, and the result was that three of the four Hyundai i30 Ns (all except race one polesitter Gabriele Tarquini's) were excluded for exceeding maximum boost pressures. A day later, three of the four Hondas (those of Esteban Guerrieri, Tom Coronel and Benjamin Lessennes) were cast out of second qualifying for the same offence. It was a surprising and somewhat messy development that took (and still requires) plenty of untangling.

"THE BOOST DEBATE ADDED A LAYER OF CONTROVERSY TO AN ENTERTAINING EUROPEAN LEG"

To get to the bottom of the matter, you have to go back to Friday morning, when the pre-event Balance of Performance chart was published, including maximum boost-pressure directives for each make at defined rpm markers.

At this juncture, an important point needs to be made: the FIA is still learning how to operate BoP properly alongside TCR. Unlike, for instance, the GT3 concept, which was created by the SRO Group with the FIA as an integral part of the homologation process, TCR was born a separate entity outside the FIA stable. It's the exceptional circumstances of the rescue package required to ensure a World Touring Car category survived. The upshot is that the governing body is working with cars it didn't homologate and, in the words of WTCR supremo Francois Ribeiro, doesn't yet "have the knowledge of".

Here's where it gets interesting. While the BoP chart was approved by the Touring Car Committee, Autosport understands

it was not approved by TCR. This meant two interpretations were available. Despite the exclusions being issued for the same breach, the reasons behind them were different for the Hyundais and Hondas, since the BoP chart gave the Hyundai i30 N an increase in allowed boost pressure but reduced the Honda Civic's.

The Hyundais' boost levels were increased in line with that proposal, so when they were caught out they were able to return to their original levels and become compliant again. In the case of the Hondas, the engines were kept at the higher boost levels allowed by the chart most recently ratified by TCR – described by more than one person as "gospel" – which meant they were always going to be above the maximum level in the FIA-published chart.

While neither Hyundai team appealed its decision (YMR renouncing its right and BRC allowed its appeal time to elapse), Honda squads Munnich Motorsport and Boutsen Ginion did. That process, and the cars' late release from parc ferme, delayed the start of the second race.

Before that, the Hyundais' ECUs had been, according to an FIA technical report, "seized" overnight and investigated further, but were found to be compliant, so the FIA could rule out any foul play and influence on the overboost.

Section 6.4 of the WTCR technical regulations says ECU choice is free, but among other things it states that any "manipulation, modification or disconnection" of an ECU sensor is not permitted and "the software and the map(s) for all certified engine performance level(s) are frozen and cannot be modified". As sketchy an area as this is, it doesn't take too many attempts to add two and two to work out what might have been adjusted on the Hyundai engine.

If you're in a generous mood, you could say that the confusion was unfortunate. Cynically speaking, it's a potentially tricky situation, given that the WTCC is only tied in with TCR regulations for another season beyond the end of this year. What happens after that?

The boost issue is not something that looks likely to die down quickly, since the Honda teams' appeal means the Slovakia results remained provisional as Autosport closed for press. But even if it won't change things hugely – the cars in question only scored 16 points in races two and three – the boost debate added a layer of controversy to what has been an entertaining European leg of the new era.

Just as the established names were required to come in to boost (no pun intended) the series' profile, so too were their victories helpful in promoting WTCR. But 11 drivers have now won races this season – and nine have won the last nine encounters – as the young guns start to push the Tarquini and Yvan Mullers. If that's not a sign of a BoP that offers variety, then what is? ❧

YOUR SAY

*In the end the engines are not the source of F1's woes but rather the aero nonsense.
This is motor racing – not aircraft development!*

GUY DORMEHL

Formula 1's real problem isn't the engines...

Much as I dislike the current F1 engines for all the reasons mentioned endlessly, I do appreciate the manufacturers' concerns re development costs if there were to be a revised engine spec. As the current engines must have ameliorated much of their initial development costs and (contrary to early suspicions) turned out to be super-reliable (too reliable?!), then there may be a case for retaining the current engines with some cost saving/parity/development-freeze solution.

In the end the engines are not the source of F1's woes but rather the aero nonsense. This is *motor* racing – not aircraft development! I'd rather see the engines remain similar and the aero issue addressed aggressively. Get rid of all external aero aids; restrict front and rear wings by area (free location – within reason) and number of elements; as long as the cockpit complies with all safety tests, allow free location; slash downforce and make the cars intense to drive and watch.

Guy Dormehl

Garden Route, South Africa

Villeneuve's view

So, Jacques Villeneuve thinks Williams is "dead". Is this a) a sober analysis of the grave situation Williams faces, or b) desperate headline-grabbing by a perennial self-publicist who adores the sound of his own voice and threw away a promising career at the end of 1998? Or a bit of both...

Eliot Wilson

Sunderland

Deliberate acts need proper punishment

Fifth Column (June 28) produced much debate about driver penalties and I concur with some of what Messrs Lauda and Roebuck said. I do think that racing incidents should not face a penalty; however, if it is deliberate, the driver should be severely penalised. Surely the driver representative on the stewards panel can decide if it's a racing incident or deliberate? For example, the Vettel and Raikkonen incidents at Paul Ricard and Silverstone were racing incidents; Vettel in



Azerbaijan last year was deliberate – he should have been disqualified or received a race ban. One could also make a case re Vettel in Singapore last year as he clearly knew he had made a poor start and could have backed off.

I also think penalties should be consistent – in France Vettel was penalised five seconds and at the British GP Raikkonen 10 seconds for virtually the same infringement.

Graeme Lovell

Snitterfield, Warwickshire

Learn a lot from Lowndes

I was sad to hear that Craig Lowndes (above) was retiring from full-time driving at the end of this season. Apart from the fact that he's a superb driver, he is a brilliant ambassador for Supercars and motorsport in general.

Even when it all went pants, he still managed to have a positive outlook. I have no time for drivers who throw the teddies out of the pram and have a face like a slapped arse when it doesn't go their way. A lot of them could learn from how Craig puts himself across to the public and media.


Gary Sutton

Barymail

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INSIGHT

HONDA'S RED BULL REDEMPTION • WHY NICO ROSBERG'S BOUGHT INTO FORMULA E



- #1 Honda can survive three years of torment ✓
- #2 Honda can overhaul its project ✓
- #3 Honda can make a reliable engine ✓
- #4 Honda can hit upgrade targets ✓
- #5 Honda can start to match renault ✓
- #6 Red Bull can look past the headlines ✓
- #7 Red Bull and Honda can work as well in practice
as it promises on paper...

*...there is a title challenge in the making. That's a big final condition,
but the partnership's already met the others*

SCOTT MITCHELL



HONDA

The Power of



HONDA'S TORTURED PATH TO ITS F1 CHANCE WITH RED

MAY 2013

HONDA ANNOUNCES F1 RETURN

Five years after withdrawing its works team, Honda is tempted back into F1 as an engine supplier by F1's V6 turbo-hybrid regs.

It announces an agreement to supply McLaren with

engines in 2015, one year after rival engine builders Mercedes, Renault and Ferrari.

Long-time associate Jenson Button says the new rules present "the perfect opportunity" for Honda.

NOVEMBER 2014

THE FIRST SIGNS OF TROUBLE

Two-time champion Fernando Alonso returns to McLaren, but optimism suffers its first dent when the Honda test mule, the MP4-29H, suffers a nightmare debut in the post-season Abu Dhabi test.

The outing is ruined by the onset of electrical problems that severely limit its running. Two full installation laps are managed later on.

Further electrical problems blight the second day as well.



Will Adrian Newey,
Helmut Marko,
Masashi Yamamoto,
Christian Horner
and Toyoharu Tanabe
make a dream team?

H

onda can broadly find its path to Formula 1 redemption with Red Bull in a few butchered words from Rudyard Kipling:

"If you can keep your head when all about you are losing theirs and blaming it on you; if you can trust yourself when all men doubt you, but make allowance for their doubting too. If you can dream, and not make dreams your master, if you can think, and not make thoughts your aim; if you can meet with Triumph and Disaster, and treat those two impostors just the same. You'll be a Formula 1 title challenger, Honda-san!"

Kipling's sign-off to a slightly longer poem might have been a little different, but his masterpiece has astounding relevance when charting Honda's rapid turnaround from McLaren reject to Red Bull's choice for a title-challenging engine.

Honda insists it never considered quitting F1 when it agreed to terminate its relationship with McLaren after three immensely difficult seasons, a sour end that also offered a sweet release. Honda's silver lining was replacing McLaren with Toro Rosso, knowing a possible Red Bull partnership was on the cards if it succeeded where it had previously failed. Red Bull's frustrations with Renault's development stagnation, at least compared with Mercedes and Ferrari, were ever-present, but it was still winning races. Honda would represent a switch to a manufacturer yet to power a team to a podium.

Before last month's French Grand Prix, Red Bull announced it would take that gamble. Many conditions have been met to reach that point, but others remain.

"If you can keep your head when all about you are losing theirs and blaming it on you"

There is no escaping the depth of Honda's struggles from 2015-17, which reached a nadir in the third season. During Honda's obvious and public difficulties, McLaren twisted the knife by insisting how good its car was. Fernando Alonso fired the first major jibe in the first season with his "GP2 engine" comment during Honda's home race in Japan. In '16 McLaren said it would have won races with a different engine supplier. In '17 the rhetoric was that the car was the best through the corners.

Honda could have wallowed in self-pity during the maelstrom of criticism and public shame, but as McLaren pointed fingers, Honda persevered with its development work, the impact of which had been lost behind the headlines.

Switching to a Mercedes-style engine layout required an oil-tank redesign that Honda got dramatically wrong thanks to problems that had not emerged during dyno testing. The same went for a combustion engine change that was causing a loss of torque when upshifting, creating driveability problems. The oil tank cost Honda crucial pre-season testing mileage, so it took even longer to identify and solve the new package's other limitations. >>

BULL IN 2019

FEBRUARY 2015

REALITY DAWNS WITH TESTING HORRORS

Pre-season testing starts badly but there's optimism that the reliability problems that plague the opening week of testing at Jerez are solved. They aren't. McLaren continues to prop up the mileage charts over weeks

two and three at Barcelona, and Alonso suffers concussion in a testing crash, ruling him out of the opening round.

McLaren-Honda starts its comeback on the last row in Australia.

SEPTEMBER 2015

'GP2 ENGINE'

After Button downgrades the pre-season ambition of winning a race to scoring points, a furious Alonso launches a scathing attack throughout Honda's home race at Suzuka.

The Spaniard decries Honda's product as a "GP2 engine" during the GP.

McLaren goes on to end one of its worst-ever seasons with 27 points and finishes only ahead of Marussia.

For all the misery of the first half of the season, and Honda missing development targets as it tried to catch up, once it did clear those early, unexpected hurdles the performance and reliability of the package improved. The situation was not as bad as it looked externally.

“The headlines, and the very public thing you have with reliability, masked the fact that not only did they overcome all those problems but they made progress as well,” says Toro Rosso technical director James Key. “So, by the end of the year they were pretty good, pretty close to Renault, and the reliability problems had been ironed out.

“They weren’t able to show their full performance when they had such a difficult set of circumstances. When they were, it wasn’t highlighted anywhere nearly as much, but by the end of the year you could definitely see the improvement.”

While Honda’s research and development bods retained focus on the technical package, its chiefs were exploring alternatives to McLaren. A deal with Sauber looked on the cards, but was canned because the Swiss team was undergoing a revival of its own and new team principal Frederic Vasseur did not want an unknown quantity of an engine during that process.

Then Honda recognised the benefits of Red Bull’s growing frustrations with Renault. While Toro Rosso would represent a step back from McLaren in terms of team stature and (in theory) competitiveness, it would also give Honda the chance to take a big leap forward with Red Bull.

“If you can trust yourself when all men doubt you, but make allowance for their doubting too”

Red Bull’s decision to put Toro Rosso with Honda was a strategic one so it could monitor the manufacturer closely. This would stop any guesswork and make its own 2019 move less of a gamble. Red Bull was pleased with what it found.

“This is a very different situation than McLaren found themselves in,” says team principal Christian Horner. “Honda has matured. They’ve got a good structure in

place, they’re on a good development path.”

Honda’s technical capabilities in Sakura and Milton Keynes are unquestionable, but for some reason it was failing to turn that into results. Two key staff changes at the end of the year provided important missing puzzle pieces, helping validate Honda’s faith in the project but addressing major doubts that had existed before.

With F1 project leader Yusuke Hasegawa stepping down in December 2017, Honda split his responsibilities between Toyoharu Tanabe, who took charge of trackside operations as Honda’s F1 technical director, and Yasuaki Asaki, tasked with heading up the development work at Sakura.

Asaki-san worked on the original McLaren-Honda F1 project in the 1980s on the R&D side, but like many employees moved elsewhere within the company. He became an extremely valuable road-car asset, ascending through the ranks and ultimately rescuing Honda’s ailing kei car (small vehicles designed for Tokyo’s busy streets) project. His managerial nous was considered a valuable asset for Honda’s F1 aspirations as well, so his focus moved to Sakura last year — then he assumed overall responsibility for the R&D side when Hasegawa left.

Arguably Asaki’s greatest impact was to give Sakura’s immediate focus to one project and complete that without trying to do too much at once and failing. This gelled well with Tanabe-san, a former F1 chief engineer — and head of Honda’s IndyCar project when Red Bull’s head of race engineering Guillaume Rocquelin was working in the States — who was not minded to take risks in pursuit of reliability.

With the right people in position and no major engine design overhaul planned for 2018, Honda established a strong early base. Red Bull then made a major contribution to the project. Honda’s dyno testing had let it down 12 months earlier, but thanks to Red Bull Technologies it now had access to rig facilities that would let it simulate the real-world impact of being fitted to a car much better than just on a dyno bench. An intensive run of pre-Barcelona testing work was completed, and identified some potentially major problems that Honda would otherwise have missed.

“If you can dream, and not make dreams your master, if you can think, and not make thoughts your aim”

Honda launched its Toro Rosso partnership last year with the bold aim of finishing in the top three, and its ambitions have remained lofty. It outlined a development plan to Red Bull behind the scenes, which is why Red Bull said it wanted to judge Honda and Renault on their respective Canadian Grand Prix updates — the first spec changes of the season. Red Bull would have first-hand experience of both manufacturers’ targets, and actual results. Given Honda’s failure to give McLaren what it wanted, when it wanted, this would be an important test. >>



MARCH 2016

TESTING PROVES FALSE DAWN

Yusuke Hasegawa replaces Yasuhisa Arai as Honda’s F1 programme boss.

McLaren’s pre-season testing tally balloons from 2015, more than doubling its 12-day, 380-lap 2015 haul to

780 laps over just eight days.

The Australian GP ends point-less, before Stoffel Vandoorne, replacing Alonso, scores a debut point in Bahrain, but Button retires early with an engine problem.

DECEMBER 2016

McLAREN PINS BLAME ON HONDA

After Bahrain, a Honda problem is responsible for only one more retirement over the rest of the season, but that joy is offset by a clear lack of performance compared to the top engine manufacturers.

Alonso produces a few rare highs by finishing sixth in Russia, fifth in Monaco and fifth in the US. McLaren ends the year declaring its car would have won races with a different engine.



DEATH OF RED BULL-RENAULT

Four drivers' championships, four constructors' titles and 58 wins make the Red Bull-Renault Formula 1 partnership that ends in 11 races one of the most successful in F1 history. Yet through the transition from the 2.4-litre normally aspirated V8 era to the current V6 turbo hybrids the relationship soured into a flimsy marriage of convenience.

During the 2.4-litre V8 period, Renault didn't have the most potent engine, but it did work effectively to maximise the potential of exhaust-blown downforce. But the impending introduction of the 1.6-litre V6 turbo-hybrid engines for 2014 meant there was trouble on the horizon.

Flavio Briatore departed after the emergence of the Singapore Grand Prix deliberate-crash scandal, then Jean-Francois Caubet took over before Jean-Michel Jalinier stepped in for the transition to the V6s. He departed in July 2014, to be replaced by Caterham team principal Cyril Abiteboul, having blamed Renault's poor performance and unreliability on a lack of funding in the engine programme relative to standard-setter Mercedes.

Although the 2014 engine did make gains (improving by 5% on

efficiency over the season), and Red Bull won three races when things went wrong for Mercedes, the following season was worse. At this point, the relationship fractured irreparably, with Red Bull frustrated at the problems – not to mention Renault working on creating its own works team – and Renault unhappy with the constant complaints in public. A new deal had to be struck for '16, with the Renault engines rebadged as TAG Heuer. It was an uneasy necessity on both sides.

Any pretension of pseudo-works status was shot down by the fact that Red Bull had to accommodate the engine installation requirements of the Enstone team that again became Renault for 2016. There were also problems with fuel supply, as Renault parted company with Total and Red Bull struck an alliance with ExxonMobil that they also took to Renault, only to be surprised when Renault opted instead to link up with BP. From there, it was difficult to get the required dyno time for fuel testing.

With Red Bull's attempts to strike deals with Mercedes and Ferrari coming to nought, Honda's McLaren divorce presented an opportunity. A deal with Toro Rosso for this year was struck to evaluate Honda.

While Honda showed a step in Canada, Renault's small gain of 9-10bhp was hard to detect on track. Originally, the plan was to evaluate Honda again over the French GP weekend. But Renault forced the issue between races, which led to a quick final decision from Red Bull that then felt obligated to announce the deal before Renault's home race.

It's understood there was even a brief discussion about the Renault engine being allowed to be badged Aston Martin for Renault to keep Red Bull on board, but the team's mind was made up. Over the course of just a few days, the Red Bull-Renault partnership finally came to an end.

EDD STRAW



MAUGER/LATINO WOODSPORTIMAGES

MARCH 2017

HONDA'S OVERHAUL PROVES FLAWED

McLaren reveals that Honda has overhauled its engine's "architecture and layout" and the product is "specifically redesigned". However, it proves significantly flawed.

The partnership languishes at the bottom of the lap charts again after myriad reliability problems throughout testing. McLaren's faith is rocked, and this forms the beginning of the end of the partnership.

AUGUST 2017

HONDA ON THE BRINK

A miserable start leads to zero points from the opening seven races. Vandoorne fails to start in Bahrain and Alonso suffers the same fate in Azerbaijan. Alonso even skips Monaco to make his Indy 500 debut.

A lack of power and reliability, plus missed upgrade targets in Canada, leads to McLaren expressing "serious concerns". Honda also fails to bring a promised, complete upgrade to Belgium.

Tanabe (left)
has made progress
with Toro Rosso



S BLOXHAM/LAT/MOTORSPORTIMAGES



HONE/LAT/MOTORSPORTIMAGES

SEPTEMBER 2017

THE MCLAREN NIGHTMARE ENDS

McLaren decides not to continue with Honda. A complicated swap ensues, with Toro Rosso assuming the Honda supply deal and McLaren taking its place as a Renault customer.

McLaren and Honda declare it the best decision for both parties – and Honda sets a bold target of fighting for the top three with Toro Rosso in 2018.

Hasegawa says the divorce leaves him feeling “relief”.

FEBRUARY 2018

THE RECOVERY BEGINS

Hasegawa is succeeded by Toyoharu Tanabe as Honda’s technical director and Yasuaki Asaki as Sakura R&D head.

Life with Toro Rosso begins encouragingly with strong reliability and performance

in pre-season testing.

The Australian GP again proves a disappointment for Honda, as Pierre Gasly suffers an MGU-H problem that prompts an engine failure, but a fix is already in the works.

However, Honda complemented its bigger long-term goals with a short-term focus on Toro Rosso. The idea, says Key, was to prioritise reliability and give the package a solid base to work from. That would prevent Honda being blinded by its bigger long-term target and fall back into an old, risky habit of trying to do too much too soon.

"They were a little bit in recovery mode and in some cases a bit stressed after the previous year," says Key. "We gave them what we thought they had to achieve in terms of raw performance and also some ideas of where we needed to be with other aspects."

"I've read a lot that with Toro Rosso the pressure was off – the pressure was not off at all. We're not going to sit there and say, 'Don't worry guys, just do what you need to do'. The pressure's on. We tried to create an atmosphere where they felt comfortable and be as disappointed as us if something went wrong."

Honda's efforts were beginning to snowball now Toro Rosso, and Red Bull Technologies, were able to get into the nitty-gritty work over what Tost calls "intensive" winter months. Pre-season testing was unrecognisable. Toro Rosso racked up the mileage, and performance was good too.

One setback was that Honda and Toro Rosso knew they would head into the season with a "known issue" with the MGU-H, which did rear its head in Australia and lunched Pierre Gasly's combustion engine. A solution was already planned for Bahrain, where Gasly finished fourth, trumping any result Honda scored with McLaren.

By this time, Red Bull was already pretty convinced. All that was left as far as Red Bull was concerned was "delivery," says Horner. "Over the years you hear a lot of numbers mentioned, but seeing it delivered trackside is ultimately what counts. The stopwatch doesn't lie. We could see the progress and measure it following the Canadian GP."

Red Bull was clearly impressed. Honda did not explicitly outline its upgrade package, but said it was "mainly" to the combustion engine. Brendon Hartley also let slip over the weekend that he didn't have the "upgraded" MGU-H. Gasly had an MGU-H change after a problem in practice in Canada, which suggests a problem with this component, but there has not been a flurry of MGU-H woe since. That means Honda made a performance step, but does not appear to have slipped back to a fundamental reliability problem with its energy recovery system like in 2017.

"If you can meet with Triumph and Disaster, and treat those two impostors just the same"

While convincing Red Bull marked a huge win for Honda, it is only the beginning: Horner says there is "still a significant chunk" to get to the level of Ferrari and Mercedes.

During the British Grand Prix weekend Toro Rosso's straightline speed deficit was laid squarely at Honda's door, but Red Bull driver Daniel Ricciardo claimed that Renault was costing the senior team around the same sort of performance and Horner says Honda is

currently "within 1%" of Renault, so Red Bull is not unduly worried. Horner believes it would still have won this year's Chinese and Monaco Grands Prix with Honda power.

The main thing is Red Bull thinks its soon-to-be-partner has "the resource and the capacity" required to develop. Honda joined the V6 turbo-hybrid era party a year later, and has been adding to its catch-up workload with mistakes and design flaws along the way. Renault's been making similar errors, even with a year's headstart, but is adrift.

"One of the biggest issues that Renault have struggled with is probably the financial commitment to the R&D process," says Horner. "Mercedes have spent a lot of money, and invested heavily, as have Ferrari. These power units are extremely complex and you can see now that there are still incremental gains being made with the introduction of each power unit. We've got to close that gap as well."

Honda has ticked a lot of boxes, but what it must avoid as it moves into the realms of 'conditions to be met' is undoing some of the progress. This is what happened in 2017, when it felt it had reached the limit of its initial '15-16 package and plotted an overhaul that targeted triumph and ended in disaster.

Red Bull does not fear that. Horner is eyeing a "relatively straightforward" integration, as RBT already knows what the Honda engine needs from the gearbox and chassis to accommodate the differently-shaped package. One thing Red Bull presently lacks with Renault is an ability to have input into the engine's packaging and establish how to optimise its car to get the most out of it.

Key, who has been eyeing 2019 since last December, says: "We have been able to do a lot of development steps with Honda and discuss our priorities from a performance perspective. All that carries over to next year. Red Bull will get the reward of that and contribute to it as well."

On paper, Red Bull and Honda looks extremely promising. If it can turn that into genuine potential, there is every chance the two parties will succeed. That's a big if, but Honda's faced plenty of those already and emerged the other side. Three tough years with McLaren left Honda well acquainted with disaster. With Red Bull, it looks ready to meet triumph once again. ✎



APRIL 2018

THE BEST RESULT SO FAR

Honda fits a new MGU-H to both Toro Rossos for Bahrain and Gasly rewards the new-found reliability with a stunning run to fourth.

The result is Honda's best since returning to F1, eclipsing

the fifth-place finishes Alonso earned at McLaren.

Tough races follow in China and Azerbaijan as Honda's top-speed limitations continue, but energy management tweaks recover some form.

JULY 2018

RED BULL'S VOTE OF CONFIDENCE

Honda introduces its first in-season performance upgrade, mainly on the combustion engine.

After using Toro Rosso to evaluate Honda as a credible alternative to Renault, Red

Bull announces it will switch engine suppliers for 2019.

Honda states its initial target is to ensure Red Bull, a race-winning team in 2018, does not drop below its current performance.

WHY AN F1 CHAMPION THINKS FE IS THE FUTURE

Nico Rosberg has no plans to return to racing, but he's put his own money where his mouth is by backing the all-electric racing series

ALEX KALINAUCKAS

It was all serene until he got to Turn 1. Nico Rosberg, back behind the wheel of a single-seater, charged towards the first corner of Berlin's Tempelhof Airport in Formula E's Gen2 demonstration car. He'd driven it around Checkpoint Charlie and the Brandenburg Gate, but this was different – this was his natural environment. The Gen2 car, more grey-scale in the carbonfibre flesh than in FE's initial announcement renders, sliced through the air and shot towards the long, looping right-hander of Turn 1. Then Rosberg hit the brakes and realised just what he'd let himself in for. Apex missed, arms crossed, fighting for control – he barely made the corner. “Woah, woo, woah – that was a bit exaggerated, got to take it a bit easy,” came the reaction.

There's a good reason why Rosberg was chosen to give FE's new baby its first public outing. He's an investor in the championship and a friend of series CEO and founder Alejandro Agag.

“I've believed in this for a long time, so I joined as an investor quite a while ago,” he explains. “I'm very pleased with the direction it's going, because it's going straight up! So, Berlin was a perfect opportunity to join forces to try to promote the sport a little bit in my home country and to showcase the Gen2 car, which is a very strong message as well: the first car to do the whole distance with a battery. [It] shows the technical evolution.”

Since he walked away from Formula 1 at the end of 2016, fresh from the sweet but exhausting title victory he had scored over Mercedes team-mate Lewis Hamilton, Rosberg hasn't exactly kept a low profile, but nor has he gone on the offensive as much as he might have done.

“I know someone who was quite happy with that” is as close as he comes to discussing Hamilton, suggesting only that the four-time world champion was happier to have less competition at the front of the F1 field than he has claimed in recent years as Ferrari and Red Bull closed the gap to the Silver Arrows.

But Rosberg has been establishing himself away from the F1 spotlight – even if, thanks to his media gigs and online presence, he has stayed near enough to its glow. He's a Rolex ambassador, formed his own karting squad, enjoys his family life, and also toured Silicon Valley to evaluate new possibilities in technology.

Many sporting stars have invested time and energy into new causes, but the reason Rosberg has put his money where his mouth is with his FE investment is very simple: he truly believes in the championship and its aims.

“It's the worldwide movement in e-mobility – that's the future, big-time,” he says. “It opens so many opportunities – straight away it does local emissions to zero, which is the big health concern; huge benefits there. Overall emissions, no, it's going to take some >>>

“IT'S THE WORLDWIDE MOVEMENT IN E-MOBILITY – THAT'S THE FUTURE, BIG-TIME”



Rosberg is enjoying his role alongside Formula E boss Agag



INSIGHT ROSBERG'S NEW FOCUS

time; but there are huge opportunities with renewable energies to then do the whole chain. It's going to be a world-changer and that's why I believe in it.

"Also, we are going into a sustainability revolution in general, where mobility is going to play a big role. Every company, every business is starting to think about it – it's happening. It's really going to go big, I think, and this is one part of it."

Agag did not miss a moment to get Rosberg on board with his FE mission. At the FIA gala, just hours after Rosberg had announced his retirement from F1 and was going to collect his world championship prize, Agag introduced himself and began laying the trail to Rosberg's investment and his Berlin moment.

"It's great to have him," says Agag. "I kind of attacked him in the FIA awards ceremony and since then we've been in touch. He asks a lot of questions, wants to know a lot of details. He is very thorough, very methodical and very smart."

Throughout the Berlin weekend in May, Rosberg was jovial and content. He clearly enjoyed the charms of a major international race meeting, without the pressure of competing.

There were many people who thought Rosberg's racing adventures were not quite over once he left F1. The DTM was a possible destination given that his father's team has competed in the reborn series since 2000, and FE was also touted as a place he might race. Plus, one month before his '16 title triumph was sealed in Abu Dhabi, Mercedes had signalled its intent to enter the electric championship. But there has been no competitive comeback, no grand plan – not yet at least.

"'Racing driver' for me is completely done," he insists. "That's really ticked off. Now it's just exciting new adventures. It's fun to be sitting next to Alejandro in a very different role all of a sudden. It's nice to talk from different perspectives and join forces."

Thanks to its impressive array of driving talent, glamorous city-centre locations and exciting wheel-to-wheel combat, FE



often finds itself compared to F1. Even more so since myriad manufacturers decided it was the ideal place to establish a racing programme – although it should be said that the championship itself has always sought to follow its own path. The 'hyperboost' attack-mode concept being created for season five is unlikely to appear in a grand prix any time soon...

Rosberg does not make the comparison between FE and F1, or see them as rivals. But there is one thing he'd like to see more of in F1 events: the unpredictable, close racing that's become an FE hallmark.

"I'll always love our sport [F1]," he says. "It's very different [from FE]. I don't see them in direct competition. It's good racing, good battles [in 2018], so I think F1 is in a pretty good place. But the big downside is still the ability to pass. The aerodynamics have really been a step backwards because they are so extreme now – it's so



Rosberg's high-profile endorsement of FE won't go as far as a race seat



difficult to follow. And that's the key to making that sport better.

"It's one of the things that we see here in FE, which is just more fun. You see more unpredictability – you see more battles, more wheel-to-wheel [racing], more incidents. That's what you want to see as a fan when you're watching, so that's what F1 needs to work on. Exactly that point."

It could be thought that being an FE investor would rule Rosberg out from becoming more involved in the series, even if he isn't going to be making a racing return. But Agag says otherwise: "[It's] not a problem as long as he's not on the board of directors. He is not precluded – he is just precluded by his will."

Rosberg himself is "quite happy with where I am at the moment. It's a process I'm in – really believing in e-mobility, [and] I'm also an investor in other spaces around e-mobility. I believe in

this and would love to leave a footprint in this space."

There's a looming Silver presence hanging over FE, one that Rosberg knows well – and one that could, potentially, help him leave his mark. Mercedes, alongside Porsche, is entering FE's sixth season in 2019/20. It has established a feeder team in HWA to do the groundwork in season five and will leave the DTM at the end of '18. While its F1 future may be up in the air until the '21 regulations are finalised, Mercedes appears fully committed to succeeding in FE.

"We all know Mercedes – when they do something they do it properly," says Rosberg. "Therefore I'm quite convinced that they're going to do well. But there's Porsche, Audi and BMW – it's going to be a huge battle out there. And that's just for Germany, there's all the other awesome manufacturers as well. It's going to be a crazy battle."

Soon enough, Mercedes motorsport boss Toto Wolff is going to have to choose who will lead the Silver Arrows' FE project. The Stuttgart marque has many suitable candidates, but there are unlikely to be any others with the ear of the championship's CEO and a personal stake in seeing it succeed.

Right now, though, Rosberg says that person is not going to be him. "I stopped F1 – among many reasons – because of the demand it has on time. It's just such a huge commitment.

"The role of a team principal, like the way Toto does it or the way you would have to do it, it would go back to being such a life commitment because all the other guys are committing their lives to it. To do well you need to do the same, you can't just do it as a part-time job.

"Now, I would not see myself in any such role. This new freedom that I have in my life – which I value a lot – has really been a powerful step for me and so I don't see myself going away from that any time soon."

Then he ends on four tantalising words: "But you never know..." ❧

'NICO IS A VERY FORWARD-THINKING INVESTOR'

It would be fair to say it took Nico Rosberg a little while to get to grips with Formula E's Gen2 car. Even before his Turn 1 slip at Tempelhof, he also had a major moment exiting the Turn 9 hairpin on his out-lap, getting perilously close to the barriers on the exit of the right-hander as he squirted the throttle and the car's massive torque spat him wide.

After a few more exclamations and radio calls to work out how to change the brake balance rearwards and more to his liking, things quietened down and he got on with the job of showcasing the batmobile-inspired racer to his home crowd. He clearly enjoyed the experience and became so focused on the task in hand that he forgot to enter the pits at the end



of the final run and had to park up at the pitlane exit.

FE CEO Alejandro Agag is clearly delighted to welcome Rosberg – the second Formula 1 world champion after Jacques

Villeneuve – into the electric series' sphere.

"It's great to have him with us, as an investor and as a supporter," says Agag. "He's coming here and giving all this support. Who

better to drive the Gen2 car for the first time ever?

"My impression is that he's really looking into a lot of interesting stuff as an investor. Especially new technologies, artificial

intelligence, mobility, connectivity and so on. He is a very forward-thinking kind of investor.

"I remember very well when I was in Vienna walking to the FIA prize-giving ceremony and I'd heard the breaking news on the way that he was going to retire from Formula 1 – on the night that he was going to pick up his trophy as world champion!

"I get to the venue and who is just in front of me – I was walking with my wife – but Nico? So, I waited for dinner to pass, more or less, then at the coffee I go to say hello – and his wife looks at me – and I say, 'Hi, I'm Alejandro Agag from FE and I would like to talk to your husband'. And she goes, 'Don't even think about it. He's not getting into a race car again!'"

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Kiss of life for triumphant Vergne

Rejected by F1, the new Formula E champion capped his regeneration with a sparky display in New York

ALEX KALINAUCKAS





TECHETRAH
FORMULA 1 TEAM

DRAGON

ABB FIA FORMULA 1
Drivers' Championship
2015-16
2016-17
2017-18



TECHETRAH
FORMULA 1 TEAM

This was a long time coming for Jean-Eric Vergne. His most recent title – the British Formula 3 crown – came back in 2010. Since then, he'd made it all the way to Formula 1, missed out on promotion to one of that championship's best teams with Red Bull and then been unceremoniously dumped, to be replaced by two more of the energy-drinks giant's junior superstars.

Vergne arrived in Formula E at the end of that 2014 season with a burning fire – raging at his lost F1 racing career (he clung on with a Ferrari test and reserve role in 2015-16) and not in a good place in his personal life. Pole in Punta del Este on his debut ended with rapidly spent batteries and ultimately broken suspension. A switch to Virgin Racing for season two led to more acrimony before he wound up at the Techeetah team. Even though he was already much happier at the black-and-gold-liveried squad, it took Vergne almost the whole of season three to claim his first race win, which came at the Montreal season finale.

In season four, he stole the show. As Audi imploded in painful reliability woes and the Sebastien Buemi/Renault e.dams juggernaut floundered, Vergne got over a slow start to grab the points lead in Santiago, and never let it go. He could even have clinched the title over closest rival Sam Bird during the penultimate meeting in Zurich, but was made to wait for the New York double-header finale last weekend.

A long time coming, then, but when it did, it came very fast indeed – all the way from the back of the grid.

Vergne had looked set to top the group qualifying segment for race one, but both he and Techeetah team-mate Andre Lotterer were thrown out of the session after they exceeded the maximum power allowance on their flying laps. The issue was caused by “a very small update on the power-unit software for reliability reasons,” according to team boss Mark Preston.

The title favourite was furious. Vergne left the pits with headphones on and walked towards the FE catering unit in the Red Hook area's ferry and cruise terminal at the



Brooklyn Circuit track. But instead of boarding a ferry to Manhattan, Vergne met a friend in the supply area.

“I was very angry at first because my lap was the best I've done this year, but a friend told me something so stupid that I started laughing,” he later explained. “Everything went down and then I got the better me coming back. I went back to see the team. We had a meeting where I told them, ‘Look, I don't care about the mistake, I don't care who did it: what's done is done.’”

The Techeetah pair lined up 18th and 19th with Vergne in front, while Buemi started on pole ahead of Mitch Evans and Nico Prost, with Daniel Abt the highest Audi driver in fifth and Lucas di Grassi in 11th. Bird started 14th after failing to make it out of group one and into superpole.

Three plots unfolded within the opener. Abt and di Grassi rose to the front in a way that was almost inevitable given Audi's

recent form. The long race distance and overtaking opportunities at the Brooklyn track played perfectly to its efficient power unit's strengths. As others had to coast to save energy the Audis could stay on the power for longer, making overtakes look simple – and by lap 20 of a scheduled 45 they ran one-two, with Abt in front.

Bird rose into the points but he could not follow di Grassi, his pre-race predictions of DS Virgin Racing struggling with its inefficient and heavy car coming all too true.

Behind him, for the early part of the race, Vergne allowed Lotterer to move ahead off the line, as he used the tried-and-tested FE trick of rolling away from the lights to avoid using more energy with a full launch. The pair picked up places methodically, rising up the order until they ran fifth and sixth by the end of lap 28.

Here, Lotterer dutifully obeyed a team order and let Vergne through. Bird had to make it to eighth to keep the title alive but he wound up one place short. The FE crown, like the World Cup one day later, was heading to France.

“I was staying calm because I had no idea where I was standing in the championship ranking,” said Vergne. “Even after the chequered flag I had no idea. I saw Andre passing next to me [waving] – so I guess he had seen it on TV. But I didn't want to look at the TV and then Dario Franchitti [FE commentator] came on the radio asking me how it feels to be champion.”

Up front, Audi clinched another one-two, but it wasn't the reasonably simple affair the team had enjoyed in Berlin. Here, di Grassi took the spoils after passing Abt



Di Grassi led Abt home after a “robust” move on his team-mate



AUDI COMPLETES INCREDIBLE COMEBACK

Things looked ugly for Audi in Santiago back in February. Reigning Formula E champion Lucas di Grassi had been forced to retire with an inverter problem, and the team had taken just 12 points from the first four races. It had won once on the road with Daniel Abt in Hong Kong, but lost that triumph due to a technical passport mistake.

Those figures made for grim reading. But following an inverter fix for the Mexico City round in March, Audi turned it all around.

"Just looking at the numbers from where we were and where we got to – when you see it on a graph, it's flat for four races, and then it just goes up at a 45-degree angle consistently," said Audi team principal Allan McNish.

But even in Mexico, had anyone told the former F1 and Le Mans star he'd end his first season as a team principal with the FE teams' title, he'd "have said you were mad".

"It feels a bit surreal," he said after clinching the teams' championship following race two

in New York. "It feels very enjoyable, a huge relief, but also very proud because we've been able to have probably one of the best fightbacks that I've experienced within Audi.

"The best way for me to describe it is it's like my first karting victory, my first championship – because then you know you can do it, but you realise as well that you know the areas you can improve.

"Definitely it was a big learning curve in a lot of ways for me this year. I had some brilliant people around me at the end of the day, and I had very good role models in Dr Wolfgang Ullrich in the past and then with Dieter Gass [former and current heads of Audi motorsport]. It's now just a huge feeling of pride that we've actually done it.

"As my Dad would say, 'It's not the good shots that make the good golfers, it's the good recoveries', and that was one of the best recoveries. That was one that Bertie boy [the late McNish Sr] would be proud of."

with what team boss Allan McNish would later call a "pretty robust" move just after the pitstops. Abt was not happy because he had been under the impression that he would not be attacked before or after the car swaps, as a result of radio calls urging him not to take any risks. But McNish later clarified that this was a "miscommunication or a misunderstanding".

"I heard that from Daniel and he said that to me," said the Scot. "But that's a misunderstanding on that side because clearly we didn't want them to risk each other – but there was no team order."

One was made, but not until much later, when Audi felt it had to call off Abt's attempts to come back at di Grassi as it felt vulnerable to the threat posed by the resurgent Techeetah pair in case of a safety car. One did come when Alex Lynn lost the rear of his car going through the rapid long right of Turn 5 on lap 35 – the delay causing the race to be capped at one hour plus one lap, 43 tours in total – but Audi was never realistically in much danger.

Di Grassi won by 0.965s, with Buemi completing the podium for the first time since Mexico City in March. Tom Dillmann, deputising once again for DTM-dutied Edoardo Mortara at Venturi, was a superb fourth ahead of Vergne and Lotterer.

While the Audi pair faced a multitude of questions about team orders, Vergne celebrated finally taking the title.

"I see it as another step in the journey I'm on," he said. "A lot of things will come for me in the future and I needed to get back my confidence; and with all the work I produced, I can see the result of it through



the wins and podiums. But winning the title was something I needed for my own confidence and also just for my mentality of working hard, and giving me even more motivation to keep working hard. Because I know now it really pays off. I'm going to keep on doing that next year even more."

Vergne says he has turned his life around and is no longer the same person he was when he first arrived in FE. Helping to build the Techeetah squad and the focus that required is something he points to as a reason for his new outlook and the benefits that brings. A more settled personal life has helped him too and he has obviously learned how to lead and motivate. Instead of

hindering or ignoring Lotterer's arrival at Techeetah, he actively helped his teammate, an FE 'rookie' despite his years of experience and three Le Mans wins.

The old JEV is clearly still there – as evidenced by that initial reaction to the earlier disqualification – but he has learnt how to lift the fog of fury quickly and make sure it does not return over the same issue.

The newly crowned champion claimed he knew it was finally his day even as he sat at the back of the grid. "Things happen for a reason," he said. "I believe starting nearly last in Zurich helped me understand a few more things about Formula E, things that I put in action in the race." >>

IN THE HEADLINES

LIGHTNING THREAT

Remarkably, there has never been an officially wet race in all 45 FE races held so far in the championship's history. But the 45th nearly did not happen at all. Shortly after qualifying, track screens warned of an "emergency evacuation" due to "unforeseen circumstances" and that the event "has had to be stopped". In fact, FE temporarily suspended proceedings due to concerns over lightning in the New York area. But the race went ahead as planned in roasting conditions that dried the previously soaked track.

JAGUAR FALLS FLAT

Jaguar ended its second FE season with highs and lows – much like the rest of its campaign. Mitch Evans qualified second for race one but failed to move off much after launching due to a suspected driveshaft issue. His team-mate Nelson Piquet also retired after he knocked a switch while plugging his radio back in following the car swaps and accidentally turned the car off. The duo finished sixth and seventh in race two after a battle with Mahindra pair Felix Rosenqvist and Nick Heidfeld.

PANTS PENALTIES

The Techeetah drivers were given identical qualifying penalties on both days in New York, although if the first set was controversial the second was bizarre. Both Jean-Eric Vergne and Andre Lotterer were fined €5000 and given two penalty points for "wearing non-compliant underwear pants" during qualifying – Vergne in the group phase and Lotterer in superpole – according to an FIA bulletin. Lucas di Grassi was punished for a similar offence in the Punta del Este race, but was fined €10,000 and given three penalty points.

FINGER TROUBLE

Oliver Turvey's season ended after second practice in New York as he broke the little finger on his left hand in a collision with a wall in that session. The NIO driver struck the barriers at the exit of the final left-hand corner as he was completing a 200kW qualifying simulation lap. He was checked over at the circuit medical centre before being transferred to hospital. Ma Qing Hua replaced Turvey for race two – the call-up was too late for him to compete in the opener – and finished 13th.



Bird was gracious in defeat: "It's disappointing because last year here I dominated. But we knew that it was going to be extremely difficult. I'm really proud of what I've been able to achieve, what the team has been able to achieve. We've put it up there when nobody really gave us a chance of putting it up there."

Race two was all about the teams' title. For a few minutes, it looked as if Techeetah would clinch the championship without having to take to the track for a final time. The race took place in hot and sunny conditions, but this was in stark contrast to the wet weather that had blighted the running earlier on Sunday, with Buemi taking a second successive pole on a wet track. At one point, FE temporarily suspended the event due to the threat of lightning in the area, although that subsequently cleared and the race took place as scheduled.

Having not exceeded their energy allowance in qualifying the second time

around, Lotterer and Vergne lined up second and third – ahead of Abt and di Grassi, the Brazilian crashing at the right-hander of Turn 2 on his superpole lap.

There was drama right from the off. Vergne leapt from third with a perfectly delivered start and outmuscled Buemi to seize the lead at Turn 1, with more brilliant judgement from both drivers preventing contact at the left-hander. Lotterer also rocketed off the line, but he had jumped the start and was given a 10-second stop/go penalty as a result.

That mistake had big ramifications. Once again the Audis rose up the order in the race, with Abt briefly losing places on the first lap before regaining ground. Di Grassi stalked Vergne for lap after lap after dispatching Buemi early on. But the champion held firm, even when the outgoing title-holder barged the rear of his car with his nose at the final corner in a tense exchange that concluded with a thrilling four-car chase to the line.



Sam Bird dominated in New York last year, but not this time

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Vergne capped season with a win, but Techeetah still lost teams' title

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Vergne capped his season with a win by 0.508s over di Grassi, with Abt third and Buemi fourth, while Lotterer recovered from being 15th after his penalty to finish ninth. But it wasn't enough. Having led the teams' championship since Santiago, Techeetah lost the title by two points to Audi.

"I just couldn't hold myself anymore and messed it up," Lotterer said of the start. "It's hard to accept now losing the championship like this, although it's a season's result – but I was the one that messed it up. I'm gutted for the team. We win together, we lose together. They tried to cheer me up – they're a nice team – and I'm really thankful to race with these guys.

"It's a shame because we put in so much hard work, but we lost it like this and they really deserved it. I feel sorry but it's how it is in racing. Sometimes when you want it too much, maybe, this happens."

And so the season ended on a bittersweet note for Techeetah, unable to properly celebrate Vergne's walk-off win, his fourth of this title-winning campaign. But the teams' defeat should not take the shine off his season. It has been a remarkable turnaround, both from the traumatised ex-F1 driver he was back in 2014 to now. And considering how Techeetah took the fight to FE's many manufacturers, proving that a customer squad can succeed.

Vergne wants even more in season five. "I feel even hungrier now for more wins," he made a point of telling the post-race press conference. "Winning this year is one thing, but now I think everything is reset to zero and I proved it today with my will and hunger to win more races.

"That's the attitude I'm going to have next year, so I'm looking forward to next season already."

RESULTS ROUND 10/10, NEW YORK (USA), JULY 14-15 (43 LAPS – 64.272 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Lucas di Grassi (BR)	Audi Sport Abt / Audi e-tron FE04	1h02m30.054s
2	Daniel Abt (D)	Audi Sport Abt / Audi e-tron FE04	+0.965s
3	Sebastien Buemi (CH)	Renault e.dams / Renault Z.E.17	+2.583s
4	Tom Dillmann (F)	Venturi / Venturi VM200-FE-03	+4.090s
5	Jean-Eric Vergne (F)	Techeetah / Renault Z.E.17	+4.679s
6	Nick Heidfeld (D)	Mahindra Racing / Mahindra M4ELECTRO	+5.142s
7	Andre Lotterer (D)	Techeetah / Renault Z.E.17	+5.810s
8	Maro Engel (D)	Venturi / Venturi VM200-FE-03	+6.312s
9	Sam Bird (GB)	DS Virgin Racing / DS Virgin DSV-03	+6.833s
10	Nicolas Prost (F)	Renault e.dams / Renault Z.E.17	+8.389s
11	Antonio Felix da Costa (P)	Andretti / Andretti ATEC-03	+9.114s
12	Stephane Sarrazin (F)	Andretti / Andretti ATEC-03	+13.242s
13	Jerome d'Ambrosio (B)	Dragon Racing / Penske EV-2	+13.805s
14	Felix Rosenqvist (S)	Mahindra Racing / Mahindra M4ELECTRO	+35.452s
15	Luca Filippi (I)	NIO / NextEV NIO 003	-1 lap
R	Alex Lynn (GB)	DS Virgin Racing / DS Virgin DSV-03	33 laps-accident damage
R	Jose Maria Lopez (RA)	Dragon Racing / Penske EV-2	30 laps-retired
R	Nelson Piquet Jr (BR)	Jaguar / Jaguar I-type 2	30 laps-accidental switch off
R	Mitch Evans (NZ)	Jaguar / Jaguar I-type 2	0 laps-driveshaft
NS	Oliver Turvey (GB)	NIO / NextEV NIO 003	physical

Winner's average speed 61.699mph.

Fastest lap Rosenqvist 1m14.663s, 71.096mph.

SUPERPOLE 1 Buemi 1m13.911s;

2 Evans 1m14.465s; 3 Prost

1m14.921s; 4 d'Ambrosio

1m15.391s; 5 Abt 1m16.579s.

QUALIFYING 1 Abt 1m13.981s;

2 Evans 1m14.050s; 3 d'Ambrosio

1m14.121s; 4 Buemi 1m14.178s; 5

Prost 1m14.198s; 6 Piquet 1m14.203s;

7 Lopez 1m14.244s; 8 Engel

1m14.292s; 9 Dillmann 1m14.304s;

10 Heidfeld 1m14.322s; 11 di Grassi

1m14.325s; 12 da Costa 1m14.382s;

13 Lynn 1m14.473s; 14 Bird 1m14.484s;

15 Filippi 1m14.523s; 16 Rosenqvist

1m14.825s; 17 Sarrazin 1m26.036s;

18 Vergne; 19 Lotterer.

RACE 2 (43 LAPS – 64.272 MILES)

1 Vergne 1h01m38.089s;

2 di Grassi +0.508s; 3 Abt;

4 Buemi; 5 Rosenqvist; 6 Evans;

7 Piquet; 8 Heidfeld; 9 Lotterer;

10 Bird; 11 Prost; 12 Sarrazin;

13 Ma Qing Hua (NIO); 14 Lynn;

15 da Costa; R Engel 15 laps-gearbox/

no drive; R Filippi 7 laps-accident

damage; R d'Ambrosio 6 laps-

accident damage; R Lopez 5

laps-accident damage;

R Dillmann 4 laps-gearbox.

Winner's average speed 62.569mph.

Fastest lap Abt 1m15.522s,

70.262mph.

SUPERPOLE 1 Buemi 1m17.973s;

2 Lotterer 1m18.013s; 3 Vergne

1m18.031s; 4 Abt 1m18.145s;

5 di Grassi no time.

QUALIFYING 1 di Grassi 1m17.867s;

2 Buemi 1m18.139s; 3 Lotterer

1m18.315s; 4 Abt 1m18.432s;

5 Vergne 1m18.571s; 6 Evans

1m18.580s; 7 Piquet 1m18.704s;

8 Bird 1m18.794s; 9 Rosenqvist

1m18.828s; 10 Sarrazin 1m19.017s;

11 Lopez 1m19.114s; 12 d'Ambrosio

1m19.124s; 13 Heidfeld 1m19.168s;

14 Dillmann 1m19.365s; 15 Filippi

1m19.454s; 16 Prost 1m19.529s;

17 Engel 1m19.540s; 18 Ma

1m26.086s; 19 Lynn 1m19.658s*;

20 da Costa. * = grid penalty.

CHAMPIONSHIP 1 Vergne 198;

2 di Grassi 144; 3 Bird 143;

4 Buemi 125; 5 Abt 120;

6 Rosenqvist 96; 7 Evans 68;

8 Lotterer 64; 9 Piquet 51;

10 Turvey 46.



Drenched cat: Piquet's Jaguar creates a splash in qualifying shower

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Dixon keeps his head as others lose theirs

The Chip Ganassi Racing star nearly doubled his points lead as his rivals made costly errors

DAVID MALSHER

Scott Dixon appeared to be the most likely winner of last Sunday's race at Toronto even when he was running second behind last-gasp polesitter Josef Newgarden. Following a major front wing adjustment at his first stop, when the frontrunners switched from the softer alternate Firestones to the tougher but less grippy primaries, he was stalking the lead Penske, waiting to pounce. Maybe he'd have made a move on track, maybe he'd have gone a lap or two longer before making his second and final stop.

But if there was something inexorable about the four-time champion's progress and an inevitability about his victory, his

major opponents would have been smart to minimise the damage in terms of championship points.

Instead, they made the same kinds of errors that their less accomplished colleagues traditionally make around the 1.786-mile street course at Exhibition Place. Dixon came into the weekend leading the championship by 33 points; he departed 62 points to the good.

His nearest opponent after the previous Iowa race was Newgarden, and the defending champion kept up his momentum with a swashbuckling run to pole position on Saturday. Earlier drizzle had all but disappeared from the racing line around a track where the front straight had been

resurfaced, thereby removing some of the more spectacular bumps in the braking zone at Turn 1. Elsewhere the track suffered its usual virulent strain of road acne.

Dixon and one of Newgarden's teammates, Will Power, were left kicking themselves for running over the cement patches that dried less rapidly than asphalt. Dixon had a crucial tail-out moment that he believed cost him the couple of tenths that would have earned him pole, while Power turned in across a cement patch and felt the front tyres wash out wide. Still they would line up second and fourth, respectively, ahead of the Honda-powered Andretti Autosport cars of Alexander Rossi and Ryan Hunter-Reay. Thus the top five in

KIMBALL MARKS CARLIN'S PROGRESS

Charlie Kimball couldn't stop grinning after the Toronto race last weekend. His fifth place for Carlin owed something to attrition, of course, but almost all the cars that had wound up making sharp contact with concrete walls or tyre barriers had done so through driver error. Kimball, meanwhile, had started 20th, dodged the bullets and climbed into the top five, where he kept the pressure on James Hinchcliffe – a close friend and the person who'd married Charlie and his wife Kathleen.

This wasn't the best Toronto result of Kimball's career; his very first podium finish in IndyCar came here six years earlier, driving for Chip Ganassi Racing, but that was a genuinely lucky outcome. This top-five finish was the result of a lot of hard work, and genuine race pace, and will have brought at least as much satisfaction.

In its rookie season in the series, Trevor Carlin's team's progress (on most types of track) is tangible and measurable.

"I'm just really proud of the Carlin guys," said Kimball. "They fight and work so hard, weekend in and weekend out. They're the first ones here in the paddock in the morning and the last ones out at night."

"We struggled a little on Saturday, but on race day we were able to bring it. We showed up in Toronto with a great foundation from the second Detroit race, a top-10 car, and we were able to make it a little better this weekend."

"The #23 crew had two fantastic pitstops – that second stop was just rock solid. To be able to come out with a top five, leaning on fourth at the end, was a great way to cap the weekend."

Next stop Mid-Ohio, where Kimball scored his sole IndyCar victory in 2013, and where he should be a crucial tool for Carlin to craft its set-ups.



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the championship were contained in the first three rows – it looked like there would be a battle to relish.

From the start, Newgarden held off Dixon, while on the run to the first corner, Power flicked across the track to the inside of Pagenaud to claim what would have been third, had not Hunter-Reay zoomed around the outside of both of them. Rossi and the Rahal Letterman Lanigan Racing machine of Takuma Sato would also demote Pagenaud and, further around the lap, Rossi tried to make a move on Power. When it was rebuffed, he lost momentum and ceded fifth place to Sato. Behind Pagenaud, Schmidt Peterson Motorsports duo Robert Wickens and James Hinchcliffe rubbed wheels on the opening lap, allowing the hard-charging Marco Andretti to split them.

So far, so good – drivers were behaving well, and so the top runners switched to fuel save mode, running between one and two seconds apart. Rossi, unable to make progress from sixth place, was called in on

lap 18. Hunter-Reay went four laps longer, Dixon and Newgarden five laps, Power six laps. Two super-quick laps from Power, a beautifully orchestrated pitstop from the #12 crew, and Hunter-Reay's time-sapping encounter with Spencer Pigot (Ed Carpenter Racing) – who was long-stinting on the primary tyres – helped Power move easily into third place after his stop. Now it was time to catch Newgarden and Dixon.

Except Power blew it. Coming through Turn 11, the final turn onto the pit straight, the Penske slipped on the rubber tyre marbles. Power's subsequent impact with the wall, while not a hard hit, seemed to go on for some time and was enough to break his right-rear toelink. Hunter-Reay was swiftly past, so too was Sato.

Rossi tried to do the same, but he misjudged his closing rate on the limping Penske, and clipped his front wing off on the tail of the car. Bizarrely, when the pair arrived at Turn 3, they each made up a place because there was Hunter-Reay in >>



ABBOTT/LAT/MOTORSPORTIMAGES

INDY LIGHTS
TORONTO

Pato O'Ward and Santi Urrutia were the only winners in Indy Lights' sad seven-car display at Toronto. O'Ward took the lead of the championship with a solid drive to victory on Saturday while his rivals all made crucial errors.

His Andretti Autosport team-mate Colton Herta had fractured his thumb in an accident in practice, although he still took pole position. At the drop of the green in race one, though, Urrutia ran his Belardi car into the back of Herta, briefly jacking his rear wheels off the ground and considerably delaying his getaway. Herta climbed back from fourth to second and was pressuring O'Ward, but then had the steering wheel ripped from his hands over the Turn 5 kerbs, and he struck the wall.

Urrutia, who had lost momentum during his startline collision, climbed back to second. He then spun as the clouds deposited a light drizzle, allowing Victor Franzoni's Juncos car through – only for Franzoni to replicate Herta's accident. Urrutia thus finished second.

Without his mentor, the late Jeff Green, to pay for his damage, an emotional Franzoni elected to start Sunday's race but then park. A similar decision was made for Herta by his father, Bryan, after the youngster struck the wall again in qualifying for the second race.

With Ryan Norman and Dalton Kellett off the pace and lagging, polesitter

Urrutia, O'Ward and the second Belardi car of Aaron Telitz drove around the course for 35 laps in close formation and finished 1-2-3. O'Ward now leads Herta by 18 points.

WEEKEND
WINNERSINDY LIGHTS
TORONTO

Race 1 Pato O'Ward

Andretti Autosport

Race 2 Santiago Urrutia

Belardi Auto Racing



the tyre wall, with his engine stalled, having locked his brakes as he went from 170mph down to 40mph.

Refiring the #28 DHL car would require the safety team and so out came the first caution of the day. When the pits opened, RHR, Power and Rossi were among those who rushed in for repairs – the Andretti cars for new front wings, the Penske for right-rear suspension repairs. This put Power a lap down, even under caution.

When the green flag flew at the end of lap 32, as the field negotiated the final twisting complex, Newgarden got on the gas to try and escape from Dixon's challenge. Now it was his turn to hit the marbles and slide into the Turn 11 wall.

Dixon, scarcely believing his luck, went into the lead, while Wickens took full advantage of those wrong-footed by Newgarden's faux pas. He crossed the start/finish line in fifth, yet was outbraking Pagnaud for second place into Turn 1 just over a lap later. Behind them were Sato, Hinchcliffe, Andretti and Tony Kanaan in his Chevrolet-powered AJ Foyt Racing car.

A little further behind these, however, there was simply carnage. Graham Rahal ran into the back of Max Chilton's Carlin entry, which seemed to trigger a chain reaction event that involved Sebastien Bourdais, along with Rossi and Hunter-Reay. Rossi came to a dead stop on the inside line and was struck and jacked into the air by his unsighted team-mate. Meanwhile, Power, who had rejoined at the tail of the field, was distracted by the sight of the chaos, saw no way through and slid nose-first into the tyre barrier. Out came the caution again, in came Rossi and Hunter-Reay for yet more nose wings, and Power did likewise.

Power was now two laps down. Later he would be the only driver to crack the 60-second barrier on race day, which earned him an extra point for fastest lap.

Team-mate Newgarden, having had his car thoroughly checked over, would – like

Rossi – be able to rejoin at the tail end of the lead lap. Hunter-Reay, having had two snafus, was one lap down.

A two-lap yellow for Rene Binder's spun-and-stalled Juncos Racing car came at half distance – way too early for anyone to think of using the moment to duck into the pits to make a second and final stop. Up front, Dixon pulled out a comfortable 2.5s margin over Wickens, who in turn was unthreatened by Pagnaud, while Andretti had won a long automotive punch-up with Sato to wrest fourth place from his former team-mate.

When the second pitstops rolled around, Wickens was serviced two laps before Pagnaud, but made a mistake on his out-lap. Pagnaud, meanwhile, confessed later that he had made an error on his in-lap. The result was that Pagnaud just about escaped the pitlane speed limit area in front of the warm-tyred SPM machine, but wisely chose a defensive and central line into the Turn 1 brake zone. Due to his cold tyres, however, the 2016 champion had to slow a little more than Wickens was expecting, and maroon nose made sharp contact with black attenuator, thankfully without hurt to either machine.

The pair then shot off down the long drag to Turn 3, Pagnaud protecting the inside





line and Wickens getting around one-third of a car's length ahead. But as he turned in on the longer and more slippery outside line, Wickens appeared to give Pagnaud very little room. The Frenchman stayed alongside and, upset at being squeezed, unwound his steering to run his rival wide, where Wickens had to back off or hit a wall. Pagnaud was into second.

This little battle had enabled Dixon to stretch his lead to seven seconds, but Pagnaud worked hard to reduce this — a quest in which he was aided by Hunter-Reay holding up the leader. He was back on the lead lap, but praying for a lucky yellow that would allow him to get the wave-around to the tail of the field for a restart.

By the time Hunter-Reay gave up this dream and made his final stop, Dixon's lead was down to 1.4s, but he discouraged Pagnaud by pulling half a second in successive laps. The battle was won.

During the closing stages Hinchcliffe — who had been driving with cock-eyed suspension ever since he had a brush with Sato — was trying to fend off Charlie Kimball's Carlin car (see sidebar) to retain fifth place. He will have been gratified to see Sato join the list of Turn 11 casualties in the last 20 laps (unfortunately that list also included Pigot), and even happier to pick up fourth place on the penultimate lap. A disbelieving Andretti had to pit for a splash-and-dash that dropped him six places to 10th.

The late drama overshadowed one of the best drives of the weekend. Conor Daly, on a trial run in place of Gabby Chaves at Harding Racing, qualified in the top 12 in the damp conditions, and avoided race day carnage to come home 13th and on the lead lap. He deserved to feel very proud.

By way of contrast, as they trailed in eighth, ninth, 16th and 18th respectively, Rossi, Newgarden, Hunter-Reay and Power were left ruining what might have been. Dixon is surely a tough enough adversary without gifting him hefty points advantages. ❧



RESULTS ROUND 11/16, TORONTO (CDN), JULY 15 (85 LAPS – 151.810 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Scott Dixon (NZ)	Chip Ganassi Racing / Dallara-Honda	1h37m00.3100s
2	Simon Pagnaud (F)	Team Penske / Dallara-Chevrolet	+5.2701s
3	Robert Wickens (CDN)	Schmidt Peterson Motorsports / Dallara-Honda	+6.7753s
4	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports / Dallara-Honda	+18.3362s
5	Charlie Kimball (USA)	Carlin / Dallara-Chevrolet	+18.8439s
6	Tony Kanaan (BR)	AJ Foyt Enterprises / Dallara-Chevrolet	+30.4354s
7	Zach Veatch (USA)	Andretti Autosport / Dallara-Honda	+32.2732s
8	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+34.5257s
9	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+35.5755s
10	Marco Andretti (USA)	Andretti Herta Autosport / Dallara-Honda	+38.9089s
11	Jordan King (GB)	Ed Carpenter Racing / Dallara-Chevrolet	+39.3331s
12	Ed Jones (GB)	Chip Ganassi Racing / Dallara-Honda	+42.3674s
13	Conor Daly (USA)	Harding Racing / Dallara-Chevrolet	+46.5785s
14	Zachary Claman (CDN)	Dale Coyne Racing / Dallara-Honda	+54.4973s
15	Matheus Leist (BR)	AJ Foyt Enterprises / Dallara-Chevrolet	+59.0749s
16	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	-1 lap
17	Rene Binder (A)	Juncos Racing / Dallara-Chevrolet	-2 laps
18	Will Power (AUS)	Team Penske / Dallara-Chevrolet	-2 laps
19	Sebastien Bourdais (F)	Dale Coyne Racing with Vasser-Sullivan / Dallara-Honda	-2 laps
20	Spencer Pigot (USA)	Ed Carpenter Racing / Dallara-Chevrolet	76 laps-accident
21	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	-17 laps
22	Takuma Sato (J)	Rahal Letterman Lanigan Racing / Dallara-Honda	66 laps-accident
23	Max Chilton (GB)	Carlin / Dallara-Chevrolet	34laps-accident damage

Winner's average speed
93.898mph.
Fastest lap Power
59.7140s, 107.673mph.

Q3 1 Newgarden 59.4956s;
2 Dixon 59.6920s;
3 Pagnaud 59.7630s;
4 Power 59.8818s; 5 Rossi
1m00.6273s; 6 Hunter-
Reay 1m00.6615s.

Q2 Dixon 58.5546s;
Hunter-Reay 58.5807s;
Pagnaud 58.6008s;

Newgarden 58.7733s;
Rossi 58.8411s;
Power 58.9073s;
7 Sato 59.0712s;
8 King 59.0862s;
9 Hinchcliffe 59.1581s;
10 Wickens 59.1705s;
11 Daly 59.3133s;
12 Leist 59.4528s.

Q1-GROUP 1
Power 59.4840s;
Hunter-Reay 59.6027s;
Pagnaud 59.6056s;
Sato 59.7443s;

Wickens 59.9357s;
Leist 1m00.0484s;
14 Andretti 1m00.1721s;
16 Pigot 1m00.1838s;
18 Chilton 1m00.2694s;
20 Kimball 1m00.4313s;
22 Veatch 1m00.5564s;
23 Claman 1m00.6416s.

Q1-GROUP 2
Dixon 1m12.7806s;
Rossi 1m13.3045s;
King 1m14.2201s;
Daly 1m14.3595s;
Newgarden 1m14.4764s;

Hinchcliffe 1m14.5169s;
13 Rahal 1m14.7769s;
15 Kanaan 1m14.9691s;
17 Bourdais 1m15.1429s;
19 Binder 1m15.8928s;
21 Jones no time.

CHAMPIONSHIP
1 Dixon 464; 2 Newgarden
402; 3 Rossi 394;
4 Hunter-Reay 373;
5 Power 371; 6 Wickens 339;
7 Pagnaud 320; 8 Rahal
313; 9 Hinchcliffe 312;
10 Andretti 266.

Aron sweaters put him in the hunt



Prema wipeout, as Aron leads Zhou, Schumacher and Armstrong in opener

EUROPEAN FORMULA 3 ZANDVOORT (NL) JULY 14-15 ROUND 4/10

It only takes one weekend to change the perception of a driver. His victory in the wet Pau Grand Prix (which counted only for half-points) notwithstanding, it would be easy to write off third-year Formula 3 European Championship driver Ralf Aron as not quite title material. But that would be without factoring in an early-season problem on his car that cost straight-line speed, bad luck with a very marginal jumped-start penalty at the Hungaroring, and showing the right pace at the wrong time in rain-affected Norisring qualifying.

At a warm and sunny Zandvoort, Aron proved he could do it. He led the first two races of the weekend from start to finish, propelling himself to four and a half points off precocious rookie Prema Powerteam stablemate Marcus Armstrong at the top of

the table. He wasn't quite the quickest – Guan Yu Zhou and Dan Ticktum claimed the poles – but Aron was the most complete, and composed.

From each of his front-row starts to the Saturday races, Aron made a marginally better getaway than the poleman and squeezed down the inside on the run to Tarzanbocht. With Zhou in pursuit in the opening race, Aron thought that tyre degradation could be a factor, and his conservatism in the first couple of laps – “I underpushed and he attacked” – left him vulnerable. So did a moment at the chicane, where “I completely lost the car”. But over the second half of the race he stabilised the gap, while Zhou in turn had Mick Schumacher bobbing around behind, although Schumacher started suffering clutch slip late in the race and reckoned he was lucky to finish. Armstrong had a new clutch fitted for this race after dramas in Q2, and completed a Prema 1-2-3-4.

It was Ticktum who fell victim to Aron's

superior start in race two. As the Estonian slipped down the inside towards Tarzan, Schumacher made a better getaway than both and drew to the outside. Aron moved left to claim a better line into the corner, bumping Ticktum into the unfortunate Schumacher who, with two wheels on the dust to the left, braked and spun deep into the gravel, this and two other two-car incidents bringing out the safety car.

With the left-rear wheelrim and pushrod bent, second-placed Ticktum was suffering from understeer. One lap after the restart, Ferrari protege Armstrong worked a neat move on the Red Bull Junior at Tarzan, going wide on entry, then cutting back on the inside on exit. As Ticktum understeered wide onto the dirt, Zhou was also through. Cue another Prema 1-2-3, with Armstrong reducing the gap to Aron to as little as half a second before the leader pulled away again to his second victory of the day.

Ticktum's travails continued when he went too hot into the chicane. He ran wide, and Alex Palou immediately went past for fourth, and Ferdinand Habsburg got a slipstream on both down the main straight to further demote the Motopark star.

Ticktum had taken a double pole in second qualifying, meaning he would also start Sunday's finale from the front. This was a contentious session: Prema men Aron, Schumacher and Armstrong had earned second, third and fifth respectively on the grid for race two, but had only put one decent lap in when gravel appeared on the track at the chicane. Their second-best times – determining the grid for race three – were good only for 17th, 18th and 23rd respectively, Armstrong's progress stymied further by a slipping clutch. Some Prema



Ticktum, leading Vips, had little reward after double pole



Rolling Estonian:
two Zandvoort
wins for Aron



Troitskiy drove
well for shock
win in finale

people reckoned Ticktum had spread the gravel with a deliberate moment; Ticktum, rolling his eyes, retorted that it was actually Motopark team-mate Juri Vips who'd gone off. Spicy words against Ticktum from Aron and Armstrong in the second-race press conference added further to the cauldron of controversy that bubbled this weekend...

With Aron and Armstrong way back on the grid, Ticktum looked odds-on to claim the championship lead in the finale. But no: things are never that simple with a driver who may as well be lifted straight out of a comic book as far as drama is concerned. His clutch got too hot on the grid in the early-morning 26C ambient, he pre-loaded it the same as before (but too much for the conditions): "The pedal was getting longer and longer and longer; I got to the point of no return and I had to go." Vips, alongside on the front row, got confused when he saw his team-mate move and stalled.

Nikita Troitskiy, whose form has been improving throughout his rookie season with Carlin, had done a tidy job in qualifying to take third on second-best times. He fended off a first-corner challenge from Zhou — who was back on consistent and quick form this weekend — and surprised everyone by keeping pace with Ticktum until the leader inevitably had to serve a jumped-start penalty. This race had an early red flag, because of the inability of the safety crew to remove a car from a gravel trap that's been part of the Zandvoort furniture for donkey's years. That was as unimpressive as Troitskiy's win over Zhou and Carlin team-mate Jehan Daruvala was the opposite. Yet another unpredictable development in this wildest of F3 seasons.

MARCUS SIMMONS

RESULTS ZANDVOORT (NL), JULY 14-15 RACE 1 (23 LAPS – 61.554 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Ralf Aron (EST)	Prema Powerteam / Dallara-Mercedes F317	34m56.858s
2	Guan Yu Zhou (PRC)	Prema Powerteam / Dallara-Mercedes F315	+1.687s
3	Mick Schumacher (D)	Prema Powerteam / Dallara-Mercedes F318	+3.454s
4	Marcus Armstrong (NZ)	Prema Powerteam / Dallara-Mercedes F317	+4.357s
5	Dan Ticktum (GB)	Motopark / Dallara-Volkswagen F318	+5.145s
6	Juri Vips (EST)	Motopark / Dallara-Volkswagen F315	+9.165s
7	Jonathan Aberdein (ZA)	Motopark / Dallara-Volkswagen F315	+10.254s
8	Robert Shwartzman (RUS)	Prema Powerteam / Dallara-Mercedes F314	+11.049s
9	Ben Hingeley (GB)	Hitech Grand Prix / Dallara-Mercedes F316	+11.770s
10	Alex Palou (E)	Hitech Grand Prix / Dallara-Mercedes F316	+12.316s
11	Nikita Troitskiy (RUS)	Carlin / Dallara-Volkswagen F315	+13.159s
12	Jehan Daruvala (IND)	Carlin / Dallara-Volkswagen F315	+13.801s
13	Fabio Scherer (CH)	Motopark / Dallara-Volkswagen F316	+14.039s
14	Ferdinand Habsburg (A)	Carlin / Dallara-Volkswagen F317	+15.341s
15	Artem Petrov (RUS)	Van Amersfoort Racing / Dallara-Mercedes F316	+16.039s
16	Enaam Ahmed (GB)	Hitech Grand Prix / Dallara-Mercedes F315	+16.796s
17	Sacha Fenestraz (F)	Carlin / Dallara-Volkswagen F317	+17.748s
18	Sebastian Fernandez (VV)	Motopark / Dallara-Volkswagen F314	+18.212s
19	Marino Sato (J)	Motopark / Dallara-Volkswagen F314	+22.509s
20	Keyvan Andres (D)	Van Amersfoort Racing / Dallara-Mercedes F317	+25.454s
21	Julian Hanes (D)	ma-con / Dallara-Volkswagen F312	+37.695s
22	Ameya Vaidyanathan (IND)	Carlin / Dallara-Volkswagen F316	+38.056s
23	Sophia Florsch (D)	Van Amersfoort Racing / Dallara-Mercedes F316	+41.491s
24	Petru Florescu (RO)	Fortec Motorsports / Dallara-Mercedes F318	+49.456s

Winner's average speed 105.678mph.

Fastest lap Armstrong 1m30.312s, 106.680mph.

QUALIFYING 1 1 Zhou 1m28.861s; 2 Aron 1m29.004s; 3 Schumacher 1m29.075s; 4 Armstrong 1m29.123s; 5 Ticktum 1m29.178s; 6 Aberdein 1m29.334s; 7 Shwartzman 1m29.382s; 8 Palou 1m29.407s; 9 Vips 1m29.473s; 10 Hingeley 1m29.483s; 11 Scherer 1m29.570s; 12 Troitskiy 1m29.628s; 13 Daruvala 1m29.635s; 14 Habsburg 1m29.716s; 15 Petrov 1m29.739s; 16 Fernandez 1m29.909s; 17 Sato 1m29.914s; 18 Fenestraz 1m29.948s; 19 Vaidyanathan 1m30.263s; 20 Hanes 1m30.331s; 21 Ahmed 1m30.700s; 22 Andres 1m30.170s; 23 Florsch 1m30.853s; 24 Florescu 1m31.167s.

RACE 2 (22 LAPS – 58.877 MILES)

1 Aron 35m59.714s; 2 Armstrong +1.684s; 3 Zhou +2.524s; 4 Palou +3.659s; 5 Habsburg +5.509s; 6 Ticktum +6.853s; 7 Shwartzman +7.879s; 8 Vips +9.552s; 9 Scherer +9.908s; 10 Sato +13.034s; 11 Aberdein +15.664s; 12 Fenestraz +16.050s; 13 Troitskiy +16.763s; 14 Fernandez +18.207s; 15 Petrov +18.936s; 16 Hanes +22.083s; 17 Florsch +24.861s; 18 Andres +25.420s; 19 Florescu +28.516s; R Daruvala 17 laps-accident; R Schumacher 0 laps-spun off; R Ahmed 0 laps-accident; R Hingeley 0 laps-accident; R Vaidyanathan 0 laps-accident.

Winner's average speed 98.142mph. Fastest lap Armstrong 1m30.320s, 106.670mph.

QUALIFYING 2 1 Ticktum 1m28.779s; 2 Aron 1m28.950s; 3 Schumacher 1m29.011s; 4 Palou 1m29.047s; 5 Armstrong 1m29.171s; 6 Zhou 1m29.174s;

7 Habsburg 1m29.190s; 8 Vips 1m29.193s; 9 Sato 1m29.205s; 10 Shwartzman 1m29.225s; 11 Scherer 1m29.241s; 12 Troitskiy 1m29.331s; 13 Aberdein 1m29.356s; 14 Daruvala 1m29.392s; 15 Fernandez 1m29.595s; 16 Ahmed 1m29.630s; 17 Hingeley 1m29.672s; 18 Fenestraz 1m29.997s; 19 Florsch 1m30.130s; 20 Hanes 1m30.302s; 21 Petrov 1m30.544s; 22 Andres 1m30.661s; 23 Vaidyanathan 1m31.058s; 24 Florescu 1m31.124s.

RACE 3 (14 LAPS – 37.467 MILES)

1 Troitskiy 24m16.802s; 2 Zhou +1.236s; 3 Daruvala +2.612s; 4 Sato +3.754s; 5 Scherer +4.710s; 6 Palou +6.288s; 7 Habsburg +7.639s; 8 Aberdein +9.031s; 9 Petrov +9.579s; 10 Ahmed +13.725s; 11 Shwartzman +14.405s; 12 Fernandez +15.216s; 13 Schumacher +15.722s; 14 Aron +16.545s; 15 Vips +18.191s; 16 Armstrong +19.861s; 17 Andres +20.434s; 18 Fenestraz +21.131s; 19 Florsch +22.070s; 20 Vaidyanathan +22.918s; 21 Florescu +23.681s; R Hanes 10 laps-accident; R Ticktum 9 laps-saved car; R Hingeley 1 lap-off.

Winner's average speed 92.588mph.

Fastest lap Troitskiy 1m30.272s, 106.727mph.

GRID FOR RACE 3 1 Ticktum; 2 Vips; 3 Troitskiy; 4 Zhou; 5 Scherer; 6 Daruvala; 7 Sato; 8 Palou; 9 Habsburg; 10 Aberdein; 11 Fernandez; 12 Shwartzman; 13 Florsch; 14 Petrov; 15 Andres; 16 Ahmed; 17 Aron; 18 Schumacher; 19 Florescu; 20 Vaidyanathan; 21 Hingeley; 22 Fenestraz; 23 Armstrong; 24 Hanes. *grid penalty.

CHAMPIONSHIP 1 Armstrong 131; 2 Zhou 130; 3 Aron 126.5; 4 Ticktum 118; 5 Ahmed 88; 6 Vips 82; 7 Palou 72; 8 Daruvala 71.5; 9 Schumacher 64; 10 Shwartzman 59.

WORLD OF SPORT



Rast shakes off rust for Audi

DTM
ZANDVOORT (NL)
JULY 14-15
ROUND 5/10

What looked like another weekend of Mercedes DTM domination culminated in reigning champion Rene Rast taking Audi's first success of the season at Zandvoort last Sunday, thanks to an audacious strategy and great long-run speed. Only that inspired win prevented Gary Paffett from taking a clean sweep of pole positions and victories, but it didn't stop the British Mercedes veteran from significantly extending his championship lead.

Rast's win made up for desperate disappointment on Saturday. He had qualified his Team Rosberg-run RS5 down

in ninth, while Paffett headed a Mercedes clean sweep of the top four. While most of the field made their mandatory pitstops relatively early, Rast stayed out, and such was his strong pace on old tyres as the midway point of the race approached that it seemed he would easily gain a top-five position after he rejoined.

Then Audi stablemate Nico Muller sustained a left-front puncture, sending him plunging into the tyre wall at the Gerlachbocht right-hander behind the paddock, and bringing out the safety car. That absolutely stuffed Rast's strategy because, while you can pit behind the safety car, it doesn't count as your mandatory stop. So at the restart he led the pack, but knew that he was doomed. Sure enough, Rast pitted on the penultimate lap, dropped to last, and Paffett took the honours from Mercedes team-mates Paul di Resta, Lucas Auer and Pascal Wehrlein.

Wehrlein had run second early on to Paffett, but lost a few seconds in the pits and got a little bit duffed up by di Resta and Auer at the restart. Interestingly, Muller had been running between Wehrlein and Auer at the point where he got his puncture, his race pace as well as Rast's indicating that Audi was a force on the circuit around the dunes. The problems for this duo allowed local hero Robin Frijns to gratifyingly lead the Audi charge in fifth, ahead of top BMW man Timo Glock.

Sunday was where things turned around.

Although Paffett claimed another pole — a gargantuan margin of 0.446 seconds in his favour — this was the first time in 2018 that all three manufacturers have been in the top three places on the grid. BMW's Philipp Eng lined up second, with Rast taking third.

While Paffett shot away at the start, opening up a five-second margin on Eng within five laps, Rast dived for the pits at the end of lap one — no chance of getting caught out by a safety car this time! It also put him in clear air. While Eng's dogged defence of second place from Mercedes men Wehrlein and di Resta exaggerated Paffett's advantage, it soon became apparent that Rast was taking large chunks of time out of those at the front of the field.

If Paffett didn't pit soon, Rast would emerge in the lead. Indeed, the stop came too late. Paffett headed for new tyres on lap 10, and by the end of his opening lap after his stop he was 2.3s adrift of Rast. Then came a safety car that was again ill-timed for Rast, ironically caused by his Rosberg team-mate Jamie Green punting Bruno Spengler's BMW into the gravel at Tarzan. Rast would face the restart on older tyres than his pursuers Paffett and di Resta...

"I was just screaming, 'It cannot be real,' and I went through Turn 1 and there was no car in the gravel [Spengler's BMW had already been removed]," said Rast. "I thought, 'What's going on?'" But it all came good for Rast, who had endured a disastrous season to date as reigning champion. "After so much



STANDINGS

1	Gary Paffett (Mercedes)	148
2	Paul di Resta (Mercedes)	121
3	Timo Glock (BMW)	101

For more info: autosport.com/dtm

Rast provided Audi with its first win of the DTM season

bad luck — two times I have rolled! — I'm happy to be back on the top of the podium."

Paffett kept Rast under constant pressure, and the victor reckoned this was one of the toughest races of his career. But it meant he capitalised on a circuit where he thinks Audi can at least compete. It appears that the RS5 is competitive on high-downforce circuits — the Hungaroring was its previous best weekend to date this season — and the upcoming events at Brands Hatch and Misano should play to its strengths.

"I can't complain with not winning both races," acknowledged a respectful Paffett. "I saw Rene pitted and we didn't react to that — we were racing to finish on the podium. He drove a great race, and his pace was incredible on the old tyres."

Eng's defensive job in the early laps of the race cost him a bit of time, but the safety car brought him back onto the leading trio and he took fourth, just ahead of fellow BMW man Augusto Farfus. Wehrlein probably ran too long into the race before making his pitstop, so lost time there, then made contact with Muller as he rejoined after his stop, allowing Farfus to leapfrog both and consigning the ex-Sauber F1 driver to sixth from Muller and Edoardo Mortara.

MARCUS SIMMONS

WEEKEND WINNERS

DTM

Race 1 Gary Paffett

HWA Mercedes C63

Race 2 Rene Rast

Team Rosberg Audi RS5

NASCAR CUP

KENTUCKY

Martin Truex Jr

Furniture Row Racing Toyota Camry

NASCAR XFINITY

KENTUCKY

Christopher Bell

Joe Gibbs Racing Toyota Camry



Truex capitalised when Larson's trackbar broke

Truex profits from Larson woes to win

NASCAR CUP
KENTUCKY (USA)
JULY 14
ROUND 19/36

Spare a thought for Kyle Larson in the 2018 NASCAR Cup series, and Penske's Brad Keselowski and Ryan Blaney too.

The Chip Ganassi Racing driver and the Penske pairing are improving each week in the battle up front. But the void between those three and the dominant Martin Truex Jr, Kyle Busch and Kevin Harvick remains expansive.

At Kentucky this weekend, it was Truex's turn to ease to his fourth victory in 2018. Truex led 174 of the 267 laps, with his biggest challenge coming when Keselowski bolted two new tyres on after stage two to jump the Furniture Row Racing driver out of pitroad, and Kyle Larson then

surged past Truex for second.

But 10 laps later Larson's trackbar broke, handing Truex second before the defending champion

reeled in Keselowski for first.

Kurt Busch made a vain attempt to steal victory on a late caution, but it wasn't enough to stop Truex's charge.

"You never know how these races are going to play out," Truex said. "We had such a strong Toyota tonight they weren't going to beat us."

"We had to make a lot of adjustments on the car and had to battle back from a few times getting passed for the lead and coming out of the pits second or third."

The topic in the post-race press conference soon changed to whether the current three-driver dominance of NASCAR was healthy, which Truex had little time for.

"Is it good for the sport? I don't know. I really don't care," he said. "My job is to go win races. My job is to win championships. And that's what I'm here to do."

"They [NASCAR] keep changing the rules, they can change things all they want, and we're going to try to figure it out. That's just what we do."

TOM ERRINGTON



Fourth win of the year leaves Truex Jr third in the standings



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Marquez continues his victory march



GOLD AND GOOSE/LAT
motorsport
IMAGES

MOTOGP
SACHSENRING (D)
JULY 15
ROUND 9/19

It seems Marc Marquez can do no wrong right now. The reigning MotoGP champion went into last weekend's Sachsenring round as undisputed favourite, owing to his perfect premier class record around the German track. He duly delivered with his fifth victory in nine 2018 races.

The timing of the win is significant. Marquez heads into the short three-week summer break with 46 points in hand over nearest rival Valentino Rossi, who provided the closest opposition to the Honda rider but was never really in the hunt to end his and Yamaha's year-long losing streak.

Although the gap between the two at the finish was similar to the winning margin Marquez enjoyed two weeks prior in Assen, this was a very different sort of race to the thrill-a-minute Dutch T.T. Tyre preservation was key, and this was a job made that much harder by the unusually warm weather that prevailed at the normally cold and rainy Sachsenring.

Marquez remarked after bagging pole position on Saturday by a mere 0.025 seconds from Pramac Ducati man Danilo Petrucci that the sunny conditions had eroded his traditional advantage. He seemed keen to emphasise that his focus would be on points, not winning at all costs.

But, while Jorge Lorenzo was able to repeat his now-customary flying start from third on the grid to lead the first part of the

race, it soon became apparent that the best the Ducati rider could hope for would be second behind the indomitable Marquez.

Having slipped to third behind Lorenzo and Petrucci on the opening tour, Marquez was back up to second by the end of lap five and was soon stalking Lorenzo, picking the right time to make his move – which didn't come until the end of the 13th lap of 30.

Rossi, who climbed from his grid slot of sixth to fourth to sit behind Marquez early on, was able to scythe his way past Petrucci and then challenge Lorenzo for the runner-up spot, completing the move on lap 16.

Shortly after that, Rossi raised hopes of a late bid for glory by setting the fastest lap of the race. But Marquez responded almost immediately, escaping his old nemesis to the tune of 2.2s by the time of the chequered flag.

All the while, Lorenzo was struggling with his rear tyre and dropping back. He fell prey to Petrucci and Maverick Vinales on the same lap and then gave away a further position to the year-old Nieto Ducati of Alvaro Bautista, who proved the surprise of the weekend.

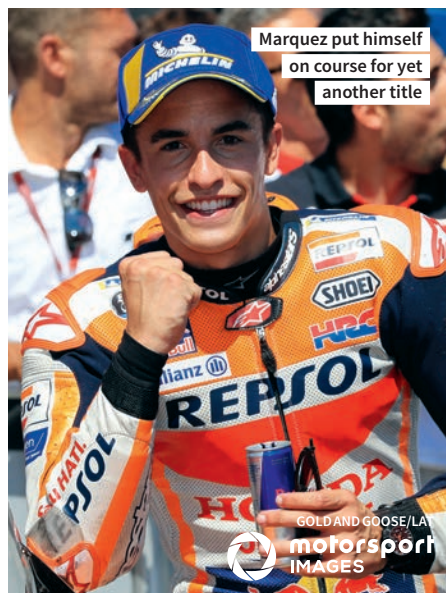
Vinales finally got the better of Petrucci in the fight for the bottom step of the podium, although Petrucci felt that the time he'd lost trying to clear Ducati stablemate Lorenzo ultimately cost him any chance of a top-three finish.

Bautista's fifth place marked his best MotoGP result since last year's Italian Grand Prix. But the 33-year-old veteran is facing an uncertain future – and could well be added to a long list of names set to depart the grid come 2019. >>



Rossi and Vinales (right) completed the podium

GOLD AND GOOSE/LAT
motorsport
IMAGES



Marquez put himself on course for yet another title

Behind Lorenzo, it was something of a surprise to see Andrea Dovizioso fail to feature in the lead battle at all and trail home a lowly seventh. While the Sachsenring has never been a happy hunting ground for Ducati, the fact that Dovizioso was only the marque's fourth-best representative was clearly a source of major disappointment for a rider whose title hopes look to be rapidly receding.

Completing the top 10 were Honda's Dani Pedrosa – who announced his upcoming retirement from MotoGP during an emotional press conference on Thursday – Johann Zarco on the Tech3 Yamaha and Bradley Smith, who matched his best result aboard a KTM.

For team-mate Pol Espargaro, it was a hero-to-zero kind of day. The Spaniard put KTM on top of an official session for the first time ever when he was quickest in warm-up on Sunday morning, but he caused a four-way melee on the opening lap of the race that involved Suzuki riders Alex Rins and Andrea Iannone as well as the second Pramac bike of Jack Miller.

Espargaro escaped sanction for that particular moment of madness, but drew the ire of his competitors. Miller pulled no punches, labelling Espargaro an "idiot" for his overambitious move around the outside of Turn 2 and subsequent inside lunge at Turn 3.

Elder brother Aleix didn't even get as far as the start, having to pull out after suffering a big crash in warm-up in which he hurt his ribs. He became the third non-starter after Franco Morbidelli, still unfit after breaking his hand at Assen, and KTM wildcard Mika Kallio, who damaged his right knee in a major shunt of his own on Friday.

Standing in for Morbidelli was home hero Stefan Bradl, out of MotoGP since the end of 2016 but now a Honda test rider. He just missed out on a point in 16th place.

JAMIE KLEIN

RESULTS ROUND 9/19, SACHSENING (D), JULY 15 (30 LAPS – 68.432 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (E)	Honda	41m05.019s
2	Valentino Rossi (I)	Yamaha	+2.196s
3	Maverick Vinales (E)	Yamaha	+2.776s
4	Daniilo Petrucci (I)	Pramac Ducati	+3.376s
5	Alvaro Bautista (E)	Aspar Ducati	+5.183s
6	Jorge Lorenzo (E)	Ducati	+5.780s
7	Andrea Dovizioso (I)	Ducati	+7.941s
8	Dani Pedrosa (E)	Honda	+12.711s
9	Johann Zarco (F)	Tech3 Yamaha	+14.428s
10	Bradley Smith (GB)	KTM	+21.474s
11	Hafizh Syahrin (MAL)	Tech3 Yamaha	+25.809s
12	Andrea Iannone (I)	Suzuki	+25.963s
13	Tito Rabat (E)	Avintia Ducati	+29.040s
14	Jack Miller (AUS)	Pramac Ducati	+29.325s
15	Scott Redding (GB)	Aprilia	+34.123s
16	Stefan Bradl (D)	Marc VDS Honda	+38.207s
17	Thomas Luthi (CH)	Marc VDS Honda	+49.369s
18	Karel Abraham (CZ)	Aspar Ducati	+1m01.022s
19	Xavier Simeon (B)	Avintia Ducati	+1m16.692s
R	Cal Crutchlow (GB)	LCR Honda	9 laps-accident
R	Takaaki Nakagami (J)	LCR Honda	4 laps-accident
R	Alex Rins (E)	Suzuki	0 laps-accident
R	Pol Espargaro (E)	KTM	0 laps-accident
W	Franco Morbidelli (I)	Marc VDS Honda	physical
W	Mika Kallio (FIN)	KTM	physical
W	Aleix Espargaro (E)	Aprilia	physical

WEEKEND WINNERS

MOTO2

SACHSENING

- 1 Brad Binder KTM
- 2 Joan Mir Kalex
- 3 Luca Marini Kalex

MOTO3

SACHSENING

- 1 Jorge Martin Honda
- 2 Marco Bezzecchi KTM
- 3 John McPhee KTM



Binder took his first Moto2 win

Winner's average speed 99.939mph. Fastest lap Marquez 1m21.643s, 100.581mph.

QUALIFYING 2 1 Marquez 1m20.270s; 2 Petrucci 1m20.295s; 3 Lorenzo 1m20.327s; 4 Vinales 1m20.441s; 5 Dovizioso 1m20.444s; 6 Rossi 1m20.532s; 7 Crutchlow 1m20.675s; 8 Iannone 1m20.682s; 9 Bautista 1m20.700s; 10 Pedrosa 1m20.831s; 11 Rins 1m20.847s; 12 Nakagami 1m20.938s.

QUALIFYING 1 1 Dovizioso 1m20.751s; 2 Nakagami 1m20.963s; 3 A Espargaro 1m20.972s; 4 Zarco 1m21.059s; 5 Miller 1m21.183s; 6 P Espargaro 1m21.242s; 7 Smith 1m21.287s; 8 Syahrin 1m21.460s; 9 Rabat 1m21.546s; 10 Redding 1m21.749s; 11 Bradl 1m21.802s; 12 Luthi 1m22.012s; 13 Abraham 1m22.159s; 14 Simeon 1m22.709s.

RIDERS' CHAMPIONSHIP 1 Marquez 165; 2 Rossi 119; 3 Vinales 109; 4 Dovizioso 88; 5 Zarco 88; 6 Lorenzo 85; 7 Petrucci 84; 8 Crutchlow 79; 9 Iannone 75; 10 Miller 57; 11 Rins 53; 12 Pedrosa 49; 13 Bautista 44; 14 P Espargaro 32; 15 Rabat 30; 16 Syahrin 22; 17 Morbidelli 19; 18 A Espargaro 16; 19 Smith 13; 20 Redding 12; 21 Nakagami 10; 22 Kallio 6; 23 Abraham 4; 24 Luthi 0; 25 Bradl 0; 26 Simeon 0.

MANUFACTURERS' CHAMPIONSHIP 1 Honda 200; 2 Yamaha 160; 3 Ducati 158; 4 Suzuki 104; 5 KTM 39; 6 Aprilia 26.



Jorge Martin led a tight Moto3 contest

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MON	90
Reid Vapour Pressure, psi	7.11
Distillation, °C	
Initial Boiling Point	45
E70°C, % volume	16
E100°C, % volume	56
E150°C, % volume	100
Final Boiling Point	132
Unleaded	
Colour	Light Green
Oxygen, Wt. %	3.7



R 5SR

Specific Gravity	0.736
RON	101
MON	90
Reid Vapour Pressure, psi	9
Distillation, °C	
Initial Boiling Point	38
E70, % volume	40
E100, % volume	65
E150, % volume	95
Final Boiling Point	180
Lead, g/l	0.10
Colour	Light Blue
Oxygen, Wt. %	1.8



Sunoco FR

Specific Gravity	0.743
RON	102
MON	90
Reid Vapour Pressure, psi	9
Distillation, °C	
Initial boiling point	33
E70 °C, % volume	31
E100 °C, % volume	49
E150 °C, % volume	100
Final Boiling Point	124
Unleaded	
Colour	Clear
Oxygen, Wt. %	3.7

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LOUIS DOYLE



Motorsport can be a tough world to break into if you're a young driver with no family ties to the sport, but rising Mini Challenge star Louis Doyle is showing how success can be achieved despite a late start.

Rewind four years and Doyle wasn't even aware that club motorsport existed, and certainly didn't see himself competing in it, let alone being talked about as one of the most exciting young up-and-coming drivers.

Doyle, now 16, only took his first steps into racing when he went karting at his local indoor circuit in Burscough for his 13th

birthday. His talent was obvious from that first arrive-and-drive outing, and that sparked his relatively late love affair with the sport.

"I knew nothing about racing when I first went karting, I just knew that it looked cool and I wanted to try it," says Doyle. "I wasn't even really aware that car racing existed outside of Formula 1. I'm not from a racing family, so we're all still pretty new to this, but it's crazy to think how far we've come in the last three years."

Doyle's father spotted his natural ability and suggested more kart outings. Within three visits to the same track, Louis held the lap record, and things began



Teenager was tipped for Clio title



Mini Challenge JCW
debut was impressive



to get more serious.

Doyle signed with the SPR team to race in Junior Rotax around the North West, focusing on both the Three Sisters and Hooton Park tracks. During his first season in 2015, Doyle won the Rookie Cup title with five novice wins from six races.

He then graduated through the Junior X30 category before the chance to switch into car racing in the new Renault Clio Cup Junior Championship came up for 2017.

"My uncle works for the JamSport team so he told us about the new Clio series and we decided the time was right to go for it," says Doyle. "I didn't even have my race licence two weeks before the opening round, and didn't have time for much testing. It really was in at the deep end."

Despite his lack of testing mileage and limited experience, Doyle fought to second place in his first ever race and went on to finish the year eighth in the championship, setting him up nicely for a title challenge this year, before his change of plans.

Aiding Doyle's cause is a new coaching partnership with British Touring Car Championship star Tom Ingram.

"I started working with Tom at the start of this year and I've picked up so many things from him," says Doyle. "Coming into this

sport in the way I have has meant that I've had to learn an awful lot by myself, and having Tom helping guide me now is really bringing me on.

"At the start of the season I had the mindset to go and win the Clio Junior title. Right from the start of the year something clicked and I knew I would be a frontrunner. The confidence came to me. Cars are very different to karts. It's the feeling you get of the weight transfer and the cornering because there's so much more going on in a car. Whereas with a kart you have so much grip you can just wrestle it around. Karting taught me so much about overtaking though, which is definitely coming into play now."

Doyle began this year with another podium and two fastest laps in the Clios, before opting to jump straight into the Mini Challenge when he was old enough to join the field for round two at Rockingham in April.

"I tested the Mini JCW in Spain briefly alongside my Clio [as JamSport runs in both series] and the JCW is just... wow," adds Doyle. "The power and the grip the car has is on another level and the brakes are fantastic. It's just the thrill the whole package gives you. I absolutely love it."

Doyle was fighting inside the top 10 on his

debut weekend and has since grown in both confidence and stature aboard his 265bhp JCW in the rounds since. Driveshaft issues cost him strong results at Snetterton but he showed his potential with a fighting drive to seventh place at Silverstone, which stands as his season's best result, so far. But it's clear with more seat time, he can be a frontrunner.

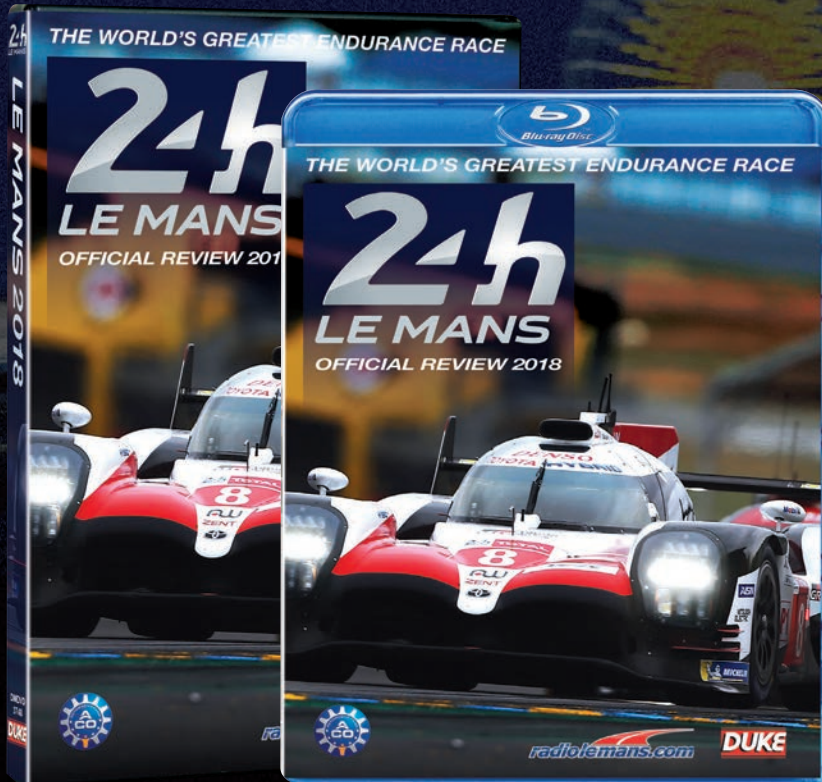
"The step up to both the Mini JCW and the Challenge itself was massive, but I feel ready to start mixing it with the big boys," says Doyle. "I feel I can challenge for the Rookie title this year, and know that I'll need to be fighting within the top 10 to have a shot at that. I'm learning loads each time I go out in the car."

"This is a two-year plan for me with the JCWs. I'll learn as much as I can from this season and then I want to go for the championship in year two. Eventually my goal is to become a touring car driver. I'm a real fan of tin-top racing, and they're the pinnacle."

"I might have found it relatively late compared to some, but I've genuinely fallen for this sport. It's the level of excitement it gives you and the spirit of competition. It's addictive, and I'm loving this opportunity to prove myself."



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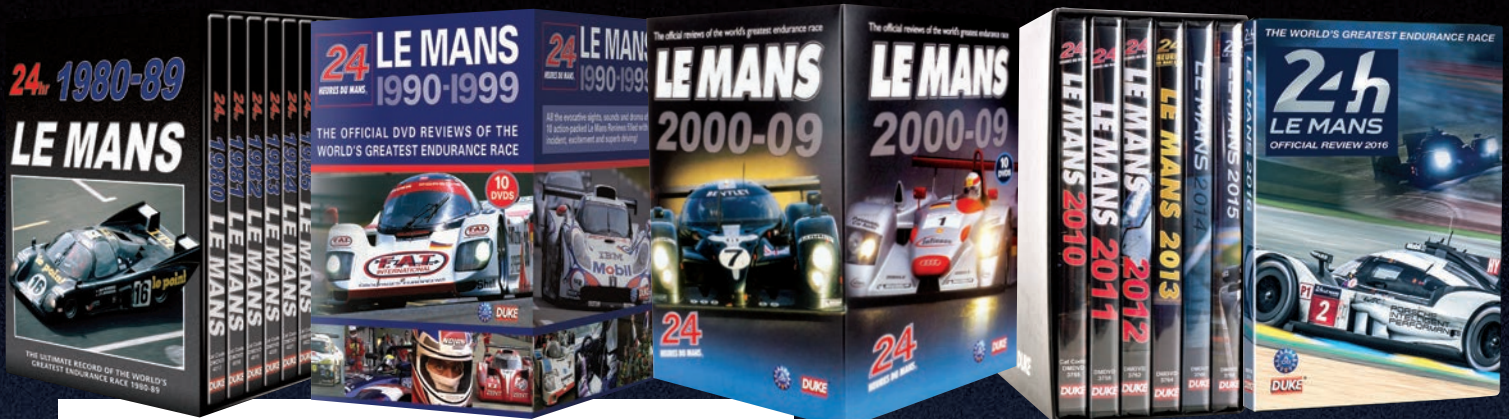
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WTCR

SLOVAKIA RING

Race 1 Pepe Oriola

Campos Racing Cupra Leon TCR

Race 2 Gabriele Tarquini

BRC Hyundai i30 N TCR

Race 3 Norbert Michelisz

BRC Hyundai i30 N TCR

For full results visit:
motorsportstats.com

FLAMAND/DPPI



STANDINGS

1	Gabriele Tarquini (Hyundai)	202
2	Yvan Muller (Hyundai)	199
3	Norbert Michelisz (Hyundai)	176

For more info: autosport.com/wtcr

Switch to Michelisz as title charge begins

WTCR

SLOVAKIA RING (SK)

JULY 14-15

ROUND 5/10

If the World Touring Car Cup's Vila Real round was a literal mess, the boost issues that dominated discussion during the Slovakia Ring weekend made the event a figurative muddle.

The controversy far from ruined the weekend, but it did deprive Norbert Michelisz's first win of the season of the attention it deserved — a double frustration for the Hungarian, given he was one of the drivers to suffer most at the hands of the turbo-boost issue.

WTCR's intra-Hyundai battle had gone in favour of Yvan Muller's YMR team of late, but it was clear early on in Slovakia that Michelisz and BRC team-mate Gabriele Tarquini held the upper hand.

Michelisz looked set for pole for much of first qualifying, but his failure to improve allowed Tarquini to slip ahead by a flattering three tenths. Muller was some six tenths further back in third but, even with Thed Bjork seventh in the sister YMR i30 N (albeit with an engine-change penalty looming), Hyundais again looked in control.

But there was a sting in the tail. All four cars were held in parc ferme, with three — Michelisz's, Muller's and Bjork's — eventually deemed to have exceeded their maximum boost pressures and excluded from qualifying. They would start race one from the back of the grid.

That gave Tarquini a free pass, but the Italian looked slightly off the boil in the opener. Known for his fast getaways, Tarquini bogged down from pole and dropped into the middle of the top 10, allowing the Peugeot 308 TCR of Aurelien Comte into an early lead ahead of Pepe Oriola and Jean-Karl Vernay. Cupra driver Oriola quickly cleared Comte to win from Vernay and the recovering Tarquini.

The veteran Italian did make amends later on Saturday, winning the reversed-grid race after beating polesitter Norbert Nagy's Cupra off the line, to move back ahead of third-place finisher Muller in the drivers' standings. But that still only came after a subdued second qualifying in which Tarquini was ninth while Michelisz romped to pole.

Considering he came close to winning the World Touring Car Championship at the end of 2017, Michelisz's first half of '18 had fallen somewhat flat. Dominant at home in Hungary, yet unfathomably without a win to show for it, his form had dipped at the following three events, and heading to Slovakia Michelisz trailed then-leader Muller by 47 points.

But the first signs of a fightback, after the disappointment of his qualifying exclusion and a subdued first race, were clear in race two as he fought through from as low as 11th to seventh, picking his way expertly through the pack. His Sunday drive to victory was about as complete as it can get.

Michelisz's near-guaranteed Hungarian victories were lost through poor starts, and he admitted on Saturday evening that he was



FLAMAND/DPPI

Tarquini showed his
teeth in race two

still short of the "fine feeling for what to do" off the line. But, visibly more confident, Michelisz was aggressive in the finale, getting a good enough launch to quickly swoop to the right to block off Comte and maintain the lead. Incidents at Turn 3 on the opening lap required the safety car to get involved, but once racing resumed there was no stopping Michelisz, who won with ease from Comte and Frederic Vervisch — the Comtoyou Audi man losing out to Bjork, up from 18th on the grid, before repassing the Hyundai in a thrilling battle for third.

That breakthrough win boosted Michelisz's title prospects, as the championship's two main protagonists both retired. Tarquini was one of those caught up in the first Turn 3 skirmish — and was later deemed by stewards to be at fault — while Muller had been running second, only for his car to shed a wheel before the restart.

JACK COZENS

Silver jubilee sets the gold standard

Electric future joins motorsport's greatest hits at the Festival of Speed's 25th anniversary

MARCUS PYE, MATT KEW, JAMES NEWBOLD
AND RACHEL HARRIS-GARDINER



Global motorsport's order continued to change with a lightning bolt in the Goodwood Festival of Speed's silver jubilee edition.

Porsche's 70th anniversary celebration centred on an extraordinarily slender satellite-like installation bearing six landmark cars, while sister marque Volkswagen stole the show with its electric I.D. R, showcased by Pikes Peak record-breaker Romain Dumas.

France had won football's World Cup in Moscow when Dumas – Le Mans 24 Hours winner with Audi and Porsche in 2010 and '16, respectively – made history in Sunday's

shootout with the event's and all-time EV fastest run. Having slashed compatriot Sebastien Loeb's Pikes Peak record last month, Romain ascended the 1.16-mile hillclimb in 43.86s, which was but 2.26s shy of Nick Heidfeld's benchmark of 41.60s set in a McLaren MP4/13 Formula 1 car in 1999.

Another EV, the incredible NIO EP9 of Peter Dumbreck, was second – leaving the wonderful Judd V8-engined BMW E36 of bold Jorg Weidinger best of the internal combustion-engined competition in third.

"The action [was] spectacular, a fitting way to celebrate the 25th anniversary," said the Duke of Richmond who, then as Lord March, founded the event in 1993.

Porsches, from 356-001 driven by 2015 World Endurance champion Mark Webber to the 919 Hybrid Evo that recently blitzed the unofficial Spa-Francorchamps and Nurburgring Nordschleife lap records (driven here by '16 Le Mans winner Neel Jani), made a sensational presence. Richard Attwood, whose 1970 victory at La Sarthe with Hans Herrmann in a 917 opened a new chapter in the brand's story, enjoyed a special reunion.

Among many intertwined themes, enthusiasts were wowed by cavalcades of Jaguar XK120s through C, D and E-types marking 70 years of the XK engine. The recently departed Dan Gurney, great friend

F1 CHAMPS ASSEMBLE

After a year away,
F1 champ Jenson
Button returned



JEP/LAT
motorsport
IMAGES

THE STARS COME OUT IN FORCE

"This is a unique place – I don't know another other place in the world better than Goodwood." High praise from double Formula 1 champion Mika Hakkinen, who was celebrating the 20th anniversary of his first title at the Festival.

The fact that Jenson Button, Derek Bell and Jackie Stewart are Goodwood regulars shows just what a reputation the event holds – enough for the Borg-Warner Trophy, awarded to the winner of the Indianapolis 500, to make its first trip to Europe in its 82-year history.

Hakkinen's fellow two-time F1 title winner Emerson Fittipaldi also waxed lyrical after driving his winning McLaren M23 up the hill: "I say that Goodwood is magic. You see everything: the past, the present, the future and the people."

Despite the rigours of the recent F1 triple header, Mercedes' Valtteri Bottas joined fellow current drivers Stoffel Vandoorne and Brendon Hartley. Even F1's CEO Chase Carey returned for a second year in succession.

The plethora of motorsport stars in attendance made for some oddball car and driver combinations, such as Emanuele Pirro manhandling a recalcitrant 2016 Chevrolet SS NASCAR and Tom Kristensen smoking a Shelby Daytona up the hill. Goodwood even drew the elite of cinema in the form of Academy Award-nominated actor Tom Hardy.

Blessed by fabulous weather, the Festival of Speed once again maxed out its 150,000-spectator capacity. Its appeal to the public, the great and good of racing – and indeed Hollywood – shows no sign of relenting.

Emerson Fittipaldi
reacquainted himself
with winning McLaren

JBLOXHAM/LAT
motorsport
IMAGES



of Goodwood, was remembered in style when Martin Brundle took a glorious Eagle-Weslake – the Duke's favourite F1 car – up the hill.

Champions of yesteryear, from Sir Jackie Stewart and Emerson Fittipaldi to Jenson Button (above) and NASCAR king Richard Petty earned rapturous receptions. But, among the brilliant driving and showmanship, including Terry Grant driving a Range Rover SVR to the summit on two wheels in 2m27s, wild drifters and an Australian madman strapped to a jet pack, spectators found a new favourite. Spontaneous applause erupted every time Billy Monger hurtled up in his Carlin British Formula 3 car. >>

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RALLY STAGE**WRC ACES JUMP FOR GOODWOOD GLORY**

The tree-lined banks of Goodwood's Hannu Mikkola-designed rally stage come at you alarmingly fast. The front wheels of 'EMO8', the works Mini that finished the 1963 RAC Rally in fourth with Paddy Hopkirk at the wheel, gripped the chalk surface despite its loose rear.

Driver Peter Smith pinned the throttle open to keep the revs high, dissuading the rear axle from breaking out of line. It was on the fine line between exuberance and feeling beyond control.

But, unsurprisingly, current World Rally Championship runner Mads Ostberg's Citroen C3 left it for dead when he took to the course.

As a good barometer of the show the Duke of Richmond likes to put on for spectators, Ostberg said: "There's also a jump in there that I've heard they are measuring, so I've done my best on that."

M-Sport's Elfyn Evans and five-time WRC champion Sebastien Ogier were in action in a Ford Fiesta WRC the day before, but neither matched Ostberg's pace.

But since they weren't entered into the official timed Shootout, that allowed Ollie Mellors to take top honours on a surface he summed up as "like a concrete base with a fine marble top".

Mellors consistently topped the timesheets, despite a roll in his yet-to-be-homologated Proton Iriz R5 on Saturday.

Mellors and his fellow R5 driver Chris Ingram, in a Skoda Fabia, traded fastest times on Saturday, although Ingram did manage to break two rear bumpers by "using all of the road".

On Sunday it was the turn of Ford Focus WRC driver David Wright (below) to set a time good enough for second.



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HAWKINS

Elfyn Evans was out too in M-Sport's Ford Fiesta WRC challenger

LOLA HONOURED

Derek Bell and Howard Dawson marked Lola's 60th anniversary

BROADLEY AND BIRRANE REMEMBERED

Despite Lola's uncanny ability to win in almost every series for which it designed a car, in recent years it hasn't received the same recognition as the likes of Brabham or Lotus. The fanfare around the manufacturer's 60th anniversary therefore felt apt.

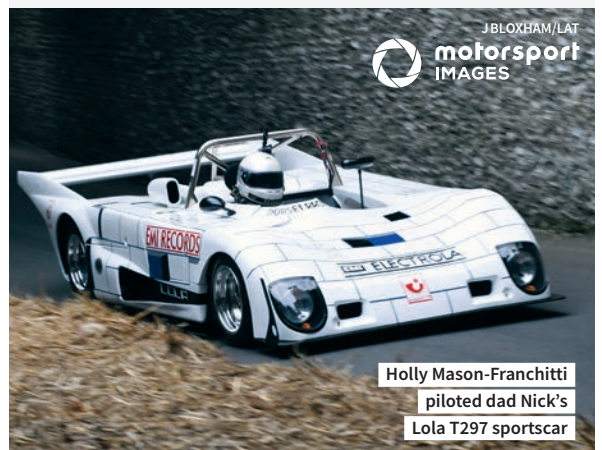
A 10-car ensemble formed at Goodwood, spanning success across the USA, sportscars and single-seaters. Triple F1 champion Jackie Stewart reacquainted himself with the cockpit of the T90 in which he should have won the Indianapolis 500 at his first attempt in 1966 had it not been for a loss of oil pressure in the final laps. That said, Graham Hill passed in the sister car to collect Lola's first Indy 500 win.

Pink Floyd drummer Nick Mason lent the T297 in which he made his Le Mans debut in '79 and Honda sent a small army of mechanics to run the Lola-developed 1968 RA301 F1 car. Lola's first car, the Mk1, was on hand too.

But the celebrations were particularly poignant because the display had been put together by company boss Martin Birrane before he passed away in early June. So it fell to his right-hand man Howard Dawson to join Derek Bell in officially marking the anniversary.

Bell, who raced a Lola Formula 5000 car during founder Eric Broadley's tenure as boss, told Autosport: "They designed the best sportscars out there."

"[The tribute] was fabulous because Martin [Birrane] was a really charming bloke. He was obviously a clever man and I'm always in awe of these people who can do different things "What Eric did and what Martin did was special."



Holly Mason-Franchitti piloted dad Nick's Lola T297 sportscar

70 YEARS OF PORSCHE

STUTTGART TAKES CENTRE STAGE

Five-time Le Mans winner Derek Bell headed a stellar cast as Porsche celebrated its 70th anniversary in style with fireworks, an orchestra and Gerry Judah's spectacular centrepiece in front of the house.

A who's who of Porsche drivers from years gone by demonstrated everything from the 356 that started the ball rolling to the latest record-smashing 919 Hybrid Evo.

Bell and Richard Attwood sampled the Porsche 804, carrying a tribute to the late Dan Gurney (who took it to

the marque's only world championship F1 victory at Rouen in 1962), while '83 Le Mans winner Vern Schuppan enjoyed the 1500bhp 917/30 that comprehensively dominated Can-Am.

Gijs van Lennep was in demand on the 45th anniversary of his victory in the Targa Florio, as was rally legend Walter Rohrl, who drove the 356 owned by Hans Hulsbergen that he entered in this year's Mille Miglia. 2015 World Endurance champion Mark Webber lamented being "the wrong size" to fit inside an iconic 917K of the type that won Le Mans in 1970 and '71.

Festival debutants Kevin Estre and Laurens Vanthoor wowed the fans in their class-winning 'Pink Pig' 911 RSR from Le Mans this year. Vanthoor in particular showed a proclivity for burnouts, although he resisted when it came to driving the 1998 Le Mans-winning GT1, which he treated "like a grandma".

"One of the reasons I joined Porsche was because they have so much history and I always wished that I could be a very small part of it," he said.

Several Porsches with interesting histories made a first appearance at Goodwood, too. Among them was the 2003 Spa 24 Hours-winning Freisinger 911 – the only GT2 car ever to prevail against GT1 opposition. The almost mythical LMP2000, the Le Mans prototype that was canned in 1999 in favour of developing the Cayenne SUV, was on static display.

There was a minor drama when the Rothmans-liveried 962 from 1987 was rear-ended by Dan Harper's Carrera Cup car crossing the finish line on Sunday afternoon, forcing him to miss the timed shootout, but it could hardly put a dampener on Porsche's special weekend.

Gerry Judah's Porsche sculpture captured the marque's grandeur



SHOOTOUT FINAL

ELECTRIC POWER DOMINATES TIMES

The scintillating shootout featured 39 cars, progressing from George Wingard's Cottin-Desgouttes – winner of the Mont Ventoux hillclimb in 1911 – in descending order of qualifying times to the Volkswagen I.D. R, in which Romain Dumas laid down a 43.05s marker on Saturday.

Times tumbled before Grant Williams in his Jaguar Mk1 (first raced by Roy Salvadori at Goodwood in 1959) pushed the target sub-minute. His 58.94s was quicker than one of two Euro NASCARs, but Ric Wood topped the debut of the big-block Chevrolet V8-powered Vauxhall Cavalier 'Mega Bertha' (see page 64) with 57.93s.

Andrew Jordan thrashed the British Touring Car Championship 'mini shootout' with a fine 2s cushion over Matt Neal. "I wish the BTCC was that easy!" he grinned. "I said to the guys I was sure there was a 52.5 in it."

Jordan's mark survived Frank Biela's Audi RS5 DTM shot, but young Ricky Collard wrung a BMW M4 DTM's neck for a sensational 50.02s before the single-seaters and specialist hillclimb cars arrived.

Billy Monger pulled 115mph through the speed trap before Molecomb (second to Peter Dumbreck's 118mph) in firing his British Formula 3 car to the top in 48.31s to lead. It took American returnee Mike Skinner in a highly developed Toyota Tundra pick-up to pip it (48.25s) before



Hillclimb BMW relies on F3000 grunt thanks to its Judd V8 engine

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Michael Lyons ran his F5000 Lola T400 to a stonking 46.43s.

Jorg Weidinger screamed Klaus Wohlfarth's magnificent 560bhp Judd KV V8-engined BMW M3 E36 – not run since creator Georg Plasa's death in 2011 and without the traction control or ABS from its original armoury – to a sensational 46.43s. That was too much for Kiwi veteran Rod Millen (2002's victor in his Toyota Celica Pikes Peak), and only just beyond six-time BTD-setter Justin Law's Jaguar XJR-12D (despite crossing the finish at 152.9mph) and Jeremy Smith in Emerson Fittipaldi's 1993 Indy 500-winning Penske-Chevrolet PC22.

That left two diverse electric cars. Dumbreck gave the sleek NIO EP9 everything, cutting a personal best 44.32s to throw down the gauntlet. Dumas' response in the less powerful but lighter, high-downforce VW was a 43.86s, assuring the combo's place in Goodwood history.



Romain Dumas smashed EV hillclimb record

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**ODDITIES CAPTURE
THE IMAGINATION**

On his first appearance at Goodwood in over a decade since his Red Bull testing days, a wide-eyed Neel Jani was captivated by the sheer scope of the event.

"It's never-ending, you don't know where to look and you're scared to miss something," said the Swiss, who took a particular liking to Jeremy Smith's 1993 Penske PC22. "The history is not just on film or in a book, here you can touch it and you can realise it's actually not that far away."

That was true in the case of VW Motorsport, which was running the radical twin-engine 4WD Golf GTI that took Jochi Kleint to within three corners of the finish at Pikes Peak in 1987 before being robbed by a suspension ball joint failure. He and Hans-Joachim Stuck got stuck into the driving duties; Stuck took on the mighty 1936 V16 Auto Union Type C.

Stefan Mucke drew plenty of admiring eyes in the Zakspeed Capri that Klaus Ludwig took to the 1981 DRM title, likewise 80-year-old Johnny Rutherford in the Chaparral 2K he used to win the '80 Indianapolis 500. Jason Minshaw's Volvo 850 estate was the pick of the bunch gathered to celebrate the British Touring Car Championship's 60th anniversary, which also included original champion Jack Sears's Austin A105.

The 1995 Le Mans-winning McLaren F1 GTR made a rare public appearance with Ben Barnicoat driving, and Duncan Pittaway once again thrilled with his 28-litre 1911 'Beast of Turin' land-speed record Fiat. But one car that didn't run was perhaps even more intriguing – the 1986 Osella-Alfa Romeo FA1G, which rarely hit the heights in period with Piercarlo Ghinzani and Alex Caffi, was halted by a leaky fuel tank. Its owner, Federico Buratti, pledged to return next year.

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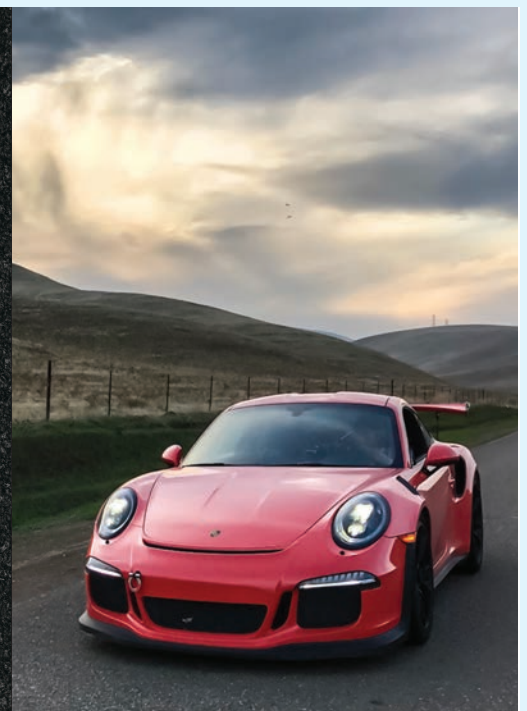


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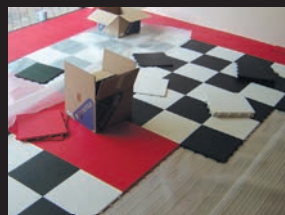
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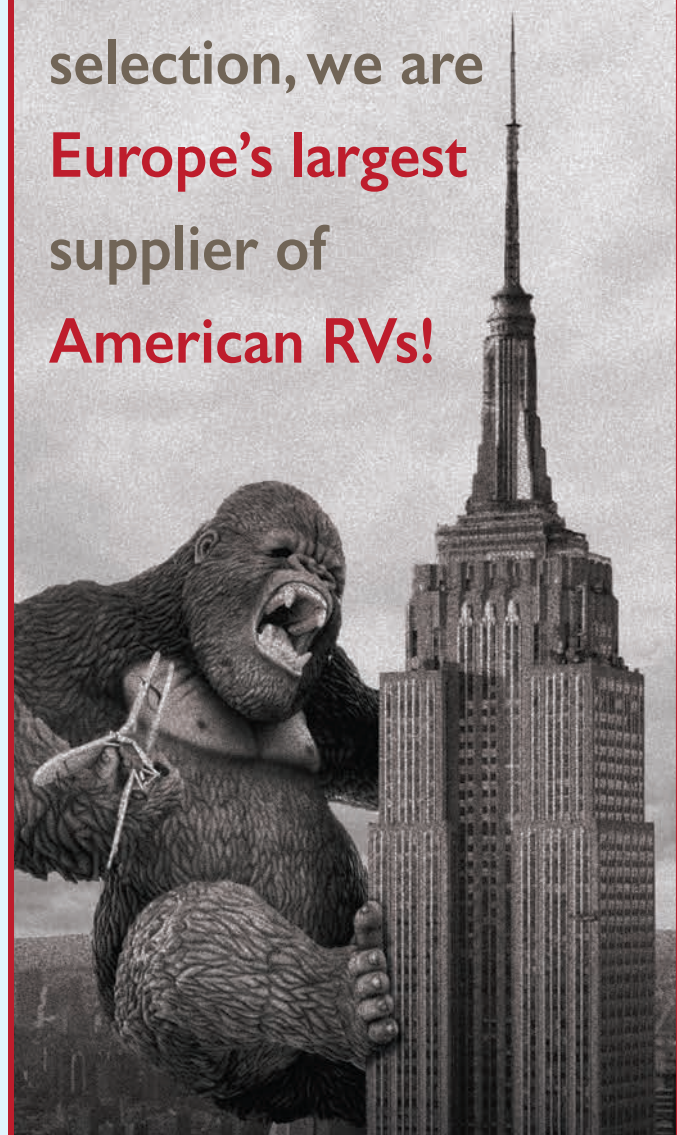
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HISTORICS

Forty years after the design mock-up raised expectations of continued Super Saloon class domination by the inimitable Gerry Marshall, a Vauxhall Cavalier V8 nicknamed 'Mega Bertha' will race in the UK this season with

engine tuner Ric Wood at the wheel.

The car was conceived as a successor to the Holden Repco V8-engined Big Bertha (the Ventora FE wrecked following brake failure at Silverstone in August 1974) and the Firenza-esque Baby Bertha that Marshall raced under the Dealer Team

Wrigley eyes Supercup step

PORSCHE SUPERCUP

Porsche Carrera Cup GB race winner Tom Wrigley is targeting a full-time move to the Porsche Supercup next season after impressing on his debut weekend.

Wrigley qualified a strong fifth for the British Grand Prix support race and finished 10th, with his speed helping him to catch the eye of series regulars.

The 2016 Ginetta GT4 Supercup champion – third in this season's Carrera Cup GB standings at the half-way point – feels he is now ready to step up to the next level.

"It was amazing," said Wrigley. "Fifth in qualifying was brilliant, but the race was a bit difficult – we made a set-up change and it didn't quite work. It was a struggle and with that competitive field, they knock you back [positions]."

"Walter Lechner [leading Supercup team boss] came up to me and said 'fair play' and wants to do something with me next year.

"With a bit of luck I'll be racing in the Supercup next year and will probably do some German Carrera Cup as well because there's not a lot of track time [in Supercup]. It's a real confidence boost to know you can do it and mix it with the best in the world."

Wrigley's qualifying performance was even more impressive considering it was the first time he had raced on the Silverstone Grand Prix circuit, so didn't have the advantage of knowing his home track.

The JTR driver's focus is now back to the Carrera Cup, which resumes at Snetterton next weekend. He is 10 points behind the leader, Slidesports' Tio Ellinas, and says "it's all to play for" in the second half of the year.

STEPHEN LICKORISH



J BLOXHAM/LAT
motorsport
IMAGES

Vauxhall banner, earning the GM brand a huge spectator following at events.

Disagreements between Vauxhall and preparation guru Bill Blydenstein's Cambridgeshire-run team led to the Cavalier project being cut, although its roots were eventually bought by engineer David Cousins in Northern Ireland.

Blydenstein and Vauxhall had also achieved huge success with a Viva GT and Firenza 'Old Nail'.

Saloon guru Wood of CNC Heads in Stockport acquired Mega Bertha from Cousins, who advertised it on eBay last year. Following initial research, component sourcing and sub-assembly, Wood's

Romanian engineer Gabriel Ciuperca's intense three-and-a-half-month build programme started in April.

The car was still in assembly shortly before the Goodwood Festival of Speed, where it made a class-winning debut last weekend with Wood at the helm.

"There wasn't much to go on, but we finished it on Wednesday night," said Wood of the last-gasp preparation efforts to debut the car.

The tubeframe-chassis Cavalier is powered by an 8.5-litre big-block Chevrolet engine mated via a Tilton clutch to a Jerico gearbox and NASCAR-type final drive.

"The 7ft6in wheelbase was a bit of a problem with the engine so

far back," said Ciuperca. "I had to run the exhaust headers forwards to make everything fit."

With 800bhp on tap, steering joints still stiff and a pronounced crown in the road on the dusty Goodwood hillclimb course, Wood survived one wayward spin, but raising the suspension's rideheight and softening the springs made it more driveable for him.

"We'll get the car properly sorted then I'll race it, probably at Oulton Park initially," said Wood, who has myriad exotic historic race cars. "It's always going to be very darty, but I think it's just what Gerry would've wanted."

MARCUS PYE



F2 CAR BREAKS COVER

The Formula 2 Surtees TS15A raced by John Watson in 1974 has reappeared after many years in a private collection. The ex-works chassis, in period Fina/Bang & Olufsen colours, has spent the past decade with Chris Willie as a restoration project and was finally unveiled at Silverstone. Willie has been working on the car, which had been hillclimbed in Europe before going into a private collection in the USA, over recent years. He now plans to sell it to concentrate on racing his Chevron B29 in Historic F2.

Photograph by
Paul Lawrence

Fielding out in Spa GT4 reshuffle

BRITISH GT

Two-time McLaren Autosport BRDC Award finalist Sennan Fielding is among several drivers left without a seat for the British GT round at Spa this weekend.

Steller Motorsport, the team with which Fielding has raced a Toyota GT86 this season, is not making the trip to Belgium. Steller team principal Gary Blackham said that supply delays had left the team unable to complete its planned programme of updates, but that it remained committed to the championship.

While disappointed to miss Spa, Fielding believes it will help the team get back on track for the final two rounds at Brands Hatch and Donington.

"It's frustrating not to be racing at one of the best circuits on the calendar," said Fielding. "But I think it's going to be for the better for later on in the year, so we can do more development on the car and be fighting up at the front end where the team deserves to be."



Fielding's Steller team-mate Tom Canning has joined Team Hard refugee Anna Walewska's new Protechnika Motorsport team to race a Mercedes. Dean Macdonald, who has raced Steller's other Toyota, is replacing Aleksander Schjerpen at Century Motorsport for the rest of the season in its BMW, but his co-driver Alex Quinn is left without a drive.

Century owner Nathan Freke said that Schjerpen was only confirmed to do half the season, and a new driver to partner Jack Mitchell was always part of the plan.

As well as Steller, Team Hard is not

attending the series' only non-UK round, leaving Walewska's former co-driver Callum Hawkins-Row out of a seat.

In the GT3 class, Jordan Witt will return to the RJN Motorsport Nissan team to drive alongside Struan Moore for the first time since the Snetterton round in May. Ricardo Sanchez drove the car and took pole on his first appearance in British GT at Silverstone last time out, but was unavailable for Spa owing to a clash with the LMP3-based Le Mans Cup at the Red Bull Ring.

JAMES NEWBOLD

Grid depleted further in TCR UK at Combe

TCR UK

A series of late withdrawals, mechanical dramas and accident damage severely depleted the TCR UK field at Castle Combe last weekend.

Team BMR had been expected to field two FK2-shape Honda Civics for Josh Price and team boss Warren Scott, but the team was absent. So too was Howard Fuller, who did not race his Sean Walkinshaw Racing Honda Civic after the loss of a sponsor.

The entry list shrank further

when Robert Gilmour's Alfa Romeo Giulietta and Darrelle Wilson's Vauxhall Astra had mechanical issues on Saturday that sidelined them for the weekend. An alternator problem on Gilmour's car in the morning warm-up session fried the ECU, and DPE Motorsport was unable to map the software on a replacement. Wilson suffered a broken steering rack in qualifying and was unable to obtain a spare.

The grid for Sunday's race two only stretched to eight cars.



Finlay Crocker was prevented from starting by damage from an accident in race one.

Ollie Taylor and Dan Lloyd

split the wins. The series will resume at Oulton Park on August 4.

MARK PAULSON

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FFord scholarship opens

BRSCC

Entries are open for a scholarship worth £38,000 for a fully funded season in the National Formula Ford Championship.

The JMR Scholarship was held for the first time last year and was won by Sebastian Job, who believes the scheme has 'changed his life'. He has claimed a best result of sixth in Formula Ford so far this season.

"Every time I go on the track it still shocks me," said Job. "Racing is unlike anything else and sim racing has become a little less exciting because of it."

"I would say winning this scholarship has changed my life. Racing is something I've always wanted to do and now I'm able to say that I've done it."

Job is highly rated by 2008 National FF1600 champion Graham Carroll, who has coached in the BM Racing team with which Job races in Formula Ford. He was also in the eSports final with Job, and was drafted by Red Bull to compete for the team in the upcoming F1 eSports season.

This year's JMR scholarship is open to anyone who has turned 16 years old by March 1 2019. Five-hundred competitors will each take part in a two-hour simulation session across three tracks, with the best 40 progressing to the next round.

They will have the chance to drive a Ginetta G40 around Silverstone before the final 10 are assessed in a Ginetta G55 GT4, also at Silverstone. The winner will be awarded the scholarship.

STEFAN MACKLEY

Closed-road event open

HILLCLIMB

Motor Sports Association chairman David Richards officially opened the entries for the closed-road Watgate Bay Speed Hillclimb, which is due to take place on September 15-16.

Richards visited the organisers, officials from Truro and District Motor Club, Newquay Auto Club and Plymouth Motor Club, to help raise awareness of the event, which will run on the B3276 coastal road between Newquay and Padstow and will be

the first hillclimb to run under new closed-road legislation.

Competitors and marshals can enter or register interest on the event's website, watgatebayhillclimb.co.uk.

- The annual Gurston Down Formula Ford Fest will attract up to 20 cars to the Wiltshire hillclimb venue this weekend. The movement to run pre-1994 Kent-engined Formula Fords on the hills is gathering momentum and there are estimated to be up to 60 such cars now active.

IN THE HEADLINES

SCHOOLS OUT FOR RACING

Former Junior Saloons driver Sam Kirkpatrick returned home early from a school trip in Germany to race in the MG Trophy at Donington. He had an engine replaced before the first race, in which he finished second in class, before track-limits penalties dropped him to ninth in class. He made amends in race two, however, with a class win in his ZR 170.

HAYEK BACK AFTER INJURY

Harry Hayek is set to make a return to motorsport in the third-tier Kumho V8 Touring Car Series in his native Australia this weekend, more than a year after a British Formula 3 crash left him sidelined with a fractured vertebra. The Australian crashed during practice for the BRDC British F3 round at Snetterton last May, and underwent an operation in which the damaged vertebra was fused with metal rods.

F1000 CHAMP EYES MORE

Lee Morgan is hoping to compete in the final two races of the Formula 1000 season after making a return to the series at Castle Combe last weekend. A sticking throttle limited the 2013 champion to 10th in qualifying, and an off while challenging for third consigned him to sixth in race one. He retired from race two with a heavy oil leak that prevented him from starting race three.

COMBE MONEY RAISER

More than £2200 was raised for the Teenage Cancer Trust following a charity karting race at the Castle Combe Karting Circuit. The event was organised by Formula Ford driver Luke Cooper and commentator Ian Sowman. Castle Combe Saloon driver Alex Kite won the event.

GOODWOOD TRANSFORMED

At the 20th anniversary Goodwood Revival (September 7-9), the themed pits will be transformed into early 1950s Silverstone, in honour of the circuit's 70th anniversary. The first themed pits were built at Goodwood in 2012 and are now meticulously set-dressed each year to celebrate key moments and places in motorsport history.





BTCC racer Bushell excels in rear-wheel-drive debut

CSCC

British Touring Car Championship driver Mike Bushell admitted that he needed to adapt his driving style after racing a rear-wheel-drive car for the first time last weekend.

The reigning Renault Clio Cup champion competed in the Classic Sports Car Club meeting at Brands Hatch, where he shared a Ford Lotus Cortina with Josh Jackson in the one-hour endurance Classic K Series event.

Bushell, who currently races a Volkswagen CC for Team Hard in the BTCC, qualified fifth but was forced to start from the pitlane due to clutch problems before the start.

Despite the issues, the two drivers each drove strong stints to finish

sixth in a race of attrition.

"I have really loved driving this car," said Bushell. "But I've learned that the driving style required is totally different to what I'm used to in front-wheel-drive BTCC cars and Clios."

Bushell, who currently sits 24th in the BTCC standings after taking a best result of fifth at Brands Hatch in the opening round, also partnered Richard Wheeler in the Tin Tops race held later in the afternoon, with the pair sealing a commanding victory in their Ford Fiesta ST.

"With the BTCC on a break and Brands being my local track, I felt it was good to get out on track and help set me up for the rest of the season. It's been a great weekend," added Bushell.

MARK LIBBETER

Insurance law threat to motorsport

VNUK

Motorsport has been dealt a blow after it was not excluded from a recent EU act forcing all vehicles to have third-party insurance, even on private land.

The legal case known as Vnuk led the European Court to determine that the Motor Insurance Directive (explained below) was being implemented incorrectly, and that all vehicles must have third-party insurance. This could push up the cost of motorsport to prohibitive levels.

The Motor Sports Association has stepped up its campaign, with chairman David Richards (below, centre left) organising a meeting with UK transport secretary Chris Grayling (below centre) and FIA president Jean Todt (below, centre right) at the British Grand Prix earlier this month.

Richards said: "It's one of those situations where people are putting in place legislation without fully understanding the impact it has on all the parties. When it's explained properly, I'm sure we'll get common sense."

• The Motor Insurance Directive outlines the rules EU member states must abide by when creating relevant laws in their own parliaments, to help create continuity in legislation between EU countries.

JACK BENYON



Tarling to make Formula Junior bow



FORMULA JUNIOR

Formula Ford ace Richard Tarling will make his Formula Junior debut at the Silverstone Classic this weekend in the Lotus 20 of category stalwart Bob Birrell.

"I wanted to have a go in a Formula Junior," said Tarling of the deal arranged by Formula Junior guru Duncan Rabagliati.

"It is very similar to Historic Formula Ford, but an older design with a more

punchy engine," added the reigning Historic Formula Ford champion after testing the Lotus at Silverstone.

"At the moment it's a one-off event, but I'd love the chance to race other historic cars."

He accepts that overall victory at Silverstone will be out of reach as the Lotus runs in the class for drum-braked rear-engined cars.

PAUL LAWRENCE



COME TOGETHER RIGHT NOW OVER THIS

Complacency over the Motor Insurance Directive has led motorsport to the brink of disaster – an orchestrated campaign is now desperately needed

JACK BENYON

This is a potentially apocalyptic issue for motorsport in Europe. That statement is neither scaremongering nor an untruth – Vnuk (not a type of helicopter) is a serious issue. Never could I have thought that a man falling off a ladder in a Slovenian farmyard could shape the future of motorsport.

The EU's interpretation of a 2014 European Court of Justice case – Damijan Vnuk v Zavarovalnica Triglav – could lead to a huge change in how insurance arrangements are structured.

While presiding over this case the court decided that, for years, the Motor Insurance Directive had been misinterpreted and that, in fact, any motor vehicle – from lawnmowers to commercial trucks – should have third-party insurance, even on private land. And that includes vehicles in motorsport.

Cast your mind back to the British Grand Prix and the Kimi Raikkonen/Lewis Hamilton crash. Post-Vnuk, that could result in Mercedes claiming the incident on its insurance. Just picture the consequences in everything from F1 to the Trackday Trophy,

"A MAN FALLING OFF A LADDER COULD SHAPE THE FUTURE OF MOTORSPORT"

claiming for every crash, every weekend. How much do you think insurance premiums would cost if that were the case?

'I've read about this before and wasn't it fixed?', you may be thinking. Indeed, last year the Motor Sports Association and industry professionals were encouraged to reply to an EU consultation into the proposed text of the Motor Insurance Directive. But when that MID was released last month, nowhere did it exclude motorsport, or insert the phrase "in traffic", which had been the preferred outcome from those within the motorsport community. Indeed, some countries in Europe refused to acknowledge it as an issue. France was one nation that failed to take the Vnuk situation seriously, which is worrying since it's the home of the FIA.

The campaigning last year was clearly insufficient given what's at stake. People thought Vnuk had been consigned to the memory hole, only for it to prove them gravely mistaken.

The MSA is taking this extremely seriously. New chairman David Richards has already shown he detests unnecessary regulation and, if he decides that something is worthy of his time, be sure that he and his team have thoroughly researched it, investigated the matter fully and painstakingly analysed every possible angle before engaging in a course of action.

That action was to bring together FIA president Jean Todt and UK transport secretary Chris Grayling for a meeting at the British Grand Prix. "We had a very constructive discussion," Richards told Autosport. "Chris Grayling has been extremely supportive of our position on the insurance directive and Vnuk. The whole basis of the Vnuk argument is to protect the public from uninsured risks.

"The view that he takes, and that of the FIA, is that if an event takes place in the UK under the jurisdiction of the MSA, third parties are properly protected. Therefore it's not necessary to put another layer of legislation in there that complicates matters.

"We met with Jean Todt at the weekend to reaffirm the UK's support for the situation, and see how each could help each other."

Mutual support is what it's going to take to combat Vnuk. One of the main reasons many people in Britain cite for not taking this issue seriously is that other countries aren't taking it seriously either. Well, the FIA and France are now waking up to the fact that this is a huge issue. Countries such as Ireland and Germany have supported lobbying from the start, and others are joining the throng. But a sloppy, disconnected effort isn't going to work. This needs to be a movement, spearheaded by the FIA and backed by the ASNs – a united front in the battle against Vnuk.

Richards is bullish about the issue, even calling out the FIA for not doing enough. Anyone in UK motorsport should know how big a deal it is for the MSA chairman to adopt that approach.

"There have been campaigns, but I don't think we've been communicating at the most senior level in European government to date," added Richards.

"To be quite blunt about it, I think until the latest directive came out earlier this year, the FIA were of the view that this [lack of change in the MID wording] was not going to happen and perhaps there was a bit of complacency about it.

"I think now they have realised this is an issue that needs to be addressed properly and with the full effort of the FIA. I think Jean [Todt] understands it very well now and we're in a very different position."

How the stakeholders act in the coming months will be vital in combating this very real threat to the future of motorsport. ❧

Taylor wins to end Lloyd's perfect TCR UK record

CASTLE COMBE
BRSCC
JULY 14-15

Dan Lloyd may have continued his march towards the inaugural TCR UK title, but the WestCoast Racing driver was finally beaten as Ollie Taylor took his Honda Civic to a maiden success in the opener.

From pole position — secured when he found 0.7 seconds in the closing stages of qualifying — Taylor led until the final lap when Lloyd sensed a gap at Quarry. He dived into it, but Taylor closed the door and was shoved wide. Lloyd crossed the finish line first, but his six-race winning streak ended when the clerk of the course sided with Taylor and reversed the positions.

From second on the grid, Lloyd's Volkswagen Golf GTI had bogged down at the start and only just avoided the mid-grid opening-lap chaos as he dropped to fourth. He picked off Lewis Kent (Hyundai i30 N) and Andreas Backman (VW) before hunting down Taylor, as Backman finished third.

Lloyd admitted he had "tried to be a bit too clever" by setting only one quick lap in qualifying in an attempt to secure a double pole, but his tactics worked for race two's grid (set by a reversal of the second-quickest times). From pole position he cleared off into the distance, surviving a safety car to beat Taylor, who climbed up from fifth, and Carl Swift (SEAT Leon Cupra), who scored a maiden podium.

Chasing a lap record, Niall Murray almost threw away the first National



Stewards sided with Taylor, awarding him TCR race-one victory

Formula Ford race when he ran wide at Old Paddock on the final lap. But Jamie Thorburn, who had pressured him throughout, was unable to take advantage after making a small mistake himself a lap earlier. Michael Eastwell stayed with the leading pair throughout to complete the podium.

That was about as close as anyone got to Murray's Van Diemen RF99 all weekend. Race two brought a routine win ahead of Matt Round-Garrido — who clashed with Eastwell on the final lap — and Luke Cooper, who had earlier won the local Castle Combe Formula Ford Championship race. In the reversed-grid finale, Murray passed Eastwell for the lead before half-distance, then held him off to scoop the series' first hat-trick, with Round-Garrido third.

A thin Porsche field produced a terrific first race, with championship leader Adam Southgate eventually prevailing but only after James Coleman — who retired with a broken suspension arm — and Garry Lawrence — who ran wide at Quarry — had spells in front.

Southgate won a shortened race two,

after a heavy accident for Nick Hull at Camp left his Boxster on its roof, but with the driver unscathed.

Coleman took race three after a demon start from fifth, while a spin by Southgate limited him to third behind Lawrence.

With a new radiator aiding cooling in baking temperatures, Michael Watton resumed his position at the front of the F1000 field, claiming a trio of wins. Watton survived a couple of hairy moments at Camp on his way to race-one honours; Dan Clowes was twice runner-up, and Alok Iyengar scored a best-ever result with second in race two.

Reigning champion Steven Dailly took both BMW Compact Cup races. He was pushed hard by Owen Hunter and Ian Jones in the first, before the pair clashed in race two, with Hunter excluded and Jones retiring. That promoted Matt Parkes to second, completing a fine comeback after being disqualified from qualifying for a yellow-flag infringement.

Gary Prebble overcame Charles Hyde-Andrews-Bird's lightning start to claim the Combe Saloons win in his SEAT Leon.

MARK PAULSON



Murray took a trio of National FF1600 wins



BMW COMPACT CUP

Race 1 Steven Dailly

Race 2 Steven Dailly

CASTLE COMBE FF1600

Luke Cooper (Swift SC16)

CASTLE COMBE GT

Barry Squibb (Mitsubishi Evo 9)

CASTLE COMBE SALOONS

Gary Prebble (SEAT Leon Cupra)

F1000

Race 1 Michael Watton (Jedi Mk6)

Race 2 Michael Watton (Jedi Mk6)

Race 3 Michael Watton (Jedi Mk6)

MAZDA MX-5 SUPERCUP

Race 1 Steve Roberts

Race 2 Jack Harding

NATIONAL FF1600

Race 1 Niall Murray (Van Diemen RF99)

Race 2 Niall Murray (Van Diemen RF99)

Race 3 Niall Murray (Van Diemen RF99)

PORSCHE CHAMPIONSHIP

Race 1 Adam Southgate (Boxster)

Race 2 Adam Southgate (Boxster)

Race 3 James Coleman (Boxster)

PRODUCTION GTI

Race 1 James Colbourne (VW Golf GTI Mk5)

Race 2 James Colbourne (VW Golf GTI Mk5)

SPORTS 2000

Tom Stoten (Gunn TS11)

TCR UK

Race 1 Ollie Taylor (Honda Civic Type R TCR)

Race 2 Dan Lloyd (Volkswagen Golf GTI TCR)

For full results visit:
tsl-timing.com

GOOD THINGS COME TO THOSE WHO WAIT



For two-time BMW Compact Cup champion Steve Roberts, a first win in the Mazda MX-5 Supercup was a long time coming.

It's been something of a slog since he made his debut in the championship last year, but Saturday's win from pole position at Castle Combe proved to the category frontrunners that he's now a driver to be reckoned with.

After using his student loan to buy a Van Diemen RF85 at the start of his career, Roberts won the 2004 North-West Formula Ford 1600 Championship in an RF92 before graduating to the British championship. The new era of Duratec Formula Ford yielded podium finishes in '06 against a field with the calibre of Peter Dempsey, Nick Tandy, James Nash and Nathan Freke. But then the money ran out.

"Well, I didn't have the money to start with, so I got into debt," says Roberts. "I jacked it in, moved down to London and concentrated on my career. I had a break until 2012, and that's when I came back to do Compacts."

The switch to racing for fun in tin-tops brought titles in 2013 and '15, and Roberts decided to quit while he was ahead after beating British GT champion James Gornall and Mike Tovey to his second crown.

Looking for a new challenge and having considered the BMW 330 Challenge and M3 Cup, Roberts was recommended the MX-5 Supercup by Mazda specialist Brian Chandler. He picked up a second-hand car and qualified fourth first time out at Brands Hatch last year. But the results weren't forthcoming.

A podium eventually came at round five at Snetterton, but by then Roberts had decided to sit out the rest of the season, saving budget for a renewed assault in 2018.

"I really struggled for consistency

more than anything," Roberts admits. "I got caught up in a few incidents, and the car was actually a bit of a banana anyway, so that was it – I just said to [team owner] Rob [Boston], 'Just build me a new car.'"

Hopes were high for the new season, and Roberts finished second to team-mate Will Stacey in the Silverstone opener, but the car seemed to lack straightline speed. When he qualified seventh at Brands, while only 24th fastest out of 29 through the speed trap, Roberts and Boston knew something was wrong. They invested in a new engine, and suddenly the outright pace was there.

Last time out at Rockingham, issues including a damaged airbox meant Roberts couldn't show the car's true potential, and some fluffed gearchanges restricted him to second from the reversed-grid pole.

It came good in qualifying at Castle Combe as Roberts took pole by a quarter of a second, only for contact with James Blake-Baldwin to shuffle him down to eighth on lap one of the opener. From there, he mounted a stirring comeback. Third by lap four, he passed Luke Herbert for second at Avon Rise a couple of laps later, then made a move stick on Blake-Baldwin at the Esses on the penultimate lap.

"Being the hunter throughout the race is actually enjoyable because at no point was I in that nervous, tentative state of trying to protect the lead," says Roberts. "That mid-section of the chicanes is where I gain all my time."

But in the second attempt Roberts came crashing back to earth. He finished in the barriers at Tower after contact with Blake-Baldwin, whose championship hopes were dented after being excluded from the win as a result.

MARK PAULSON



Equipe GTS grid blasts off, with runner-up Smith's red MGB on pole

Equipe Classic races top the bill at Donington

DONINGTON PARK
MGCC
JULY 14-15

Jack Rawles and his Austin-Healey 3000 came out on top of a terrific duel with class frontrunner Tom Smith at the wheel of his MGB to win the Equipe Classic sprint race.

Smith had led from the start, but lost out to Rawles just after a safety car intervention. Rawles took the flag just 0.232 seconds

ahead, with Rod Begbie's TVR a solitary third after 20 laps.

In the previous evening's inaugural three-hour Enduro relay, the B2 Marcos team of Richard Evans, Chris Keen and George Rolls won by a lap with an MG and a Marcos.

Stephen Collier and David Morrison battled their way to victories in the MG Midget/Sprite Challenge, but both had to work hard for their success. On the first lap of the opening race Collier led into

Redgate, but polesitter Morrison got ahead at McLeans. Collier reclaimed the lead at the chicane while Stephen Watkins remained in close attendance in third.

Richard Bridge took third from Watkins as they formed a four-car break, but went off at Coppice on lap four. Two laps later Collier took to the grass at the Old Hairpin avoiding a backmarker, handing the lead back to Morrison, but only for one lap.

Collier finally broke the tow to secure victory over Morrison by 3.89s, with Watkins a solitary third, 5.35s further in arrears. Bridge recovered to retake fourth from Richard Wildman on the last lap.

The second race started at a similarly frantic pace. Collier lost his initial lead by going wide at the Old Hairpin on the second lap, handing Morrison the advantage. Watkins then burst through into the lead as Morrison dropped behind Collier again, but then both Watkins and Collier retired to the pits within two laps of one another. That left Morrison clear from lap five, and he crossed the line 38.87s ahead of Bridge. Nick Day completed the top three.

A three-way fight for second gave polesitter Russ McCarthy a good platform to build a lead in the MGBCV8s. James Wheeler initially prevailed over Neil Fowler and Rob Spencer in that battle for second, but he went off on the inside at McLeans, enabling



Hills (leading) won
Triple M after chasing
Seber crashed out



EQUIPE THREE HOUR CLASSIC RELAY

B2 Marcos (Richard Evans/Chris Keen/
George Rolls)

EQUIPE GTS

Jack Rawles (Austin-Healey 3000)

MG MIDGET/SPRITE CHALLENGE

Race 1 Stephen Collier (MG Midget)

Race 2 David Morrison (MG Midget)

MGBCV8

Russ McCarthy (MGB GTV8)

MG TROPHY

Race 1 Graham Ross (MG ZR 190)

Race 2 Graham Ross (MG ZR 190)

COCKSHOOT CUP

Race 1 Ray Collier (MG ZR 190)

Race 2 Ray Collier (MG ZR 190)

MG METRO CUP

Race 1 Richard Buckley (Rover 220 Turbo)

Race 2 Richard Buckley (Rover 220 Turbo)

PETER MORGAN MEMORIAL TROPHY

Race 1 Andrew Thompson (Morgan ARV6)

Race 2 Philip Goddard (Morgan +8)

TRIPLE M REGISTER CHALLENGE

Malcom Hills (MG K1 Monoposto)

ICONIC 50s

Neil Cawthorn (MGA Roadster)

For full results visit:
tsl-timing.com



TRIPLE M Not only was this owner John Gillett's first visit to Donington Park, it was believed to be the first time his ex-Prince Bira MG K3 had been to Donington for 82 years. "He raced it in 1935 and '36, before it went to Australia in 1937 and was owned by the same family for 51 years," said Gillett.



EQUIPE CLASSIC RELAY Everything Equipe Classic Racing does seems to work, and the series passed another milestone in running its first relay event. It catered for Pre-1966 GT & GTS cars running to Appendix K specification; since those cars' fuel tanks would struggle to complete a proper enduro, the relay format avoids that problem. Competitors revelled in the opportunity for a longer race.

Fowler and Spencer to go through and begin to close on McCarthy.

Into the chicane for the sixth time McCarthy struggled to engage third gear, and Fowler seized on the hesitation to pass for the lead. Spencer was poised to follow but lost drive and had to pull over, promoting Ian Prior into third place.

McCarthy gathered himself and came back with a late charge, making the decisive move on Fowler into Redgate on the last lap as Prior retained third, well clear of Andrew Young. The winning margin was less than a second, with the remaining 19 cars all a lap down after 22 tours.

Graham Ross's double win made it five for the season in the MG Trophy. His seventh-lap move on polesitter Jason Burgess at Redgate in race one proved decisive, and he crossed the line half a

second to the good over Burgess. Doug Cole was 11 seconds further distant in third.

In race two it was a lights-to-flag win for Ross by nearly four seconds. His task was eased by Burgess's brakes fading, and this time third-placed Cole was tucked in just behind Burgess as they took the flag.

Ray Collier was another double winner in the Cockshoot Cup in his ZR. He led from the chicane on the opening lap, after Keith Egar (Midget) explored the gravel at the chicane and Phil Standish (TF) went straight on at McLeans. While Collier eased away, Peter Bramble consolidated second in his MGB. After Mike Peters (Midget) pitted with a blown engine, Simon Lowery completed the podium in his ZS.

It took until lap three for Collier to oust Egar at McLeans in the second race, but Standish soon followed and Collier spun at

the chicane on the last lap. Standish held second, while Egar took third.

There was another double win in the combined Metro Cup and MG Cup, Richard Buckley leading from start to finish in both races. Peter Birchall was second in race one, while Mike Williams came from the back of the grid to secure third. Williams went one better in race two, taking a solid second to Buckley, with Ian Boulton third.

Andrew Thompson easily won the first Peter Morgan Memorial race, with Philip Goddard recovering from a dreadful opening lap to hold second from lap five. But after leading for 19 laps in race two, Thompson lost out to Goddard three laps from home.

In the Triple M Register Challenge, Tony Seber's Wolseley Hornet Special went off at Coppice and left the win to Malcolm Hill.

PETER SCHERER

Magnificent Sevens star at Brands Hatch

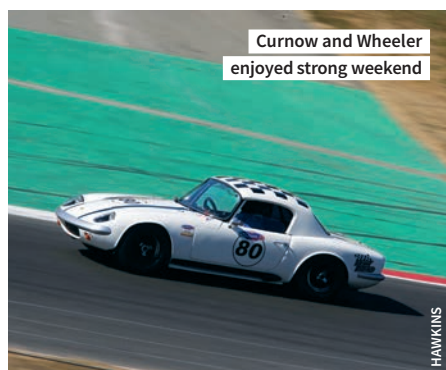


Davis took one victory and came close to another

BRANDS HATCH CSCC JULY 14-15

Triple TVR Challenge champion Tim Davis played a starring role at Brands Hatch, claiming a win in a thrilling Magnificent Sevens race on Saturday before coming close to another in the Open Series contest.

At the start of the Sevens event, former category champion Peter Ratcliff made a demon start from second on the grid to lead poleman Colin Watson and the rest of the 33-strong Caterham field on the opening lap. Gary Bate and Jonathan Mitchell gave chase in third and fourth respectively, with Orpington-based Davis recovering from a five-place grid success penalty to run fifth.



Curnow and Wheeler enjoyed strong weekend

Following a brief caution period, an attempt to snatch the lead on the approach to Druids cost Watson time and positions. Conversely, Davis worked his way into third before the mandatory-pitstop phase. Ratcliff maintained his lead after the stops, but Davis jumped Bate to snatch second and began to apply pressure to the leader.

Despite the growing presence of Davis in his mirrors and having to thread his way through a host of backmarkers, Ratcliff continued to look composed in front. But that all changed on lap 31 of 43 when he spun at Graham Hill Bend, dropping him out of the top five. Davis picked up the pieces to claim the win, despite the close attentions of Bate. Mitchell finished third behind Bate, with Christian Pittard salvaging fourth after an earlier excursion.

Davis was also in the hunt for victory in the Open Series race aboard his Caterham CSR, having rapidly closed on leader Pittard after the pitstops. A trip into the Paddock gravel to avoid a slow-moving tailender, combined with fading tyres, ultimately blunted Davis's challenge. Pittard gained the breathing space his drive merited to seal victory thereafter, while Mitchell edged second on the run to the flag.

Graham Charman, a class winner in the Open event, claimed his second overall New Millennium race win of the season

in his Ginetta G55 despite having to serve a 30-second success penalty. Peter Challis had looked set to benefit most from Charman's handicap until "something broke on the front end" on his Porsche 997, forcing his retirement. Alistair Scott initially claimed second in his BMW M3 E46 following a late tussle with David Kempton's E36 model, but both would receive time penalties for violating Code 60 flag regulations.

One BMW driver to enjoy better fortune was Gavin Dunn in the Modern Classics encounter. After early pacesetter Stuart Daburn (TVR Tuscan) spun into the Paddock gravel and Piers Masarati (sharing with brother Miles) spun his Porsche avoiding errant backmarkers, Dunn worked his way to the front. Aided by a late safety car, he was able to withstand a late charge from the recovering Masarati to seal his first career win.

There was an emotional triumph for the father-and-son pairing of Martyn and Matt Ellis in the Future Classics contest. Competing together for the first time in their Talbot Sunbeam Lotus, the duo claimed victory by over half a minute. Anthony McEvoy returned from a year out of competition to take a fine second in his Porsche 944, while David Burke (911) recorded his best result to date by finishing a close third.

Helped by two different team-mates, Richard Wheeler enjoyed a superb weekend.

BRANDS HATCH WEEKEND WINNERS

CLASSIC K SERIES

Richard Wheeler/Ross Curnow (Lotus Elan)

FUTURE CLASSICS

Martyn Ellis/Matthew Ellis
(Talbot Sunbeam Lotus)

JAGUAR SALOON AND GT CHAMPIONSHIP

Race 1 James Ramm (Jaguar XJS)

Race 2 James Ramm (Jaguar XJS)

MAGNIFICENT SEVENS

Tim Davis (Caterham C400)

MODERN CLASSICS

Gavin Dunn (BMW M3 E36)

NEW MILLENNIUM SERIES

Graham Charman (Ginetta G55)

OPEN SERIES

Christian Pittard (Caterham CSR)

SPECIAL SALOONS AND MODSPORTS

Race 1 Andy Southcott (MG Midget)

Race 2 Andy Southcott (MG Midget)

SWINGING SIXTIES

Richard Wheeler/Ross Curnow (Lotus Elan)

TIN TOPS

Richard Wheeler/Mike Bushell (Ford Fiesta ST)

TURBO TIN TOPS, PUMA CUP & SMART 4TWO CUP

Nigel Tongue (Renault Megane F1 R26)

For full results visit:
tsl-timing.com

Teaming up with Ross Curnow in a Lotus Elan, Wheeler claimed his first success of the weekend in the Swinging Sixties race, despite being handed a time penalty for an unsafe pit release post-race. Jon Wolfe overcame starter-motor problems with his TVR Tuscan in qualifying to take second ahead of Steve Hodges (Lotus 7).

Curnow and Wheeler later steered their Elan to a crushing three-lap win in the Classic K event ahead of John Hutchinson/David Moran's Ford Lotus Cortina. Wheeler then rounded off his weekend by claiming victory in the Tin Tops event after teaming up with guest driver and current BTCC star Mike Bushell in a Fiesta ST. Gearbox gremlins in qualifying did little to stop Martin Addison's Peugeot 106 GTI claiming second.

Another dominant performance came from James Ramm in the Jaguar Saloon and GT Championship double-header. Two lights-to-flag wins over Colin Philpott maintained his unbeaten start to the year and strengthened his hopes of claiming a title he narrowly missed out on last year.

Nigel Tongue proved uncatchable in the Tin Tops, Puma Cup and Smart 4Two event in his well-presented Renault Megane F1 R26.

MARK LIBBETER

OLD FAVOURITES RETURN

Having not appeared at Brands Hatch since 2016, the Special Saloons and Modsports made a welcome, colourful and gloriously noisy return as part of the CSCC programme last weekend.

Both categories were hugely popular with enthusiasts in their 1970s and '80s heydays, and the current series continues to showcase a wide variety of Super Saloons, Thundersaloons, Donington GTs and Modsports seven years into its lifespan, following a successful revival meeting at Mallory Park in 2011.

An eclectic mix of original machinery, including the Ford Escort run by Minton brothers Dale and Steve in the early 1980s (today run by Steve and son Dan) can be seen competing with other cars, spilt across five classes, that have been modified to such an extent that they would have been eligible in period.

Fans of the BTCC in the late 1980s will appreciate Paul Connell's Ford Sierra RS500 adorned in period Trakstar livery, while other popular cars include the '87 Peugeot 309 Thundersaloon of brothers Danny and Ricky Parker-Morris and Craig Percy's modified Morris Minor; a former police car now powered by a 6.2-litre engine.

One of the most iconic cars of the period was the five-litre, V8-powered Vauxhall Firenza driven by the legendary Gerry Marshall. Having been restored by owner Joe Ward, 'Baby Bertha' was back on track at Brands on Sunday in the hands of historic racer Andy Newall.

"I just simply cannot compare it to any other car I have driven before, it's just unbelievable," Newall said after coming home third in the first race. "I have only driven the car for five laps around Donington before coming to Brands so today has been mainly about getting used to her. I had to nurse the tyres and brakes

Southcott took
victory double



towards the end, particularly in this heat."

The scorching track temperatures caused tyre wear for many of the cars, not least the race-winning MG Modsport of Andy Southcott. "I have to apologise for forcing Matt [Moore] wide at the end of that race because my tyres were just completely finished, I was sliding all over the place," Southcott said post-race. "He deserved the win."

Southcott's success meant that under series regulations, he would have to start the second race from 11th on the grid, which handed Moore pole position in his 2.2-litre Escort RSR. Moore's race would not last beyond Graham Hill Bend on lap one though, when a stuck throttle forced him wide onto the grass and into retirement. Newall had led the race early on, having taken the lead off the start, but Southcott grabbed the advantage before half-distance and never looked back, recording his second win of the day. Newall settled for second ahead of the Honda CRX of Thomas Carey, relieved to make the finish after suffering gearbox issues in qualifying.

The series is poised to visit Thruxton and Mallory Park before the end of the year, and with grids having exceeded 20 cars at Brands, there is plenty to suggest this eye-catching series will continue to thrill well beyond 2018.

MARK LIBBETER

Baby Bertha returned
with Andy Newall





10 REASONS TO GO TO THE SILVERSTONE CLASSIC

Silverstone's historic extravaganza is the world's biggest classic motor racing festival.

We run through the bumper grids, and who should be battling for the spoils

MATT KEW

1. Super Touring stars

Rickard Rydell is back racing his 1998 British Touring Car Championship-winning Volvo S40. That in itself is enough of a reason to watch out for the brace of Super Touring Car Trophy races.

If, by some remote chance, you need more of a sell, add in that two-time BTCC title winner John Cleland will be out too in his period 1997 Vauxhall Vectra. Then, on top of that, consider reigning series champion Ash Sutton joining the grid in an ex-David Leslie Honda Accord from '96 as the icing on the cake.

It's a star-studded grid that reflects the prestige of the two-litre screamers and the draw they continue to have 20 years on. But it would be wrong to write the grids off as a mere show-pony parade. With historic Super Touring regulars such as the 1999 Accord of regular victor James Dodd and Gary Pearson's newly acquired Audi A4 joining too, it should be a fitting addition to the Classic's diamond jubilee celebrations of the BTCC.





JEP

a. Courage changes everything.



JEP

2. Tin Top Sunday

The famous tin-top names are by no means exclusive to the Super Touring grid (see far left), with Sunday's schedule dominated by touring car races.

Of note, 1992 BTCC champion Tim Harvey is back in a Rover SD1 (similar to the car he raced when he made his series debut in '87) as he joins the Tony Dron Trophy fight within the Historic Touring Car Challenge event for cars raced between '66 and '90.

Harvey's former BMW team-mate and Le Mans runner-up Steve Soper is entered in the Transatlantic Trophy in his Ford Lotus Cortina. More contemporary names Rob Huff (Ford Falcon) and Mat Jackson (Rover Vitesse) feature too. The iconic colours of Alan Mann Racing will be out challenging for the Transatlantic spoils with son Henry Mann entering a 4.7-litre Ford Mustang from 1965. But he's by no means assured of honours, with the likes of historic aces Roger Wills (Mercury Comet Cyclone) and Andy Wolfe (Falcon Sprint) plus British GT champion Calum Lockie (Falcon) fighting for the same class.

3. And in with the new

Considering that the Masters Endurance Legends caters for prototypes and GTs that were built before 2012, you'd be forgiven for thinking it stretches the definition of historic. But that gripe will soon pale away.

The original Peugeot 908 from 2007 and the Audi R8 achieve immensely high speeds, and generate phenomenal downforce, so watching the field navigate the high-speed Maggotts and Becketts complex will be quite some spectacle.

In the top class, the driver roster is led by Martin Short in the sonorous Judd-powered Dallara SP1 that set the fastest time on the National circuit last year, while Formula 5000 ace Michael Lyons is reunited with the ORECA 03 LMP2 he raced in the European Le Mans Series in 2015.

Three-time Le Mans class winner Tom Kimber-Smith heads the GT field in an Aston Martin Vantage GT2, while Sam Hancock and Strakka Racing patron Nick Leventis share one of the marque's glorious DBR9s.



JEP

4. Grand prix memories

While there are parade laps to celebrate 70 years since Silverstone hosted its first grand prix in 1948, these cars were intended by their designers to be raced. Spectators will be able to get a more authentic feel for those early days thanks to the two Historic Grand Prix Cars Association encounters for pre-1966 machinery.

While it's the four Maseratis and Tony Best's stunning Ferrari Dino BR01 that are bound to draw the eye, expect the winner to emerge from the larger capacity, mid-engine entries. Able to stretch their legs down Hangar and Wellington Straight, the 2.7-litre Brabham BT11A of Barry Cannell (right) and Peter Horsman's 2500cc Lotus 18/21 should be battling at the sharp end.

With historic racing aces Rob Hall, whose Hall and Hall company has restored and prepared many of the line-up, and Ben Mitchell driving a Cooper T43/51 and BRM P48 respectively, even the fights lower down the order should be tightly contested.



5. Cat-and-mouse GTs

The Royal Automobile Club Tourist Trophy for pre-1963 GT cars is named after the oldest motorsport prize in the world, having been inaugurated in 1905.

At the Classic, the grid ranges from a 997cc Ginetta G4 up to the 4.3-litre AC Cobra that Frazer Nash racers Martin Hunt and Patrick Blakeney-Edwards will share. But it's the potent double act of Sam Hancock and Gregor Fiskien, who will share a '61 Jaguar E-type, that most expect to be battling at the front of the pack. That said, the Aston Martin DB4GT owned by Wolfgang Friedrichs, particularly in the hands of second driver Simon Hadfield, should offer stern competition.

Meanwhile, victory in the oversubscribed International Trophy for GTs built prior to '66 will likely be battled out between the 10 variants of Cobra. On the expansive Grand Prix circuit, their 4.7-litre V8s offer the grunt needed to edge ahead of the British fight – although in period, Lotus Elan 26Rs were affectionately nicknamed 'mongooses' for their ability to kill the snakes.

6. Masters Historic Sports Cars

Last weekend, a sizeable gathering of Lolas formed at the Goodwood Festival of Speed to mark the constructor's 60th anniversary and to honour the life of the late Martin Birrane, who owned the firm from 1997. Unofficially, those celebrations continue at the Classic.

That's most notable with the T70-scattered grid for Masters Historic Sports Cars that raced between 1962 and '74. In fact, two-thirds will wear the yellow and blue badge and, of those, it's family ties that should produce the most potent driver combinations. Father-and-son team Grahame and Ollie Bryant will go toe to toe with brothers Gary and John Pearson in five-litre Mk3Bs.

Of the smaller-displacement cars, Chevron B19 driver Martin O'Connell heads into the weekend after an utterly dominant win in the Jaguar Classic Challenge race at the Le Mans Classic. Diogo Ferrao, who won Plateau 4 in his Ford GT40 Mk1 at the Circuit de la Sarthe, could be a threat for the best 1800cc contender with his Lola T292.



TIMETABLE

SATURDAY JULY 21			SUNDAY JULY 22		
0903-0923	Formula Junior 1958-60	1505-1535	Historic Sports Car Club Road Sports 1947-79	1200-1220	Formula Junior 1958-60
0940-1030	Royal Automobile Club Tourist Trophy for pre-1963 GT cars	1540-1555	70th anniversary of the first grand prix at Silverstone parade	1240-1325	Historic Touring Car Challenge
1050-1140	Stirling Moss Trophy for pre-1961 sportscars	1605-1625	HGPCA for pre-1966 grand prix cars	1425-1445	Masters Formula 1
1235-1250	Formula Junior 1961-63	1645-1705	Super Touring Trophy	1505-1525	Super Touring Trophy
1305-1320	Legends of Modern Formula 1 demo	1715-1735	Formula Junior parade	1545-1615	Masters Endurance Legends
1425-1445	Masters Formula 1	1810-1900	International Trophy for pre-1966 classic GT cars	1635-1655	HGPCA for pre-1966 grand prix cars
				1715-1800	Transatlantic Trophy for pre-1966 touring cars
				2030-2100	Masters Endurance Legends
				0903-0923	Formula Junior 1961-63
				0940-1030	Royal Automobile Club Woodcote Trophy for pre-1956 sportscars
				1050-1140	Gallet Trophy for under-two-litre touring cars

7. 60 years of Formula Junior

Despite running for just six from 1958 to '63, Formula Junior shone brightly in its brief life. Future Formula 1 world champions Jim Clark, John Surtees, Denny Hulme and Jochen Rindt are all counted among the category's alumni and, to revel in that provenance, four FJ races will run at the Silverstone Classic.

It marks the climax of a three-year World Tour that visited 10 countries and ran for 100 races. But it's the Classic where the series will celebrate its 60th anniversary, and so each race is named in honour of those celebrated F1 title winners.

Formula Junior is now considered the most prolific historic class. Over 300 cars are actively raced around the world and there are more than 50 entries for each of the dedicated front and rear-engined Classic grids. Included in that, over 20 different chassis constructors are represented in the front-engined race alone. With 118 entrants signed up, the event is already on course to set an FJ record.



8. Senna and Piquet Formula 1

UK-based fans have been largely spoiled for Masters Historic Formula 1 action in recent months. After a run on the Brands Hatch Grand Prix layout in May, plus a British Grand Prix support slot, the grid returns to Silverstone for the Classic.

1995 and 2000 series champion Martin Stretton is out in his '83 Tyrrell 012, although it's Nick Padmore who'll be considered favourite for wins in the ground-effect FW07C with which Williams won the '81 constructors' title.

More modern machinery can be found in the Legends of Modern F1 high-speed demonstrations. A 2011 Sauber C30 is being piloted by LMP1 racer Oliver Webb, so expect some committed cornering speeds, although Steve Griffiths makes the rare outings in his ex-Nelson Piquet Lotus 101 count and could run him close. But the undoubted headline act is Alastair Davidson's Toleman TG184 (left), which was raced in its day by three-time champion Ayrton Senna during his rookie season.

9. Off-track entertainment

Although it's the racing that's without question the biggest draw for the Classic, Silverstone Auctions has an unsurprisingly large presence across the weekend with no fewer than three separate sales.

Alongside a road-car auction, around £220,000 could net a buyer an Andy Rouse Engineering-built Group A Ford Sierra RS500 (right) in the dedicated race-car sale. Driver Guy Edwards scored four podiums in the 1988 British Touring Car Championship with this RS500 and its new owner could add yet more success at the 2019 Classic as it's eligible for the Super Touring races.

To support the family of the late Henry Hope-Frost, special lots including a signed Lewis Hamilton race suit, donated by the Mercedes F1 team, also feature.

Expect a well-populated circuit infield too, as car clubs litter the space with some of the automotive world's greatest hits. In addition to the well-publicised Porsche and Silverstone grand prix 70th anniversaries, more than 30 separate dates will be commemorated.

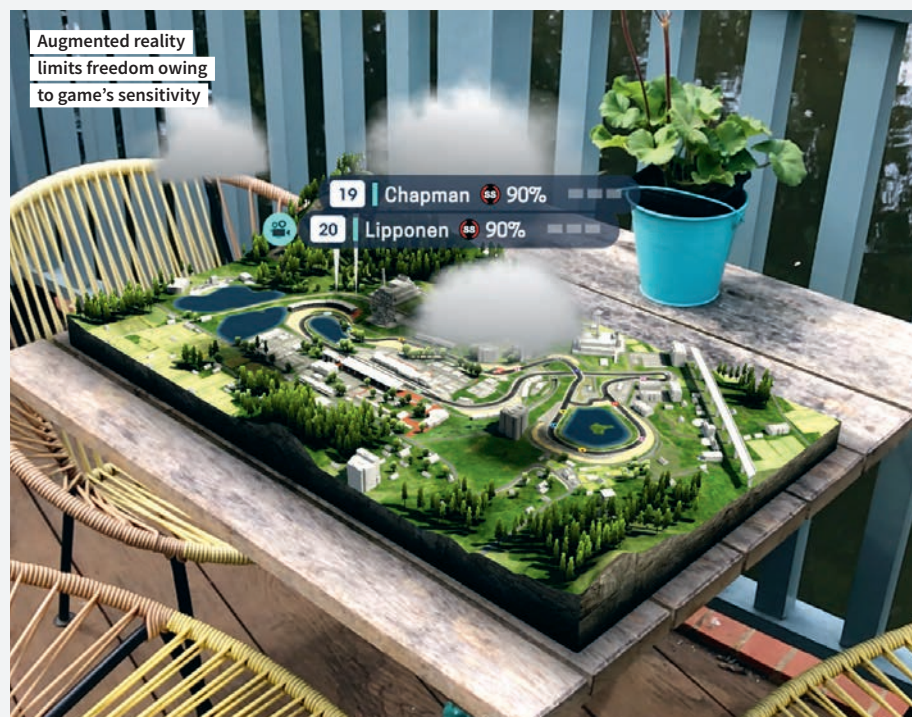


10. Post-war sportscars

Those battling for Stirling Moss Trophy top honours in their pre-1961 sportscars are fighting for the very cup Moss was awarded for winning the '55 British Grand Prix – his first-ever world championship Formula 1 victory.

Roger Wills is the driver in form after winning at the Le Mans Classic early this month, despite just 2000cc to play with in his 1958 Lotus 15.

The second RAC race on the billing, the Woodcote Trophy, caters for sportscars from the post-war years up until 1956. The Ferrari 500 TRC of father-and-son team David and James Cottingham won its class at Le Mans 61 years ago, but it's likely to be outgunned for overall honours among a flurry of Jaguar D-types.



MANAGING A PORTABLE

Motorsport Manager Mobile 3 is the latest entry in a series which began on mobiles, moved to the desktop, and is now back in the pocket with augmented reality features.

The pinnacle of the franchise, 2016's *Motorsport Manager* for PC, felt like a cross between the classic *Grand Prix Manager* games and *Football Manager* – famous for taking up hours of gamers' lives.

That's some follow-up act for a mobile game. The temptation would be to try to port a full desktop version into a mobile edition, entailing various compromises.

Instead, *MMM3* hones the essence of its predecessor while applying tweaks that fit a mobile simulation perfectly. It marks a big step up from the previous mobile entries.

That's abundantly clear in qualifying, in which a new card-based system offers a risk-versus-reward approach to set-up that will either gain a driver precious tenths of a second or send you back to square one. It's simplistic but highly engaging and can be crucial. Elsewhere, the pitstop menus and the looks of the racing interface follow the game series' tradition.

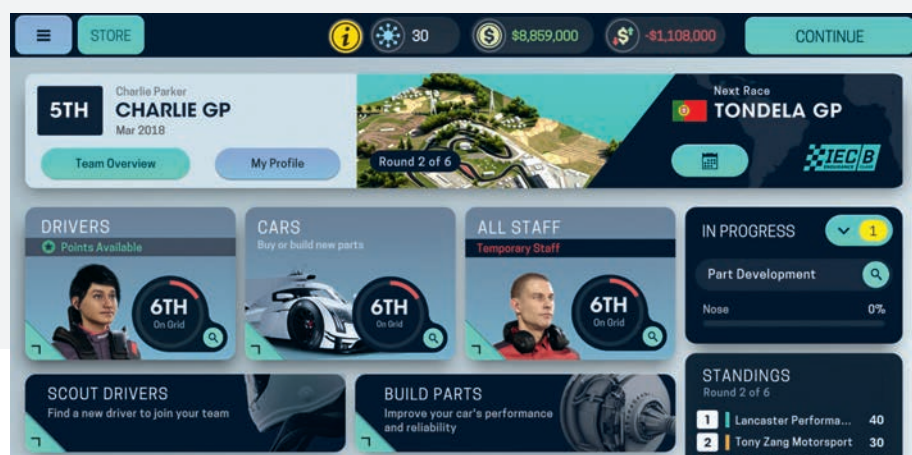
The graphics do offer two irritations,

though. While extensive work has gone into generating the 3D world of the tracks – to the point that you can see aeroplanes fly over – the cars are represented by circular icons. Considering how fun it was to select the livery for your team, it's disappointing to find out that it's only a token gesture.

The augmented reality that launches with iOS devices is a great technical demonstration and fits into the gaming industry's greater push for mainstream virtual reality. But in *MMM3* it's clunky and very sensitive to your environment, making it far from ideal anywhere away from your kitchen table or desk – which is rather limiting for a mobile game.

AR capabilities were a big part of the game's launch, as was the fact that *MMM3* offers six championships, with the addition of endurance racing – the most challenging.

In the '45-minute' races, you'll have to balance the driving times of three competitors, who fatigue over a stint, as well as managing tyre life and fuel. It's a lot to take in at once, and running two cars adds extra difficulty. While Autosport was able to get one car onto the podium by taking two



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AGE: 24
Status: **NUMBER 1**
2 Podiums 0
0 DNF 0
16
Details
Scout Drivers

CAR PERFORMANCE
CAR 1: **13TH** On Grid
CAR 2: **14TH** On Grid
Find a new driver to join your team
Scout Drivers



RACE TEAM

fewer tyre stops than my rivals, the second car floundered in 12th after we'd forgotten that one driver had done far too much of the work behind the wheel.

That balancing act is also necessary in the top-tier of single-seaters. Its Formula 1 inspiration includes an energy recovery system, which you can choose to activate at any point. While obviously important for on-track battling, it can be crucial during in and outlaps.

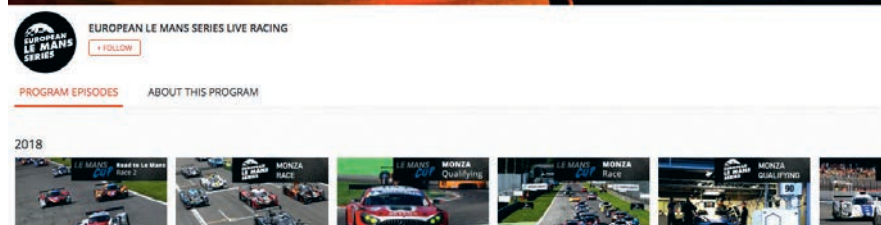
The career mode retains depth, since you are able to climb the racing ladder as various tiers unlock in response to your success. There's also a tree-style approach to developing your headquarters.

A new system called influence lives up to its name. Earned primarily through signing sponsorship deals, it can be the turning point in signing an elusive new driver. The new simple approach to driver progression, earning points to be used to improve stats, makes the driver market an important aspect, particularly now pay drivers are available to help struggling teams.

There's even a nice touch of humour pervading the game, found in the cliched northern headquarters builder who interchanges Georgie and Yorkshire phrases at will, the vociferous social-media critic, and a driver who's inevitably upset that you've favoured another driver. Even the Bernie Ecclestone-inspired Ernie Hecklerock has now been replaced by the American Chuck Collins.

In short, *MMM3* is a must-have, and even those new to management games won't be left out thanks to the hand-holding tutorial.

TOM ERRINGTON



EUROPEAN LE MANS SERIES LIVE RACING
Starting at 1145 on Sunday morning, we head to Austria's Red Bull Ring for live coverage of round three of the European Le Mans Series as the season edges towards its halfway point. Before then, you can get up to speed with previous races featuring action from LMP2, LMP3 and GTE machinery on demand. Go to <https://bit.ly/2LnJVAB>

THIS WEEKEND'S EVENTS

INTERNATIONAL MOTORSPORT German Grand Prix Formula 1 World Championship Rd 11/21 Hockenheim, Germany July 22 TV Live Sky Sports F1, Sunday 1230. Radio BBC Radio 5 Live, Sunday 1345. TV Highlights Channel 4, Sunday 1845 Porsche Supercup Rd 5/9 Hockenheim, Germany July 22 TV Live Sky Sports	F1/Eurosport 2, Sunday 1130 European Le Mans Series Rd 3/6 Red Bull Ring, Austria July 22 TV Live Motorsport.tv, Sunday 1045 Formula Renault Eurocup Rd 5/10 Red Bull Ring, Austria July 21-22 TV Live BT Sport ESPN, Sat 1345. BT Sport 1, Sun 0845 IMSA SportsCar Rd 8/12 Lime Rock, Connecticut, USA July 21	Australian Supercars Rd 9/16 Queensland Raceway, Australia July 21-22 NASCAR Cup Rd 20/36 New Hampshire Motor Speedway, USA July 22 TV Live Premier Sports, Sunday 1830 Super TC2000 Rd 6/12 San Juan, Argentina July 22 European Rally Championship Rd 5/8 Rally di Roma Capitale July 20-22	Touring Cars, Road Sports, Super Touring, Historic Touring Cars, Woodcote Trophy, Stirling Moss Trophy OULTON PARK MSVR July 21 Mini Challenge, Heritage FF1600, 7 Race Series CADWELL PARK MSVR July 21-22 Monoposto, Lotus Elises, Lotus Cup, Radical SR1s, BMW Compacts, Production BMWs, Racing Saloons DONINGTON PARK BARC July 21-22 Trucks, Britcar, 2CVs, Pickups, Legends CADWELL PARK VSCC July 22 Vintage and Pre-War races KNOCKHILL KMSC July 22 Legends
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AutoExpress, Dec 2016



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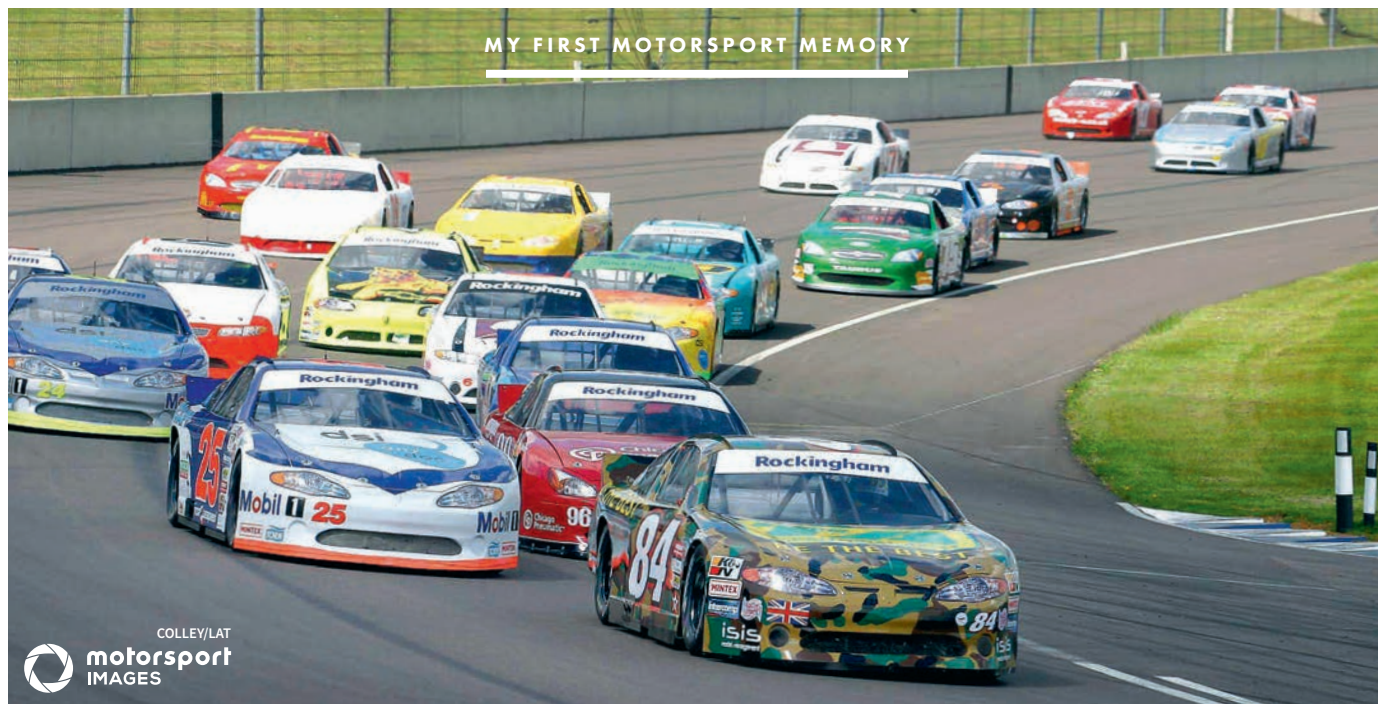
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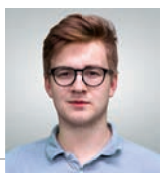
2003 ROCKINGHAM ASCAR

Trickle-down stock car racing inspires a six-year-old

MATT KEW



EBREV/LAT/MOTORSPORT IMAGES



**"WITH LADY PENELOPE
OCCUPYING MY MIND,
BEING EXCITED ABOUT
F1 HAD TO WAIT"**

At the time, I thought my parents were being totally unreasonable for not letting me hang a glassfibre wheelarch on my bedroom wall. Six-year-old me had ridden my scooter from the Rockingham grandstand, under the circuit and to the infield where a mechanic had wrestled the crash-damaged bodywork off the car and handed it to me over a fence. I'd then tried to balance it on the handlebars, and shunted massively when the front wheel fell off my scooter under the extra weight. I was determined to get the wheelarch home, prepared to breathe in the harmful fibres day-after-day and risk pulling the plasterboard off the wall, but alas that choice was overruled.

What followed was an ambitious plan to build my own race car from parts that mechanics would hand to me, alongside saving my pocket money for a house. With that and Lady Penelope occupying my mind, getting properly excited about Formula 1 would have to wait – I used to watch the first 10 laps, then go upstairs to recreate it on my PlayStation 2 rather than sit tight until the chequered flag. Instead, it was ASCAR (on this occasion, that's not a typo – think NASCAR-lite) racing around Rockingham's oval in 2003 that was my first authentic motorsport experience.

Champ Car had very recently raced at the Corby circuit so that, combined with

the naivety of my youth, meant it felt like the Americanisation of race day was entirely appropriate. Granted, looking back, calling the series Days of Thunder after the shakey Hollywood flick didn't do much for its credibility, but the stamping and clapping in time to *We Will Rock You* before each race genuinely added atmosphere. But that was nothing compared to having Busted, Daniel Bedingfield or The Darkness arriving by helicopter before playing a set. It's a questionable taste in music that I've proudly retained ever since.

Although I didn't realise it at the time, the thousands of us spectating were pretty spoilt during this period. In 2002 Nicolas Minassian (left) was crowned champion and Jason Plato and Matt Neal were even team-mates for a one-off. Dario Franchitti could be spotted in the crowd and Ben Collins was excellent to watch as he manhandled the camouflaged RML car (top) before he went on to star as *Top Gear's* The Stig. Incredibly, Colin McRae would also make an appearance in ASCAR.

When racing used to occasionally break out between the lengthy stoppages to dry the track with jet turbines or to collect Steve Hodgson's car after he'd smeared it along a wall, it was massively entertaining and a slipstreaming masterclass.

Oddly, it just never translated into a love of its big American brother. ❧

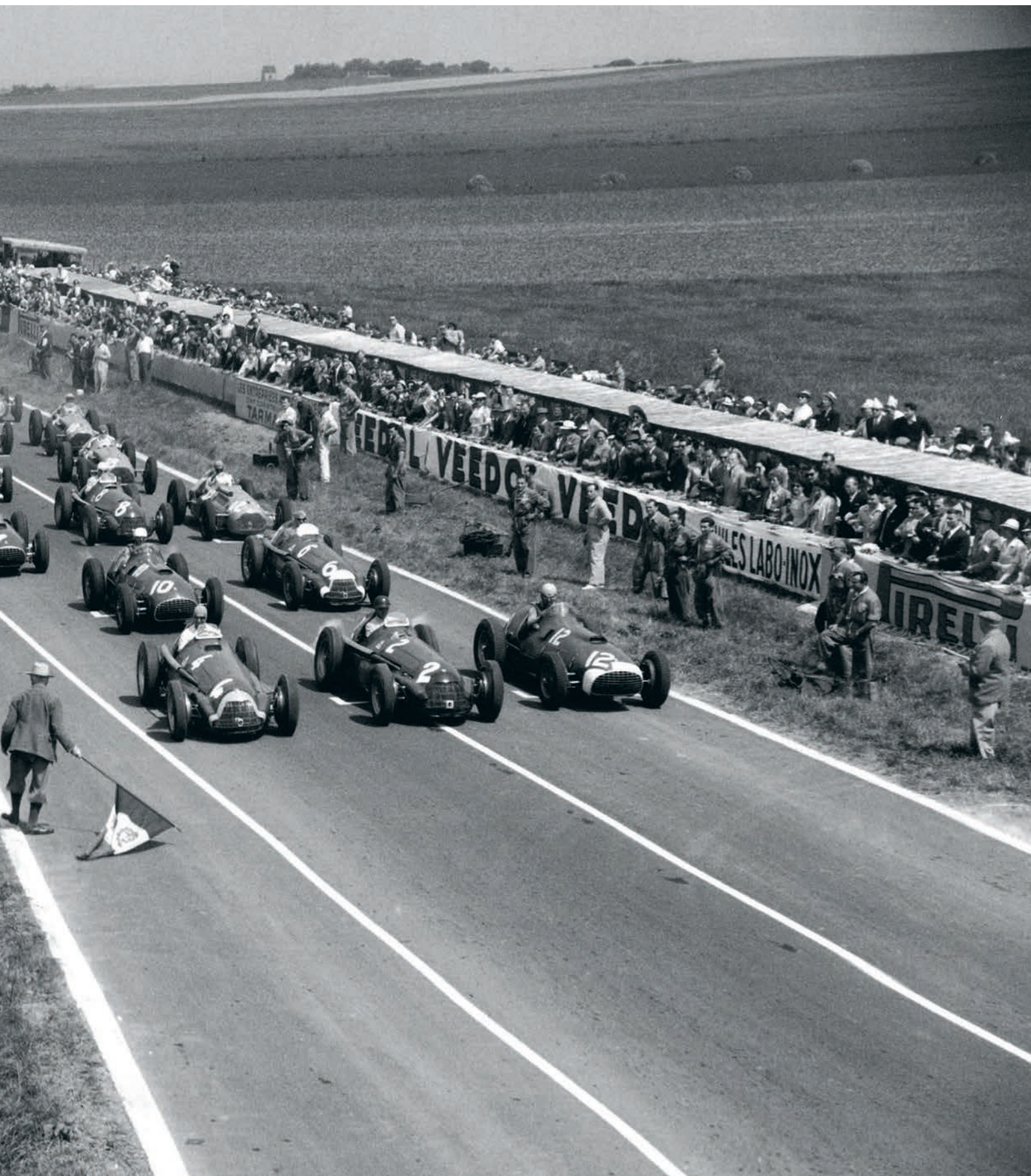


FROM THE ARCHIVE

French Grand Prix, Reims, July 1 1951. Juan Manuel Fangio (#4 Alfa Romeo 159), Giuseppe Farina (#2 Alfa Romeo 159) and Alberto Ascari (#12 Ferrari 375) line up on the front row ahead

of Luigi Villorresi (#10 Ferrari 375), Consalvo Sanesi (#6 Alfa Romeo 159), Jose Froilan Gonzalez (#14 Ferrari 375), Luigi Fagioli (#8 Alfa Romeo 159), Louis Chiron (#42 Talbot-Lago T26C), Reg Parnell (#26 Ferrari 375), and

Philippe Etancelin (#38 Talbot-Lago T26C-DA). Car-swapping during the 373.9-mile race meant Fagioli and Fangio were classified first, ahead of second-placed Gonzalez and Ascari, followed by Villorresi.



TEST YOUR KNOWLEDGE

QUIZ



WHO IS THIS?

With a good wind behind him, this fleeting world champ followed his ancestral roots.

Decked out in a bow tie, he tasted domestic success before he set sail to distant shores, where wins on two fronts made him hot property. But he eschewed the tertiary route to the top and opted for a secondary class of the traditional finishing school.

The decision worked like clockwork and a test soon followed. A messy top-flight campaign followed and his antics meant he was briefly benched. Yet despite this he pranced into a testing role when left without a race seat. After a year out he returned. A more mature performance earned a surprise call into the best seat in the house.

A freak occurrence almost ended his career, but he was magnanimous on his return. There followed an Indian summer at a former powerhouse, while an electric future beckons.

ON THIS DAY

1 Which Welsh racer scored his only championship F1 pole on this day in 1975?

2 Brian Henton made his F1 debut at the same race. At which grand prix did he claim fastest lap?

3 Ayrton Senna made his F1 test debut on this day in 1983, but for which team?

4 Which NASCAR legend started his last Cup race on this day in 1964?

5 Today is Giorgio Mondini's birthday. Which driver did he replace at DPR midway through the inaugural GP2 season?

NAME THE HELMET



LAST WEEK'S ANSWERS

Who, what, where, when Eddie Cheever, Lola-Ford THL-2, Detroit, June 22 1986. **Who is this?** Jody Scheckter. **On this day** 1) 132. 2) Damon Hill. 3) 9. 4) Canada. 5) 16. **Name the helmet** Eddie Irvine.



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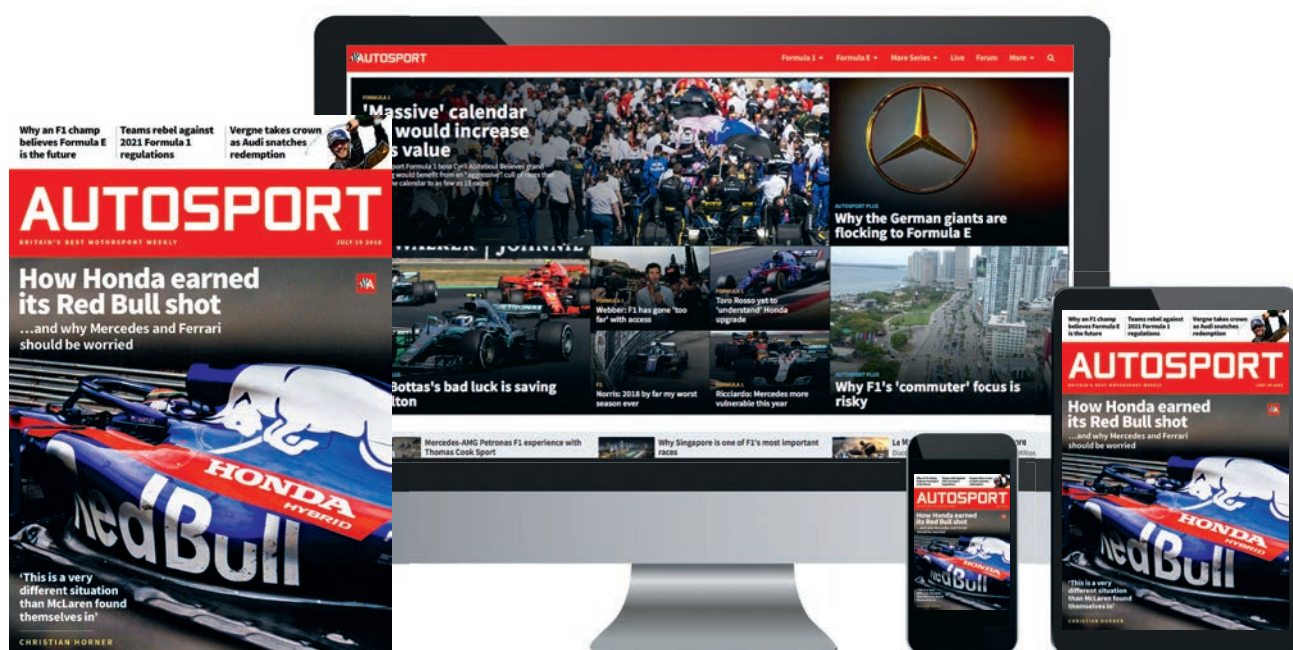
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