F1 Lewis wins from 14th on the grid...

...and gets a £40million Mercedes deal

Silverstone Classic **BTCC** aces star in historic extravaganza



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**JULY 26 2018** 



MAME

**Hamilton walks** on water as **Vettel drowns** 

BRITAIN'S BEST MOTORSPORT WEEKLY

How Lewis dodged a penalty to retake championship lead



'It was a small mistake but the impact was massive<sup>9</sup>

**VETTEL** 



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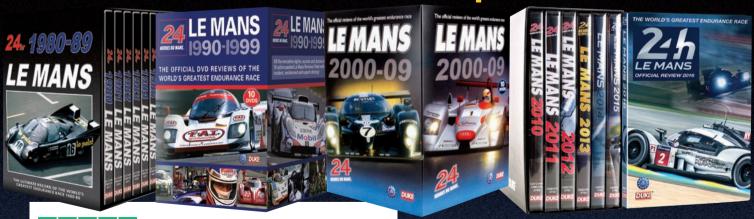
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#### A CRUCIAL ERROR BUT FERRARI STILL LOOKS FORMIDABLE

It was only a small mistake in difficult conditions, but it could be crucial. Sebastian Vettel seemed well on the way to his fifth win of 2018 and extending his championship lead when he slid off in the German Grand Prix last weekend.

Just to rub it in, title rival Lewis Hamilton managed to win despite starting from 14th on the grid. Against the run of play, the Mercedes man — who is now signed up until the current rules are replaced for 2021 — now has a 17-point lead in the drivers' table.

There are some parallels to last year's campaign, when an early Ferrari advantage was overturned thanks (in part) to a sequence of own goals, but things are different this time. First of all, Vettel's Hockenheim off was not a major misjudgement like the one at Singapore in 2017, which started the downturn. Secondly, and more importantly, Ferrari looks far stronger this year.

There was always a feeling in 2017 that Mercedes had the quicker car at most venues, if it could just get it working properly. In the second half of the season, it did, and Hamilton was mighty.

That *could* happen this year, but the signs are that Ferrari has the edge. As the British GP at Silverstone showed, the SF71H is quick at a wider range of circuits than its predecessors, and even Mercedes now thinks that the Italian team has a straightline-speed advantage.

The Hungaroring was one of Ferrari's best tracks last year, so Vettel *should* go into the summer break no more than 10 points behind Hamilton. Then it's up to Ferrari not to fall away like it did in 2017.

• Autosport would like to apologise to all those testing at Donington Park last Thursday (July 19) for the oil we left during Ben Anderson's Formula 5000 track test following an unfortunate engine failure. Please look out for what Ben made of the awesome machine — and two others — in our 'Lola at 60' special in the August 9 issue.







#### **COVER IMAGES**

Sutton; Etherington/Motosport Images, JEP

#### PIT+PADDOCK

- 4 Hamilton deal triggers F1 silly season
- 6 WEC tries to peg back Toyota
- 8 Obituary: Mo Nunn
- 9 Hungarian Grand Prix preview
- 11 F1 technical focus
- 12 Fifth Column: Nigel Roebuck
- 19 In the paddock: Edd Straw
- 20 In the service park: David Evans
- 21 Feedback: your letters

#### RACE CENTRE

#### 22 COVER STORY

German GP report and analysis

- **38** Hill stars at Silverstone Classic
- **46** World of Sport: Australian Supercars; IMSA; Porsche Supercup; ELMS; Formula Renault Eurocup; NASCAR Cup

#### INSIGHT

**50** The greatest Spa 24 Hours contests

#### **CLUB AUTOSPORT**

- **64** British GT title contender suffers fire
- **66** Rydell on his Super Touring return
- 68 New engine for Legends in 2019
- 69 Club column: Matt Beer
- 70 National reports: Spa; Oulton Park; Donington Park; Cadwell Park; Bouley Bay and Val des Terres

#### FINISHING STRAIGHT

- 78 What's on this week
- 80 From the archive: 1969 Nurburgring
- 82 Pit your wits against our quiz

#### SUBSCRIPTION OFFER

48 Subscribe for £1 for first six weeks



# Y O

NEWS • ANALYSIS • DEBATE • CONTROVERSY • OPINION



# Tyre warmers axed for 2021 as tenders open for new supply

FORMULA 1

Formula 1 will drop tyre warmers and move to low-profile 18-inch wheels for 2021, having opened the tender process for the next tyre-supply contract.

Front tyres will also be narrower, dropping by 35mm to 270mm. The rears will stay the same, at 405mm, while diameters will increase

from the current 670m to "700-720mm".

The next single-supplier contract will cover the four seasons from 2020-23, the first of which will be run with current tyre sizes and blankets. The loss of tyre blankets will be one of the biggest technical challenges that the winning bidder will face. The subject has been discussed many times over the years, but always dismissed.

# HAMILTON STAYS PUT TO TRIGGER DRIVER-MARKET JOCKEYING

#### FORMULA 1

Lewis Hamilton's long-awaited new deal to remain with Mercedes was announced ahead of last weekend's German Grand Prix, and will trigger a cascade effect in the Formula 1 driver market.

Hamilton's contract will keep him at the team for another two seasons, which is consistent with his previous comments about wanting to get a feel for F1's next new-rules era in 2021. It has been widely reported to be worth a potential £40million, although around a quarter of the total figure is understood to be bonus-dependent.

The deal had long been expected to be completed, but delays to a contract that Hamilton suggested pre-season could be sorted before the season-opening Australian Grand Prix led to speculation that he could be considering his F1 future. But Hamilton stressed it was down to detail, and that the deal was effectively complete several months ago.

"I just decided to take my time with a lot of things," said Hamilton. "When you've got to think about such a big decision, it's not something you can do over a couple of weeks. I can't remember the actual date [when the deal was effectively done]. It might have been before or after Monaco. Then there were small bits here and there that we'd discuss. Then we wouldn't revisit for another few weeks, so we just took our time."

Hamilton confirmed that he did receive an approach from another top team, but that he "didn't give it any air".

Mercedes also confirmed that Valtteri Bottas will remain with the team in 2019 after he signed a new 'one-plus-one' deal, with the first year locked in and the second an option. It's widely expected that Daniel Ricciardo will commit to a new two-year deal with Red Bull, having chased a possible move to Ferrari or Mercedes.

But there is a curveball that could delay that and have an impact on the driver market. This is the change in Ferrari's leadership, with CEO and chairman Sergio Marchionne unable to return to work for health reasons. He has been replaced as Ferrari CEO by Louis Carey Camilleri, with John Elkann taking over as chairman.

Marchionne is understood to have been behind the move for Ferrari to drop Kimi Raikkonen for Charles Leclerc for 2019, a move that was not set in stone but increasingly sure to happen. It's not yet clear what impact that will have, but the change in leadership could lead to a reprieve for Raikkonen. Alternatively, it's

#### "CHANGE IN FERRARI LEADERSHIP COULD LEAD TO A REPRIEVE FOR RAIKKONEN"

not impossible that it could open the door for renewed interest in Ricciardo.

Many of the deals in midfield teams will be delayed while this is resolved. Raikkonen had emerged as a potential driver for Alfa Romeo-branded Sauber, where Ferrari has the ability to place a driver. Were Leclerc to move to the works team, this could either be Raikkonen or test driver Antonio Giovinazzi. But the Italian risks being seen as too valuable an asset to Ferrari as a test and simulator driver to move into a full-time race seat.

Sauber is an increasingly attractive proposition for drivers, and with question marks over Marcus Ericsson's future there are multiple drivers who have a possible interest in a move there, including Sergio Perez and Carlos Sainz Ir.

Sainz's position is perhaps the most unstable. Currently on loan to Renault and under contract to Red Bull, he's waiting on Ricciardo's deal being completed. If that is done, he is free to sign a new contract elsewhere, although Red Bull is keen to keep him on its books.

With Renault understood to be very interested in signing Esteban Ocon — subject to Mercedes and Force India allowing it — to partner Nico Hulkenberg, it's possible that Sainz could be frozen out at Renault even if Ricciardo re-signs. Sainz has also emerged as a serious contender for McLaren, but if none of the alternatives come off he may have no choice but to return to Toro Rosso. This would solve Red Bull's question of who to replace Brendon Hartley with, given Dan Ticktum cannot gain enough superlicence points under the current rules to race in 2019.

Williams driver Lance Stroll is also known to be in talks with Force India about a possible move, one that could potentially take Robert Kubica across as team-mate. As part of that the team could build ever-closer ties with engine supplier Mercedes, potentially to the extent of moving closer to the Haas model of taking components from a partner team. But this is just one of a number of possible outcomes for Force India given that the team's ownership is uncertain.

Mercedes is also looking for a berth for protege George Russell, currently leading the F2 standings, with both Force India and Williams possible destinations. Perez, who has held talks with Williams before, could also be a potential contender, although he would also be a good fit for Haas should a seat become available.

With so many possibilities, the midfield driver merry-go-round is set to be particularly frenetic this year. Much can and will change over the coming months.

EDD STRAW

The FIA makes it clear that the "improvement of the show" is the numberone priority, and that the process should start with the final year of the current tyre sizes: "The provider should commit to achieving this in 75% of circuits in 2020, and to improve their performance with respect to this objective throughout the whole period of the tyre supply."

In addition, "in order to stabilise at a pressure that provides peak performance, the tyres must be capable of commencing running at cold pressures compatible with achieving suitable stabilised pressures".

There will be three compounds at each

race, as expected with simplified 'hard', 'medium' and 'soft' names. The FIA characterises the tyres as follows:

- Hard compound: 2s degradation achieved at 22% race distance;
- Medium compound: 2s degradation achieved at 18% race distance; 1.2s/lap quicker than hard compound;
- Soft compound: 2s degradation achieved at 10% race distance; 2.2s/lap quicker than hard compound.

Suppliers, who must also provide a winter test tyre suitable for low temperatures, have until August 31 to submit their bids.

ADAM COOPER





#### WEC

The theoretical performance gap between the factory Toyota LMP1 hybrids and their non-hybrid privateer opposition in the World Endurance Championship has been removed. A new Equivalence of Technology table for the Silverstone round next month has given the independents a significant power hike in an effort to achieve that.

The privateer Rebellion, BR Engineering, Ginetta and ENSO CLM machinery will be able to run an instantaneous fuel flow of 115kg per hour, up from the 108 enforced at the Le Mans 24 Hours. None of the P1 engine suppliers — Gibson, AER, Mecachrome or Nissan — have put a figure on the increase, but it is designed to remove the 0.25-second advantage in the favour of the Toyota TS050 HYBRIDs in the original EoT table.

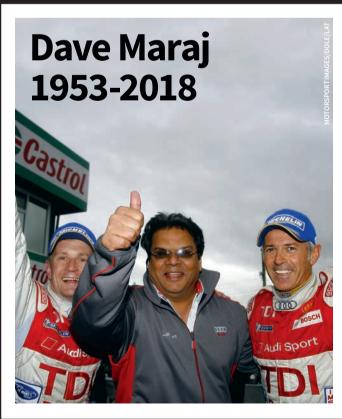
It appears that Toyota has had to agree to the move, though it has yet to comment on the EoT changes. It had been able to block the attempts of the rulemakers — WEC promotor the Automobile Club de l'Ouest and the FIA — to carry through their promise

of lap time parity for the 2018-19 season.

A statement from the WEC hinted at Toyota's agreement. "These alterations have been decided in light of the large amount of information collected at the 2018 Le Mans 24 Hours," it read, "and are the fruit of a lot of work and careful consideration between the ACO, the FIA and the competitors".

Normally aspirated privateer cars — the Rebellion R-13s and the BRE BR1 powered by the Gibson V8 — have also been given a 15kg weight break for Silverstone.

GARY WATKINS



#### OBITUARY

Dave Maraj, who has died aged 65 in a boating accident, built Champion Racing into North America's top sportscar team in little more than 10 years on the way to winning the Le Mans 24 Hours with Audi in 2005.

That triumph with a works-supported R8 shared by Tom Kristensen, JJ Lehto and Marco Werner made Champion the first US team to win the French enduro since 1967. It was also a prelude to the Florida-based squad becoming Audi's factory team in the American Le Mans Series for the following season with the new R10 TDI turbodiesel.

Champion had already won the ALMS drivers' and teams' title double as an independent in 2004 and '05, and went on to repeat the trick under the Audi Sport North America banner in 2006-08. Drivers on its roster in those years included Lehto, Emanuele Pirro and Allan McNish.

Indian-born Maraj, a Porsche, Audi and Alfa Romeo dealer, made his debut as an entrant in early 1993 and Champion quickly moved up the IMSA ranks. By '98 it had graduated to a 911 GT1 Evo.

Champion got an R8 for the 2001 season and claimed its first outright ALMS win at Road Atlanta in June '03. Four months later at the same track, it took a maiden big-enduro victory at Petit Le Mans.

The team, which also claimed a hat-trick of titles in the SCCA World Challenge in 2001-03, dropped out of racing on Audi's withdrawal from the ALMS at the end of 2008.

GARY WATKINS



#### Techeetah takes DS deal

#### **FORMULA E**

Techeetah has confirmed that its long-rumoured partnership with DS Automobiles, to make the team a works manufacturer squad, will come into effect ahead of the 2018-19 Formula E season.

The Chinese team has been a Renault customer squad for the past two seasons but will now take over from Virgin Racing as the DS works team.

This is a big change for both squads. For Techeetah, which rose out of the former Team Aguri operation at the end of 2015-16, it now has the works backing that comes with 15 days of private testing that manufacturers are permitted to use ahead of FE's official pre-season testing.

Techeetah boss Mark Preston credited FE's inaugural rookie test last January for helping the squad make the significant progress that boosted it to Jean-Eric Vergne's 2017-18 title and what eventually became a narrow defeat to Audi in the teams' championship. Before the official pre-season testing in October 2017, Techeetah had enjoyed zero running due to its customer status, and heading into the season it had completed just three days compared to its rivals' 18.

DS opted not to develop its powertrain ahead of 2017-18. That left Virgin's Sam Bird (chasing Vergne, above) battling with an overweight and inefficient package that ultimately cost him in the recent New York season finale. So now Techeetah gets the potential benefit of the work that DS has been doing ahead of the next campaign.

Intriguingly, the Techeetah statement announcing the new arrangement

explained that "full details of the partnership, including logo, livery, management and driver line-up will be revealed October 1 2018". But it is expected that Vergne and Andre Lotterer will continue as its driver partnership. "Next year with a manufacturer, more budget, we should be able to do very well," Vergne said in New York. "We're still a young team, everybody learns, and it should keep everybody highly motivated to go and get the teams' championship next season."

The change is not necessarily bad for Virgin. The team released a statement on Monday thanking DS for the success they had achieved together and explained that it is close to revealing the powertrain it will buy for season five, which is understood to be Audi's. The deal will be announced in the coming weeks.

That does mean that Virgin now loses the private manufacturer running as it joins the customer ranks alongside the incoming HWA (Venturi). But, once it had solved its early reliability dramas, Audi was largely unstoppable at the end of the most recent campaign. Lucas di Grassi was on the podium in each of the last seven races, and only Vergne's sterling defence in the second New York race stopped Audi sweeping the last four race wins.

Even though DS and other FE manufacturers such as Nissan — which takes over Renault technology after the company, like DS, opted not to develop for 2017-18 — will enter the forthcoming season after a year of work, Virgin and Bird armed with Audi technology should be a force to be reckoned with in 2018-19.

ALEX KALINAUCKAS

#### IN THE HEADLINES

#### NORRIS, MARKELOV IN F1

Formula 2 aces Lando Norris and Artem Markelov are among the drivers who will take part in the in-season Formula 1 test at the Hungaroring on Tuesday and Wednesday. Norris will get a run with McLaren, while Renault test and development driver Markelov gets his first proper F1 outing with the Enstone squad. Red Bull's lanky simulator star Jake Dennis gets another outing with the team, and Nicholas Latifi and Nikita Mazepin share the running for Force India.

#### MIAMI IS OFF - FOR NOW

The much-anticipated Miami Grand Prix has been postponed until at least 2020 after attempts to get the race up and running for next year hit "complicated negotiations", according to F1 commercial chief Sean Bratches. "While our preference would have been to race in Miami in 2019, there was always a point by which delivering the best possible wheel-to-wheel racing experience for our fans, drivers and teams wouldn't be possible in the time available," he said.

#### LORANDI IN FOR FERRUCCI

GP3 and Pau Grand Prix F3 race winner Alessio Lorandi will step up to Formula 2 for the remainder of the season, starting with this weekend's Hungaroring round. The Italian replaces Santino Ferrucci, who has been axed by Trident following his recent four-race ban. Lorandi's place in Trident's GP3 team has been filled by David Beckmann, who shuffled across from Jenzer Motorsport. The Swiss team in turn has recruited Euroformula Open podium finisher Jannes Fittje.

#### **COLOMBO ARCHIVE**

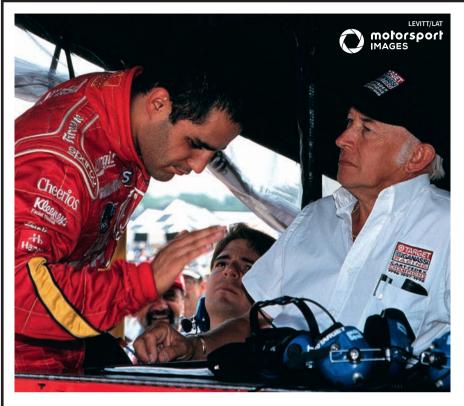
Motorsport Network has acquired the archive of Ercole Colombo, which includes the world's largest private collection of Ferrari images. The acquisition enhances the portfolio of Motorsport Images, with a digital archive of more than 23million pictures.

#### WITTMANN FOR SPA 24

Two-time DTM champion Marco Wittmann makes his Spa 24 Hours debut this week. The BMW works driver, who made his debut in the Blancpain GT Endurance Cup at Monza this year, will join up with Rowe Racing. He will share one of the team's M6 GT3 racers with Jesse Krohn and Ricky Collard.

#### LAGUNA INDY RETURN

Classic California circuit Laguna Seca has replaced its northern neighbour Sonoma as the final round of the IndyCar Series for the next three seasons. The Monterey track, which last held an Indy-style race in 2004, will host its return on September 22 next year. Sonoma was losing money on its race.



#### Mo Nunn 1938-2018

OBITUARY

The boss of the underdog Ensign Formula 1 team of the 1970s and '80s and a hugely successful Indycar engineer, Mo Nunn died last week. He was 79.

Nunn ran some of the greatest drivers of the past 40 years, including Chris Amon, Jacky Ickx, Clay Regazzoni, Mario Andretti, Emerson Fittipaldi, Alex Zanardi and Juan Pablo Montoya. Quietly spoken and noted for his down-to-earth approach, he was admired and respected by all who worked with him.

Born in Walsall in 1938, as a racer Nunn rose to the works Lotus Formula 3 team in '69. A brief foray with an F5000 Lola in early '70 ended in a split with the team. With no drive and no backing available, he accepted that he had a limited future as a driver. At the age of 31 he decided instead to be a constructor.

He knew F3 well so decided to start there, using his savings to buy the materials to build his first car in his garage, christening it the Ensign. In the hands of Bev Bond it achieved some success in 1971, and Nunn soon found customers. A conversation with one of them, the wealthy Rikky von Opel, led to the momentous decision to build an F1 car for '73. It didn't achieve very much, but Nunn was on his way as an F1 entrant and constructor. With Teddy Yip's Theodore backing he ran Vern Schuppan in '74,

while Dutch sponsorship put Gijs van Lennep in the car in '75.

Money was always short, but Nunn showed he had ambition by hiring Amon for a couple of races in 1975. That relationship extended into '76, and the Kiwi put in some sterling performances — qualifying third at Anderstorp and sixth at Brands Hatch — before hanging up his helmet. Amon was replaced by Ickx and then, in '77, by Regazzoni. The Swiss (below) made the top six several times that year, as did newcomer Patrick Tambay in a sister Theodore-backed car.

Nunn gave chances to youngsters Derek Daly and Nelson Piquet in 1978, the Irishman then struggling through '79 with an uncompetitive ground-effect car. For 1980 Nunn attracted major backing from Unipart, and reuniting with Regazzoni it appeared that Ensign's fortunes had turned. But the veteran's huge accident at Long Beach was a major blow, and Unipart left at the end of the year. The team was running on a shoestring once more, but Marc Surer scored what would be Ensign's best result with fourth and fastest lap in a wet Brazilian GP in '81. After one more year under the Ensign name in 1982 with Roberto Guerrero, Nunn sold his assets to long-time friend and backer Yip.

Seeing no future in F1, he headed to the US, initially working with Guerrero and the Bignotti-Cotter team. Without the pressure to find funds or build cars, and focusing solely on engineering, Nunn would finally find the sort of success that eluded him in Europe. After a spell with Newman-Haas and Andretti he joined Patrick Racing, helping Fittipaldi to an Indy 500 victory and the CART title in 1989. He then joined Chip Ganassi Racing as technical director, winning the '96 crown with Jimmy Vasser before enjoying two title-winning seasons with Zanardi, with whom he had a special bond.

When the Italian left to join Williams, Nunn persuaded Ganassi to take Montoya for 1999, and the team won a fourth straight crown with the Colombian (pictured with Nunn, above left).

For the 2000 season, and with the backing of Mercedes, Nunn set up his own CART team. Initially he ran one car for Tony Kanaan before he was reunited with Zanardi the following year, only for the Italian to be gravely injured at Lausitzring.

Mo Nunn Racing won two races in the IRL with Felipe Giaffone and Alex Barron. Following a final full season with former Tyrrell F1 driver Tora Takagi in 2004, and a joint venture with Adrian Fernandez at Indy in '05, he called it a day. In September that year he auctioned off the team's entire inventory, but remained in touch with the sport as technical advisor to Ganassi.

ADAM COOPER



#### F1 HUNGARIAN GRAND PRIX PREVIEW



#### UK START TIMES

FRIDAY SUNDAY **FP1** 1000 **FP2** 1400 **RACE** 1410 **LIVE ON SKY SPORTS F1** 

SATURDAY **BBC RADIO 5 LIVE** 1400

**FP3** 1100 **QUALIFYING** 1400 **HIGHLIGHTS ON CHANNEL 4** 1845

#### DRIVERS' CHAMPIONSHIP AND CONSTRUCTORS' CHAMPIONSHIP SO FAR

Lewis Hamilton 188 1 Mercedes 310 Sebastian Vettel 171 2 **Ferrari** 302 Kimi Raikkonen 131 **Red Bull** 211 Valtteri Bottas 122 Renault 80

#### TYRE ALLOCATION SUPERSOFT

SUPERHARD

HARD

MEDIUM

AVAILABLE





AVAILABLE

SOFT





ULTRASOFT

AVAILABLE



HYPERSOFT



5 Daniel Ricciardo 106



INTERMEDIATE



WFT

AVAILABLE AVAILABLE

#### THEMES TO WATCH

59

#### RED BULL'S BIG CHANCE

5 Force India

The Hungarian Grand Prix has long been targeted as a possible victory shot by Red Bull. Daniel Ricciardo agrees it's a big opportunity, but said last weekend that he didn't expect his team to be as dominant as it was in Monaco. So it could be tight.

#### TRACK STATS

LENGTH 2.722 miles

**NUMBER OF LAPS** 70

2017 POLE POSITION Sebastian Vettel 1m16.276s

POLE LAP RECORD Sebastian Vettel 1m16.276s (2017)

RACE LAP RECORD Michael Schumacher 1m19.071s (2004)

#### PREVIOUS WINNERS

2017	Sebastian Vettel	Ferrari
2016	<b>Lewis Hamilton</b>	Mercedes
2015	Sebastian Vettel	Ferrari
2014	Daniel Ricciardo	Red Bull
2013	<b>Lewis Hamilton</b>	Mercedes
2012	<b>Lewis Hamilton</b>	McLaren
2011	Jenson Button	McLaren
2010	Mark Webber	Red Bull
2009	<b>Lewis Hamilton</b>	McLaren
2008	Heikki Kovalainen	McLaren



#### VETTEL'S REDEMPTION

After losing the world championship lead to an error of his own making while leading the German Grand Prix, Sebastian Vettel needs to go into the break on a high. The Ferrari was strong in Hungary last year, so just seven days after the Hockenheim disaster he could make amends.

#### RAIKKONEN'S SHOT AT VICTORY IN HUNGARY

Kimi Raikkonen has potentially been in a position to win each of the past three grands prix, in which he's taken two thirds and a second. He traditionally goes well at the Hungaroring and maybe could have passed the troubled Vettel had he been allowed to last year – so he's not to be discounted this weekend.







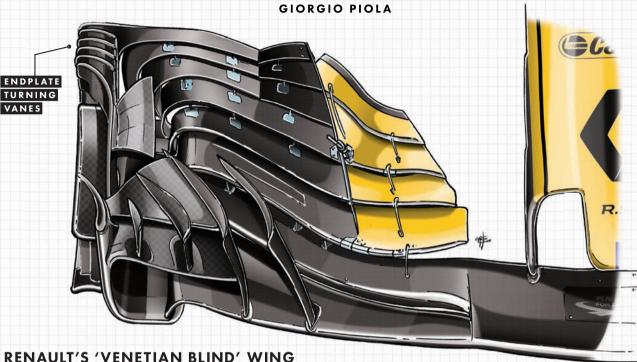
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| Water Resistant up to 100m | Swiss Automatic Chronograph Movement



#### DRAWING BOARD



#### RENAULT'S 'VENETIAN BLIND' WING

It's always nice to see something a bit different (especially at this point in a season, when designs usually converge), and Renault's new front wing assembly, which I'm calling the 'Venetian Blind', is just that.

VANES

The team says it induces different aerodynamic characteristics, which I take to mean that the desired

outcome is more controllable consistency of airflow separation.

Starting with the endplate, the trailing edge has now five outward turning vanes to strengthen the outwash airflow in this area. The vertical section of the wing flaps is also slotted, to improve the consistency of the outwash flow.

The adjustable inner section of the flaps (yellow part) is now much smaller. This will have a positive reduced flow-characteristic change on the outboard section when the wing angle is changed. But it will also make it more difficult to alter the car's aerodynamic balance.

Another change concerns what

has been called the Y250 vortices (250mm from car centreline). The detail of the inner end of the flaps now allows these vortices to dissipate. Togther with much more aggressive bargeboard packages being created, they form the flow that helps seal the underfloor.

GARY ANDERSON

#### FERRARI'S INNOVATIVE EXHAUST

Ferrari tested a new exhaust layout at Hockenheim. It has moved the two wastegate pipes to above the main turbo outlet, which has given it a narrower, if higher, engine cover trailing edge.

Ferrari didn't use it on Saturday so perhaps this is part of a package it is going to introduce at Monza, which requires the lowest downforce package of the season. Any drag reduction there will be welcome and that narrower, tighter engine cover could do just that.

There is another theory that the team is trying to use the wastegate gasflow to energise the rear wing. If anything,

> I would say Ferrari is going the opposite direction and minimising the spoiling effect of the intermittent exhaust gases on the rear wing. GARY ANDERSON

WASTEGATE PIPES NOW ABOVE OUTLET



Ferrari introduced longitudinal slots on the outer edge of the floor at Silverstone. Red Bull has now done more or less the same.

The fact that these two teams introduced an underfloor sealing system more or less at the same time suggests it's a fairly powerful development. It was pioneered by Renault at the start of the season.

Vortices formed by the trailing edges of the bargeboards rotate down the sides of the car - on the right-hand side anti-clockwise, on the left clockwise (viewed from the front). The vortices rotate

into these slots and scavenge airflow that would normally be pulled into the low-pressure area beneath the floor. They act like a sealing system and improve the performance of the underfloor and diffuser.

The addition of these slots on the Red Bull will pay a double dividend because the team runs so much rake on its car. Anything that can be done to seal the underfloor will give big rewards, as it did for Ferrari, which ran medium-to-high rake angles at Silverstone.

**GARY ANDERSON** 

### FIFTH COLUMN

#### 'HEAVY METAL' HAMMERED

What today's cumbersome leviathans boast in power and downforce they lack in subtlety and appeal

NIGEL ROEBUCK

t is not by happenstance that traditionally grandstands at race tracks have for the most part been constructed at corners: what fans come to see, after all, is driving artistry, and that finds little expression on a straight.

That being so, one of course regrets the crushing downforce of today's Formula 1 cars, and the progressive conversion of once daunting corners into straights. This is true of nowhere more than Silverstone, where, as Max Verstappen remarked, a corner like Copse — like Spa's Eau Rouge — is these days 'easy flat'. In itself that militates against overtaking, and the practice is further discouraged by overwhelming 'aero', which prevents cars from closely following each other through a quick turn. If the problem has been with us for countless years, it grows ever more acute: "Anything within five seconds," commented Christian Horner at Silverstone, "and you're in 'dirty air'..."

Today's 'Heavy Metal' cars, with around 1000 horsepower and colossal downforce, may be numbingly impressive through somewhere like Becketts, but for me they lack subtlety, and have limited appeal.

I remember once talking to Colin Chapman about Gordon Murray's Brabham BT49, a design he greatly admired, for it was light and nimble, and changed direction like a kart. The word he used to sum up the car was 'deft', as any grand prix car should surely be, so I can't imagine what he would make of today's leviathans — 734kg would have been Colin's idea of an acceptable weight for a transporter. His immortal Lotus 49 came in at 500.

Looking back on the British Grand Prix, what most hit me between the eyes was the continuing plight of Williams, whose cars — Mercedes engine and all — were at the bottom of the list in qualifying, and started from pitlane. Frank Williams, who doesn't fly any more, was at the race, and I felt sad he had to see it.

This was Silverstone, after all, and one's thoughts drifted back to 1979, when the team was truly in the ascendancy, when Alan Jones took pole by more than half a second and ran away from the rest until his water pump gave up, leaving team-mate Clay Regazzoni to canter home for Williams Grand Prix Engineering's first victory.

In the pleasing post-race informality of those days,





Frank — so emotional he could barely speak — stood there in the media tent, pretending to sip a scotch someone had thrust into his hand, and Gianclaudio — ever the gentleman warrior — modestly shrugged off his own part in the day's events. "Bravo, Frank," he quietly said. Never can I remember such universal rejoicing at the outcome of a grand prix.

Fast forward to 1993, to Ayrton Senna pondering his future: stay at McLaren, with whom he had won three world championships, or move to Williams, the team of the moment? From top to bottom is a long fall.

These days, it is Mercedes and Ferrari who dominate, with Red Bull occupying a mezzanine position between them and The Rest. Not since March 2013, when Kimi Raikkonen's Lotus triumphed in Melbourne, has a grand prix been won by other than these three teams, and the 90 races so far run in the hybrid era shake out like this: Mercedes 67 wins, Ferrari 12, Red Bull 11.

As the statistics suggest, for most of the time it has been a two-car world championship, with the Mercedes drivers needing to worry only about each other: for an endless period we were accustomed to the sight of them

#### "INCONSISTENCY FROM STEWARDS IS SOMETHING WE TAKE FOR GRANTED"

disappearing into the distance, keeping a weather eye on fuel and tyres, and taking the flag. That didn't do much for the TV figures, as Niki Lauda admitted: "For sure it's boring if Mercedes wins every championship — when that happens, of course you lose people, but having said that, this year we're back to a more competitive situation..."

So, mercifully, we are. While indubitably there is still a two-tier world championship, at least Mercedes no longer has the top one to itself, for currently Ferrari is at least a match for the Silver Arrows: not long ago few would have envisaged a red victory at Silverstone, but that's what we got.

More significantly, what we also got was a set of circumstances that demonstrated — to a shattering degree — the gulf in performance between Ferrari/Mercedes and the other teams, Red Bull included. If on this ultra-quick circuit Christian Horner described his drivers as "hugely exposed", Max Verstappen was more brutal: "It's tragic — on the straights it's like you are driving in a different series." It felt, he said, like Formula 1 against Formula 2, putting one in mind of Fernando Alonso's remarks about Honda.

Having been relatively reticent on the subject of Renault shortcomings in the recent past, Red Bull people, since announcing their forthcoming split from the company, have lately become more vocal again. Honda folk, take note: should your engine fail to give satisfaction in 2019, you may come to look back fondly on Alonso's observations. Toro Rosso's Pierre Gasly certainly didn't hold back at Silverstone.

By general consent, year in, year out, Red Bull produces the best chassis, but even trimmed to the bone, Verstappen and Daniel Ricciardo had nothing for Ferrari and Mercedes in the British Grand Prix. Sebastian Vettel and Valtteri Bottas duly went off on their own, but it was their teammates who really caught the attention. Not often, after all, do we see Mercedes and Ferrari in company with the lower orders, save when lapping them, and Hamilton and Raikkonen were plainly hurrying.

This situation arose because Lewis made a bad start from pole, putting himself in the line of fire at the first corner, where he was turfed off by Kimi. While — despite unworthy Mercedes mutterings — this was clearly inadvertent, the Kimster was awarded a 10-second penalty, and quite why this should have been twice as severe as that handed out at Paul Ricard to Vettel for his clumsy assault on Bottas, one doesn't know: inconsistency from stewards is something we have long taken for granted.

Raikkonen's artlessness is perhaps his most endearing quality: yes, he said, the mistake had been his, and he had no complaints. In wishing there were more like him, it seems to me that the time has come to abandon this constant 'under investigation' business: if a driver indulges in what used quaintly to be called 'dirty driving', particularly at a psychopathic level, he should be *hammered*, but if contact is plainly the result of an honest mistake, let's see it for what it is, a 'racing incident', and — to use >>>



Hamilton's favourite phrase – 'move on'.

From the word go Lewis had to fight at Silverstone, and once his anguished suggestion that his car was damaged had been dispelled by Mercedes engineers, he really got on with it, as later — after serving his penalty — did Kimi. While it was clear that most of those ahead wisely weren't putting up much of a fight, the pair of them *scythed* through the pack, their closing speeds on others almost beyond belief. Verstappen felt as if he were in a Formula 2 car — and he

# "IN A SPENDING WAR, ONLY GIANTS THRIVE, AND NEVER HAVE WE SEEN ONE LIKE THIS"

was in a Red Bull. He should try a McLaren some time.

To rapturous cheers from the Hamilton-mad crowd, soon after half-distance the safety car was deployed when Marcus Ericsson parked his Sauber in the fence, and then again — almost immediately — when Romain Grosjean had his latest accident, this time taking Carlos Sainz with him.

What all this meant was that the Mercs, the Ferraris and the Red Bulls were together for the final restart, and the prospects for the last 15 laps looked enticing. With fresher tyres, Vettel, Hamilton and Raikkonen all eventually got by the hapless Bottas, and Verstappen spun into retirement when his brake-by-wire system failed.

So it was the race ran out, and we had been starkly reminded — if such a thing were necessary — of the gloves-off capabilities of Mercedes and Ferrari relative to their opposition. No wonder other teams despair of the current Formula 1: in a spending war, only giants thrive, and never have we seen one like this.

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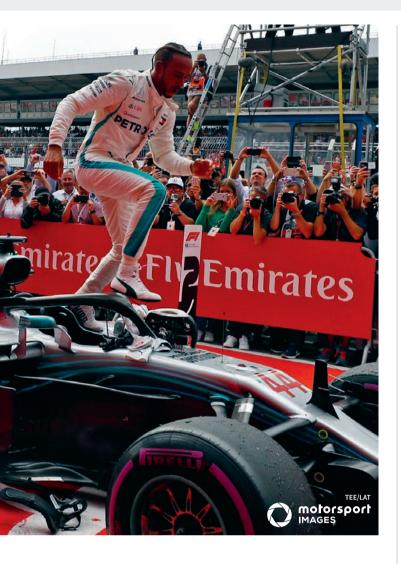
ockenheim provided a further opportunity for a Hamilton comeback drive, this time after an incident in Q1, which ruled him out of further involvement in the session, and obliged him to start the German

Grand Prix from the seventh row.

Charlie Whiting is one of very few with firm knowledge of how Ferrari's recent power surge — estimated at 40 horsepower — has been achieved, but it's been passed as kosher, and so Mercedes and Renault and Honda must try to figure it out for themselves. At Hockenheim Ericsson's Sauber was the only Ferrari-powered car not to qualify in the top 10.

German Grands Prix have been intermittent in recent years — no-one, Vettel included, has come close to replacing Michael Schumacher in the affections of the populace, who stayed away in droves — so for Mercedes, whose entire board of directors was to be present on race day, a strong result was even more vital than usual. More than once Hamilton had been off the road in Q1 before he ran wide at the first turn, skittering wildly over the kerbs, then immediately slowing. From the pits came an urgent instruction to stop, but this for a couple of kilometres was ignored.

Finally Lewis did pull up, and with the help of marshals began vainly pushing the car, which had suffered hydraulic



failure. Had this been brought about by the violent trip over the kerbs, or - robbing him of power-steering - had it been the cause of it? Initially the assumption by Toto Wolff and others was that it had been the former, but later Mercedes insisted that blame had not lain with the driver.

Whatever, Hamilton was understandably distraught at the thought of starting 14th in a race from which his championship rival was starting on pole. Sebastian Vettel, who had never won at Hockenheim in Formula 1, looked to have Sunday afternoon on a plate.

As it was, the German Grand Prix fell the way of Lewis, who banished his blues, and drove one of his greatest races, picking off most of those ahead with DRS ease, but doing it in supremely disciplined style. It must be said that without the intervention of rain he would not have won, for Vettel comfortably in front – would not have made the error that took him into the fence, but the fact is he did, and instead of increasing his championship lead to at least 15 points, Sebastian ended the day 17 adrift of his rival.

A disastrous day for Ferrari, then, and at a moment when the team – for all its performance surge of recent days - was already in some turmoil, as revealed in a statement issued at Hockenheim: "The Board of Directors of Ferrari learned with deep sadness during its meeting today that Chairman and CEO Sergio Marchionne will be unable to return to work."

This situation had arisen as a result of complications following an apparently routine operation on Marchionne's shoulder, and as I write his condition is clearly grave. All, of course, wish Ferrari's strong man well, but it was no more than inevitable that his leaving the helm at Maranello should swiftly lead to debate about its consequences.

On an immediate level, it appeared, for example, to lessen the chances of Charles Leclerc replacing Raikkonen as Vettel's team-mate in 2019. In his end-of-term speech last December, Marchionne made clear that Kimi was on notice: yes, he had been scintillating at Monaco, but unless that sort of form were in more frequent evidence this season, it would be his last with the team. Never a man to speak idly, he was taken at his word, and although Raikkonen has driven some fine races, so - very much so - has Leclerc.

Unquestionably, though, Vettel wishes for Raikkonen to stay. The two have always had a good relationship, and of course Sebastian values an apolitical and unselfish team-mate, who, if called upon, can be guaranteed to do the right thing. For Kimi motor racing is one of the good things of life, but it is not life itself, and that makes him unusual in the upper echelons of Formula 1.

In his support of Raikkonen, Vettel has an ally in team principal Maurizio Arrivabene, who previously worked for >>



#### PIT + PADDOCK OPINION

Philip Morris — whose CEO Louis Camilleri is expected to take Marchionne's place as CEO at Ferrari. Some suggest, therefore, that Leclerc's move to Maranello might take a little longer than expected.

Marchionne's absence through illness will of course have repercussions, both for Ferrari and the future of Formula 1: given that his stepping down was anyway planned for next year, these things had already been long discussed.

Throughout his career Marchionne — among other things, lest we forget, formerly the chairman and CEO of Fiat Chrysler — has been known as a powerhouse of a man, and once involved in the day-to-day machinations of Formula 1 he lost no time in getting that across. As we know, there has for years been a power duopoly of Mercedes and Ferrari, the two companies making it very clear how they wished the future to be: if his requirements for the 2021 engine regulations were not met, Marchionne said, he would withdraw Ferrari from Formula 1, and whereas

# "SOME SUGGEST THAT LECLERC'S MOVE TO MARANELLO MIGHT TAKE A LITTLE LONGER"

Enzo's threats to do that were never taken seriously, this one came not from an emotional racing man, but a hard-boiled industrialist.

Unquestionably, too, Marchionne's effect on Scuderia Ferrari has been profound. When he showed Luca di Montezemolo the door in the autumn of 2014, the team was in a state of chaos: in this first hybrid season the car had been embarrassingly off the pace, the clueless team manager — former salesman Marco Mattiacci — out of his depth, the number one driver, Fernando Alonso, at the end of his tether.

As Mattiacci was pitched, Vettel arrived from Red Bull, Alonso having decided to leave with two years of his contract to run. True enough, Fernando has not always





made the best of career decisions, and this was surely the worst, for now Marchionne was taking personal charge of Ferrari's F1 activities: when he said things were going to change, he meant it.

To no-one's surprise, it has taken time to turn things round at Maranello, but Mattia Binotto — promoted from within by Marchionne — has been an outstanding success as technical director, and Ferrari is now in fear of no one.

F

ormula 1 is a ruthless business, as we know, and these days it is more difficult than ever for a young driver to break into its ranks — and then, once in, to stay there. Something close to a blank cheque is of

course the most popular way to sidestep these problems, but otherwise, unless you have access to such things — or a once-and-for-all talent like Max Verstappen — job security can be hard to find, as such as Sebastien Buemi and Felipe Nasr will tell you.

Another I was sorry to see depart the F1 scene was Jean-Eric Vergne, and while I struggle to enthuse about Formula E, it pleases me to see him thrive in another series. With that, and a sportscar drive, Vergne is doing very nicely, thank you, and says now that, even if an opportunity arose, he would not return to Formula 1. The other weekend, in New York, he became Formula E champion, and good luck to him.

Jean-Eric's Brooklyn weekend, though, was not without blemish, for both he and Techeetah team-mate Andre Lotterer were fined €5000 and given two penalty points for breaching Article 30.14 of the FE sporting regulations during qualifying. Had they driven in a dangerous manner or ruined



a rival's quick lap? No, it was nothing as trivial as that: like Lucas di Grassi in Uruguay, they had blatantly — unforgivably — worn illegal underpants.

Would that I were making this up. When first it came to my notice, I thought immediately of Peter Ustinov's *Grand Prix of Gibraltar*, of life — in this dispiritingly risk-averse age — imitating art. In Ustinov's glorious pastiche, world champion Jose Julio Fandango is eliminated from the race when he takes to an escape road, and inadvertently crosses the Spanish frontier: "Of course," the commentator says, "he didn't have his passport with him, and I can tell you from experience those boys can be nasty..."

Having been around this business for so long, it should be no surprise that occasionally I find myself remembering lost friends, and picturing their responses to events of the present age. I smile, for example, at the thought of what Rob Walker and Ken Tyrrell — whose deals with Stirling Moss and Jackie Stewart, respectively, were sealed with a handshake — would have made of the year-long contract negotiations between Lewis Hamilton and Mercedes. I picture the outrage of Denis Jenkinson at the introduction of the halo, or Gilles Villeneuve at losing grid positions because of a gearbox change. In my mind, though, none come close to James Hunt's reaction to Liberty Media's ban on grid girls: never a great one for 'brand values', James.

And now comes the surpassing silliness of illegal underpants. In announcing the penalty dished out to Vergne (and Lotterer), the official bulletin read thus: "After checking the clothes, helmet and front head restraint of the driver, it was found that he was wearing non-compliant underwear pants, which are not allowed by the international sporting code." One hesitates to consider the circumstances in

which the underpants were 'checked'.

This, I'm told, is what is known as 'protecting people from themselves' — it is not easy, after all, to see how 'non-compliant underpants' constitute a risk to any save those daring to wear them. Whatever, Jean-Eric and Andre are out five grand apiece, so we may assume standard Y-fronts are off the agenda from now on, and thus the world is allowed to go on.

One day, when I was talking to Ustinov about his celebrated recording, he said, "At the time it was affectionate satire, but the way racing is these days, it's starting to look more like a documentary..." That was nearly 20 years ago, some time before post-qualifying underpants inspections came in. I'm going to lie down now. \*\*





Based in the UK's famous 'motorsport valley' in Cambridgeshire, and used by many Formula 1 teams, the Lola Technical Centre is now offered for sale. Boasting one of the world's most advanced moving plane wind tunnels, a 7-post chassis rig, model shop and support facilities, this R&D facility has a glowing reputation across the motorsport, automotive and aerospace industries.







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#### THE £40MILLION QUESTION

The value of Lewis Hamilton's new Mercedes contract has set envious tongues wagging, but a driver of his ability is priceless — if only to a top team

**EDD STRAW** 

obody can objectively be worth £4omillion, not in a world where so many have next to nothing. But the widely reported figure for the potential value, including bonuses, of Lewis Hamilton's new Mercedes contract raises the question of whether a racing driver can really be worth what many would call an obscene sum of money?

The world is clearly not objective, so this is always going to be a largely subjective debate. But once we accept that we live in a global society of enormous inequality and set aside the ethical arguments on the rights and wrongs of that, the question then moves on to what the driver can contribute to a team for that spend.

The driver's primary purpose is, axiomatically, to drive. Yes, they have an impact when it comes to development direction and feedback, but item one on the driver's task list is to extract as close as possible to 100% of the car's potential.

There are often criticisms that the car does all the work in Formula 1. But it's always been this way in motor racing, and even in sports where technology is less obvious, resources tend to dictate your overall potential.

But the driver is an important part of the equation. Because

#### "IT'S NOT JUST LAP TIME THAT SEPARATES THE GREAT DRIVERS FROM THE MERELY VERY GOOD"

it's not a two-part equation of driver plus car, instead it's about driver plus the myriad departments and technical groups that work towards designing and building a car. On top of that, you have the operational personnel who run it.

What the driver represents is the connection point where everything meets. For all the criticisms about the pitwall figures controlling the drivers, they aren't.

In the middle of the car is its organic centre. The driver feels every signal from the car, controls it, provokes it, balances it, dictates what it can and cannot do. Nothing is simple about this operation. Consider the brake pedal — it's to slow the car down, right? Well, partly, but it's also about controlling the weight distribution and setting it up for the corner. That's just one thing the driver must control.

Next you have the differences between the best and worst drivers on the grid. To clarify, I use this as a comparative term

because in objective terms every single driver racing in Formula 1 today is extraordinarily able.

The difference in a peak lap time between the best and the worst on the grid is not large. In terms of qualifying pace, a gap of six tenths of a second is considered a chasm. We talk about tenths as if they were minutes in F1, but in real terms that's a tiny difference.

But it's not just lap time that separates the great from the merely very good. It's about stringing those laps together, attacking, defending, unleashing pace at key moments, managing tyres, managing engines, making the millions of calculations that are needed to complete a grand prix distance in the least possible time.

The German Grand Prix again showcased the importance of that ability. When the rain hit, Hamilton drove superbly. While he had the advantage of fresh, hot ultrasofts compared with the cars ahead, he used that grip and his judgement to good effect and for a sustained period of time was 1.5s per lap faster than anyone.

Add to that the way the driver interacts with the team, an important part of their game, and there are countless ways a driver can have a big impact on the overall success of their teams.

When it comes to the money, it's well spent for a squad such as Mercedes. This is a world championship-contending team that spends hundreds of millions of pounds (with heavy investment from the parent company for marketing reasons) to win races.

Hamilton, the driver, is a huge contributor to that. It's seen as a virtuous circle: the better the results, the more positive PR you get, the more cash you get both in terms of constructors' championship money and sponsorship, the more your technical team can spend, the more performance you get, the better the results. And the driver is critical to that process.

Hamilton is a global sporting star, albeit not quite in the megastar bracket among the most famous few athletes in the world that it once seemed inevitable he would join. And the value of that in terms of return on investment cannot be underestimated.

But Hamilton is not worth £40million to every team on the grid. There's no point in engaging a superstar driver if you haven't got your house in order, and while the driver is a big contributor to the competitive equation they will not be able to drag more than 100% out of the car.

So to Force India, Haas, Renault, McLaren, Williams? No, he would not be worth that money, which would be better invested elsewhere. There are plenty of very good drivers out there who can do a good job, and the equation for what you spend where changes depending on where you sit on the economic scale. But for a championship winning team, a title-winning driver is priceless.

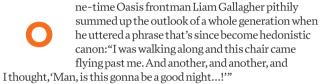
Hamilton is a brilliant driver, one of the all-time greats. That gives him a high market value and means he's worth every penny to a top team — no matter how outrageous the amount.  $\!\mathcal{X}\!\!\!/$ 



#### **SOME-FINN SPECIAL**

Rally Finland is the gateway to the second part of the World Rally Championship season, and a must-win event for any right-thinking WRC competitor

DAVID EVANS



I'll have that same feeling when I stand at the side of a road near Vesanka, north-west of Jyvaskyla, today (Thursday). The only difference? It'll be cars, not chairs, flying past me. Welcome to Finland, the World Rally Championship's very own speedweek. Since records began in 1973, the event formerly known as the 1000 Lakes Rally has clocked up 11 of the 12 fastest WRC rounds ever.

Monte Carlo is important, a win in Wales is great, and a Safari success once sold almost as much metal as a championship title itself. But nothing's as great as victory in the WRC's most northerly woods. This week is the one they all want. And, if service park chatter's to be believed, they're all going to have to stand in line behind the three Toyotas crafted just around the corner from rally headquarters. Tommi Makinen's Yaris WRCs are racers born and bred on these roads. What's more, he's got two Finns — Jari-Matti Latvala and last year's winner Esapekka Lappi — and the fastest

#### "NEUVILLE HOLDS THE ACES, BUT NOW WE'LL FIND OUT IF HE'S HOLDING HIS NERVE"

thing to come across the Baltic Sea: Ott Tanak.

The factory trio from Puuppola line up with tweaks to the centre differential and more torque than ever from an updated engine. And those failures from the slower, rougher rallies earlier this season? Forget them: Finland's route is billiard-table smooth and as fast as you like.

Question is, which of the three will win? Tanak is best-placed in terms of the championship, but in reality they're all out of the chase for this year's crown and should be left to run their own rally.

It's Latvala and Lappi who need the result the most. Latvala has struggled through the first half of the season and Makinen is concerned about Lappi's tendency to "sleep on Fridays". Their prospects of employment beyond the end of this season with Toyota Gazoo Racing would be very well served with a win. Incredibly, there seems a genuine chance that the Finns could be given the flick from this most Finnish of teams.

But J-ML and Lappi aren't the only ones chasing a big second half of the season. Far from it: Elfyn Evans and Andreas Mikkelsen need to find more consistent speed; Mads Ostberg must make use of redemption at Citroen; and Pontus Tidemand needs to boss the WRC2 all the way home for the next six rallies to become more than a blip on the WRC teams' radars.

All the above will help shape the most open driver market in recent seasons. Only Tanak and Mikkelsen are tied down to their respective Toyota and Hyundai teams for next season.

Everybody else could be on the move. But... as has been the case for years, who goes where depends very much on the decision and direction of a Frenchman called Sebastien.

Ogier has the pick of his teams. All four are open to him, but the most likely options would appear to be staying where he is — where he's comfortable and well-loved at M-Sport — or going to Citroen. Citroen would be logical, given that they're both French, but the five-time champ won't have forgotten the words of PSA Group CEO Carlos Tavares at the top of the season. Paraphrasing the Portuguese: "We like Sebastien. But we don't need him."

Since binning Kris Meeke, it's possible that Tavares may have changed his mind. When I asked Ogier about the chances of going back to Citroen, his reply sent a strong message to Versailles: "It would have to be a very good offer..."

In the meantime, Ogier has got a championship fight to focus on. He starts this week 27 points behind Thierry Neuville. That's the first time since 2012 that Ogier made the halfway point of a season anywhere but out front. Worse still for him, Neuville is riding the crest of a wave, having edged him in a final-stage thriller last time out in Sardinia.

Psychologically, however, the pair are paddling out to what's likely to be the biggest breaker of the season — and it's the one they both fell off last year. Twelve months ago Ogier crashed in testing and in the rally proper. He headed south with no reward from his trip to Finland. Neuville left tied on points with his rival having missed an absolute sitter. With the #1 Fiesta in the trees, Neuville simply couldn't dial himself or his i2o Coupe WRC in, and his sixth place was the very definition of a missed opportunity. He then crashed in Germany a fortnight later and, two rallies further down the road, Ogier was champion again.

That won't be happening this time. Neuville holds the aces, but now we'll find out if he's holding his nerve.

Crucially for Ogier, he doesn't need to panic. If he comes away with maximum scores (30 points: 25 for the event win and five for the powerstage) on the next four rallies, he'll be back out front regardless of what Neuville does.

It's a big ask. And one that starts in Jyvaskyla today. Man, is this gonna be a good week... \*\*



That familiar bark of DFVs feeding massive rear tyres and the sight of the tall airboxes stirred the emotions like they haven't been for many a year!

#### JOHN STREET

#### Did Hamilton gain an advantage?

Great win for Lewis Hamilton in Germany, but when the stewards make their decisions and give mitigating factors regarding pit-lane entry infringements, did they ever stop to ask, 'Did Hamilton gain an advantage?' A massive one from where I was sitting. He hardly 'clipped' the line!

Paul Millward Nottingham

#### If you break the rules, you should be penalised

So the logic now goes if I am caught speeding, I can now avoid the penalty by saying it shouldn't count as it didn't affect anyone else!

Ridiculous. Yet another example of weak stewarding basing penalties on the outcome of the offence, not the offence itself. If you break the rules, you should be penalised. I hope you enjoy your hollow victory, Lewis.

Chris Stevenson-Smith By email

See page 30 for the stewards' explanation of their decision — ed

#### All you need is love...

Lewis believes that love conquers all, but I hope he agrees that a little schadenfreude helps.

Ian Page Haslemere, Surrey

#### Williams wins at Silverstone!

How refreshing and satisfying it was to see a Williams win — and with ease — the Formula 1 race on Saturday at the Silverstone Classic, and most of them were really trying too! That familiar bark of DFVs feeding massive rear tyres and the sight of the tall airboxes (UOP-liveried Shadow, Hesketh 308/1, etc) stirred the emotions like they haven't been for many a year!

What was even more satisfying was that there was not a single one of those ridiculous-looking halo devices to



be seen. It doesn't matter how many times I'm told I will get used to it, I know I never will, and Saturday reinforced that notion once and for all.

There has to be a better solution!

John Street Hitchin, Hertfordshire

#### Don't try to fix what's not broken

Is it just me or is anyone else fed up with constant talk of F1 trying to fix things that aren't broken rather than focusing on the core issues?

We don't need more races, we don't need to change qualifying or the weekend format and we don't need points distributed right down the order to dilute the value of gaining them!

We need closer competition achieved through a fairer distribution of revenues and control over spending levels among the teams.

Please keep focused on this, Mr Brawn and co.

**Stewart Harland** 

Milton Keynes, Buckinghamshire

#### HAVE YOUR SAY, GET IN TOUCH

**Autosport editorial** 

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GERMAN GRAND PRIX • SILVERSTONE CLASSIC • SUPERCARS • PORSCHE SUPERCUPIMSA • ELMS • FORMULA RENAULT EUROCUP • NASCAR CUP







"MIRACLES DO HAPPEN," RACE ENGINEER PETE 'BONO' BONNINGTON TOLD LEWIS HAMILTON over the radio after an unlikely German Grand Prix victory. Hamilton later said he'd prayed for it, which maybe explains what he was doing crouched down between the front-right wheel and sidepod of his stricken Mercedes with his head resting on it after stopping in qualifying with a hydraulics problem. Whatever he was doing, given this was only the 12th time in 976 world championship races (ignoring the anomalous Indy 500s of 1950-60) that a driver has won after starting 14th or lower, it worked.

But while divine intervention, in the form of rain and race leader Sebastian Vettel sliding off the road — not to mention Hamilton walking on water — played its part, this was a victory born of an unpredictable mish—mash of factors.

Did Bonnington have a sense of the double meaning when he used the m-word, given it was the confusion he generated over the radio that resulted in Hamilton making the race-winning move by aborting a planned pitstop under the safety car? Probably not, but we can be certain he wasn't aware of the treble meaning it would later be imbued with when Hamilton escaped with a reprimand for crossing the pit entry line then cutting across the grass to rejoin the track.

It was a long journey to redemption after the qualifying disaster,

which struck during Q1 when Hamilton hit a troublesome bit of kerb at the exit of Turn 1. A lap later, he ran wide at the same corner and had a rough ride returning to the track, forcing the team to order him to stop. It seems the initial strike, which wasn't in an unreasonable place given how the exit kerb is normally used, caused the start of the leak in the steering hydraulics.

While Vettel turned pole position into the race lead over Valtteri Bottas, Kimi Raikkonen and Red Bull's Max Verstappen — building up an advantage of almost four seconds in the first 10 laps, Hamilton had to clear the midfield to get back in the hunt. This he did with ruthless efficiency, albeit aided by the fact the 'Class B'runners had no interest in keeping a Mercedes behind for a few extra corners if it cost them time to their direct rivals.



Starting 14th, Hamilton jumped Sauber's Marcus Ericsson early on lap one, then capitalised on Sergey Sirotkin running wide out of the fast right-hander into the stadium section to pass the Williams on the run to the Sachskurve hairpin. That put Hamilton 13th, thanks to Esteban Ocon having passed him during the first part of the lap.

Ocon was dispatched into Turn 1 on the second lap, with Hamilton passing Fernando Alonso's McLaren into the Turn 8 left-hander next time round. It took only until the Turn 6 hairpin on lap four for Hamilton to climb into the points by dispatching Charles Leclerc's Sauber. Two laps later, Carlos Sainz Jr was relegated in the same place.

Hamilton blasted past Romain Grosjean's Haas for eighth on the run to Turn 6 on lap eight, picking off Sergio Perez's Force India at the same spot a lap later. Nico Hulkenberg's Renault fell on lap 11 of 67, leaving only the fifth-placed Haas of Kevin Magnussen between Hamilton and the top four. Magnussen lasted until lap 14, and as Hamilton sailed past the Haas into Turn 6 he was 25.7s behind Vettel.

That made Ferrari call Raikkonen, who had run third throughout the first stint and generally sat 1.5-2.5s behind Bottas and 1.5-1.8s clear of Verstappen, into the pits. He emerged fourth, with Hamilton just behind, but knowing he'd likely committed to a two-stop strategy.

During this phase of the race, Hamilton showed his pace. Disregarding the fresh-soft-shod Raikkonen, from laps 14-25 Hamilton was the fastest driver on track by an average of 0.458s. Even compared to Raikkonen, he was only 0.187s slower as he closed on the top four.

Given the nature of F1 today, this wasn't an entirely fair comparison. Leader Vettel was content to sit on a handy cushion that protected him from any Bottas undercut attempt while Hamilton was pushing on. But it shows how much work Hamilton had to do.

Vettel's stop on lap 25 was followed by Bottas coming in three laps later, with Verstappen stopping a lap after that. This allowed Raikkonen to cycle through into the lead, having used the pace of his fresh softs to undercut his way past the top two, with a lead over Vettel that fluctuated from 1.0-1.5s. Hamilton moved up to third, with Bottas fourth ahead of Verstappen.

With Raikkonen increasingly considering the chances of making it to the end of the race, which would have required a stint of 53 laps, he obviously wanted to stay ahead of Vettel. But, understandably, Vettel complained repeatedly over the radio about the time loss and the fact it was damaging his own set of softs. "Silly" was how he described the situation amid the barrage of complaints.

That led to Ferrari engineering supremo Jock Clear telling Raikkonen not to hold Vettel up, as part of a lengthy exchange that featured references to them being on slightly different strategies and damaging their tyres.

In common with many of Raikkonen's responses to unclear >>



instructions that come with surprising regularity on his radio channel, Raikkonen sought clarification, and it was obvious the Ferrari pitwall was not keen on being heard issuing an emphatic team order even though it was eminently sensible to do so. Eventually, Raikkonen relented and on lap 39 Vettel breezed passed into the hairpin. In four laps, he pulled out a lead of three seconds.

Despite his early attacking drive, Hamilton made his softs last all the way to lap 42. Mercedes was keen to extend this as much as possible, given rain was anticipated. In fact, most drivers had to put up with being told by their teams that rain was five or 10 minutes away pretty much from the start, but Hamilton's miracle looked unlikely when it started to drizzle a lap after he'd made his stop to take on ultrasofts and rejoined fifth behind Verstappen and Bottas.

"I had that long first stint and I couldn't hold on for any longer, the tyre was dead and so I had to pit even though they said the rain is going to come in the next two or three laps," said Hamilton. "I knew I was on



a different tyre strategy to the guys ahead, but when I knew there was the possibility [to win] was when it started to rain. As soon as it started to spit I knew that was where the opportunity was going to come."

When the rain came it was patchy at first, initially hitting at Turn 6, and a few chancers opted to dive into the pits for intermediates. This included, on lap 46, Verstappen, who figured it was worth a roll of the dice. It backfired as he lost a heap of time after making a second stop having cooked his intermediates on the dry parts of the track, but he still finished in the fourth place he'd sat in for most of the race, with Red Bull not quite quick enough to bother the leaders. At least he finished, unlike team-mate Daniel Ricciardo, who started from the back and ground to a halt before half-distance with a suspected engine problem while on course to finish on the tail of the lead group.

Initially, the rain was good news for Vettel. Immediately, he pulled an extra second on Raikkonen to extend his lead to 4.6s, which grew to 6.6s a couple of laps later. Ferrari gave both drivers the option to pit for intermediates if they wanted to, which they didn't, but Raikkonen's struggles in the damp led to him coming under attack from Bottas, who had been five seconds behind before the rain hit.

After Bottas's initial attack, the duo stumbled across a gaggle of lapped cars and Raikkonen was forced wide by Magnussen's ninth-placed Haas at Turn 8. This allowed Bottas to take second place.

Hamilton, meanwhile, capitalised on his fresh ultrasofts and ability in these conditions to lap 1.444s faster than anyone on laps 44-51. That put him just 12.2s off the lead.

Then Vettel's race fell apart. In sport, a miracle for one competitor often requires a catastrophe for another and, with rain still in the air, Vettel locked up on the entry to the Sachskurve on lap 52 while nine seconds clear of Bottas. The five double-fisted blows to his steering wheel moments after striking the wall, following a forlorn attempt to keep the car on the track, said it all.

"It was quite a small mistake with a big effect," said Vettel, who apologised over the radio straight after the crash. "I was just a tiny bit





too late, locked the front and then locked the rears and couldn't turn in."

With the Ferrari buried in the gravel, the safety car was deployed. By this point, it was clear the rain wasn't heavy enough, widely enough, to make intermediates work, but there was a chance for a cheap pitstop. Bottas and Hamilton were both instructed to pit, but it took Ferrari an extra lap to debate with Raikkonen whether to stay out. Raikkonen was keen to take the risk because there was nothing to lose, and was subsequently called in — but not until the lap after the Mercedes drivers had stopped.

This was significant because, as he dived for the pits at the end of lap 52, Hamilton saw Raikkonen staying on the track.

"Kimi's staying out," reported Hamilton.

"Hey man," was Hamilton's reply. He had taken Bonnington's initial "stay..." as the cue to divert back towards the track, and was already on his way there over the grass by the time of the "in in in in...". Duly committed to staying out, even if accidentally, he was then told simply to go for it.

What was clear is that Hamilton was called in, committed to going in and, having pointed out Raikkonen had stayed out, he received a message he rightly described as "confusing". Perhaps his engineer was further distracted by the delay to Bottas's stop caused by confusion over which tyres he was taking? What is certain is that with a small window in which to react and lots going on, the Mercedes pitwall was momentarily overloaded. And Bonnington's 14'ins' suggested that, whatever he initially said, he was certain that stopping was the right move.

"It was just the most confusing second-and-a-half," said Hamilton, who didn't need much persuading to stay out. "I honestly thought that I was going to stay out, I was happy with my tyres, and then they said come in, and I saw Valtteri ahead coming in. So I was like, 'Are they sure about it?' By the time I got in it was, 'No, stay out'. It was literally go left, go right. I just slowed down and trundled over some grass and made sure I joined the track as safe as I could." >>>

#### QUALIFYING

LEWIS HAMILTON, CROUCHED DOWN BETWEEN THE front-right wheel and the sidepod of his stricken Mercedes with his head resting on the car after suffering a hydraulic failure during Q1, will be one of the enduring images of the 2018 season. The reigning world champion, perhaps showing signs of the pressure of an intense title fight, ended qualifying 14th. Watching Sebastian Vettel take a triumphant home pole position won't have helped his mood.

But the big question was whether the hydraulic failure was the cause of his wide run at Turn 1 and wild ride over the kerbing as he returned the track, or the effect?

"It's always quite difficult to define cause and consequence," said team boss Toto Wolff. "What we saw is that in the previous lap, running wide but completely within the boundaries of what you can do, we saw some overloads.

"And on the next lap, going over the kerbs, a hydraulic leak that caused a power-steering failure. And then that power-steering failure made a spectacular off over the kerbs."

What had failed was a seal in the power-steering

hydraulics, which went on the first trip across the kerb, similar to the problem that put Hamilton out of the Austrian Grand Prix.

With Hamilton no longer in the picture, it boiled down to a battle between his Mercedes team-mate Valtteri Bottas and the Ferraris of Kimi Raikkonen and Sebastian Vettel "WOLFF
SUGGESTED
FERRARI WAS
GAINING
0.5s ON THE
STRAIGHTS"

It was a battle Vettel won by 0.204 seconds. Wolff suggested Ferrari was gaining half a second on the straights, which was an exaggeration, but a comparison of Vettel and Bottas's laps showed the difference was around a quarter of a second. Enough to make the difference, especially with Bottas's mighty run through the stadium section, gaining a quarter of a second on Vettel, meaning he was a serious pole-position threat.

Raikkonen was third. On his first lap, he hit the kerb on the inside of the Turn 12 right-hander that leads into the stadium and had a moment, which led to a more conservative run there the second time. He ended up 0.335s off his team-mate but ahead of Max Verstappen.

The Red Bull driver managed to take the Turn 1 right-hander flat-out, but could do no better than fourth, ahead of Haas drivers Kevin Magnussen and Romain Grosjean.

Daniel Ricciardo, who parked after Q1, was the notable absentee thanks to a raft of engine-component changes that forced him to the back of the grid.

EDD STRAW





#### TRACKSIDE VIEW

Hockenheim is half the track it used to be (well, 67% to be precise). But while the long straights into the forest have been reclaimed by nature, in the imposing stadium section you can't help but be impressed by what is officially called Das Motodrom.

With the relatively sparse Friday FP2 crowd clustered in the top few rows of the grandstands, making the most of the little shade available, the session is spent watching at Turn 13, the Sachskurve. This is a banked left-hand hairpin, which leads almost immediately into a left-right flick that takes drivers into the final double right.

Even in practice, it's a busy section of track in more ways than one. At times, traffic jams emerge as drivers back up at the end of slow laps, both to make space for flying laps and to allow the rears to cool having spent the rest of the lap trying to keep the fronts in the temperature window. Those unfortunate enough to find themselves a few cars back in the queue must slow to a crawl, while Fernando Alonso runs wide out of Sachskurve and has a lurid sideways moment on the exit going around a touring Haas. Later, Max Verstappen's quick



lap is compromised by having to pass the cruising Lewis Hamilton.

But it's also busy if you have the place to yourself. The corners come in rapid-fire and a mistake in one can compromise what follows. That's particularly true of the left/right flick, as those getting it a little wrong can end up off-line for the double right and compromise their exit as well as corner speed.

Watching at the exit of the Sachskurve, which allows you to look directly across the corner to

the entry, you can see the stunning braking ability of the modern F1 car. But what really stands out is the variety of approaches on entry. A couple of cars really impress. One is the Red Bull, which is no surprise, but the Haas looks beautifully balanced too.

Many drivers don't take a geometric apex here thanks to the camber and radius of the corner, but both Haas men soon realise they can dive straight for a tight apex and the front end responds.

Others who try this too aggressively can end up running wide. Several drivers have moments here, including Sergey Sirotkin and Kimi Raikkonen, who goes too deep and ends up scrabbling around the corner wide and sideways.

How Sebastian Vettel would, at the same spot two days later, wish he could have done the same having overcommitted in damp conditions. That's what happens if you underestimate Das Motodrom.

EDD STRAW





The stage was set for the final 10-lap dash to the flag. Hamilton led from Bottas, Raikkonen and Verstappen — with Hulkenberg holding the best-of-the-rest position he'd picked up by passing Magnussen shortly after the rain first hit.

But Bottas had fresh ultrasofts, which were 10 laps younger. He latched onto the back of Hamilton at the restart and had a look into the Turn 6 hairpin. A good exit meant he had a handy overlap approaching the fast Turn 7 right-hander, but discretion proved to be the better part of valour for Bottas as Hamilton held firm.

"I had no idea how difficult it would be when we restarted, but I was just grateful to have track position," said Hamilton. "I was like, 'I've come all this way, there's no way I'm giving it up.'

After the brief skirmish, team boss Toto Wolff decided enough was enough and asked chief strategist James Vowles to call Bottas off. He did so apologetically, and Bottas politely accepted the decision both over the radio and after the race.

"After the safety car, we were free to race and we had a nice battle on the first lap," said Bottas. "You need quite a big pace difference to overtake and having more or less similar tyres it would have been pretty tricky.

"WHEN WE RESTARTED I WAS LIKE,
'I'VE COME ALL THIS WAY, THERE'S
NO WAY I'M GIVING IT UP'"

"From my side, no hard feelings on the [team orders] call. We had the battle on the first lap, and that was that. I had already lost the race before that, the safety car was really bad timing."

Bottas is right in that, yet again, the safety car timing denied him a win. He had, after all, battled past Raikkonen and taken the lead when Vettel crashed and it was only Hamilton staying out that denied him and meant he had to be satisfied with a fifth second place of the season. At least he had the solace of a new Mercedes contract, announced ahead of Friday practice, to guarantee him plenty of time to make up for the lost wins.

With Raikkonen behind, unable to attack and perhaps smarting because had he been quicker when the rain came or been allowed by Ferrari to stay out he'd have been in front, Hamilton was told to crack on to build a gap. 'Strat mode 5', often heard in situations when strong lap times are needed, was requested by the pitwall, but Hamilton said he was keen to save the engine. Little did he know Mercedes wanted him to build a five-second margin just in case his little trip across the grass at the pit entry earned him a time penalty rather than the reprimand he did get. As it was, his winning margin was only 4.535s.

But Hamilton didn't really have to worry about that and concentrated on ranking the 2018 German Grand Prix among his best wins.

"I've obviously had a lot of races, so there have been other great ones," he said when asked where it stands. "Silverstone 2008 [when he won by over a minute in sodden conditions] was pretty great, but I went off. It was 99.8%! This one I didn't make any mistakes at all, so I was really proud of today." \*\*

## Mercedes wary of kerb strikes

Mercedes drivers Lewis Hamilton and Valtteri Bottas were warned not to exceed their cars' steeringload limit in the race following Hamilton's hydraulics failure in qualifying, which was caused by a kerb strike at the exit of Turn 1.

Bottas was warned at least twice during the initial stint, first that he was approaching the limit and then that he had reached it. Hamilton was warned at least once, in the middle of the race, that he was at the limit. No problems manifested.

"I hadn't thought about it until they mentioned it," said Hamilton. "It was quite aggressive on one particular part of the kerb, so I stayed away from it. I had been riding the kerbs all weekend but then it started to become more and more of something we had to be aware of. I was still riding the kerb later on, just not as aggressive."

Bottas pointed to a specific part of the kerb that was causing the problem: "There was one point that if you hit it at a certain angle, you can feel it gets harder. So you try to avoid that and it's fine."

Team boss Toto Wolff said the team was investigating the problem after qualifying: "We have seen failures in Austria, not only on our cars. But before we have taken it apart I can't tell you why the high load was caused. But definitely it wasn't Lewis's driving."





The FIA stewards were criticised in some quarters for their decision to only reprimand Lewis Hamilton for cutting across the grass to abort a pitstop after crossing the pitlane entry line in the German Grand Prix.

They cited Kimi Raikkonen's five-second penalty for a similar offence in the 2016 European Grand Prix at Baku. But Hamilton was only reprimanded owing to the very different circumstances.

Hamilton and Mercedes were called before the stewards after the podium ceremonies had concluded, with the summons citing a potential violation of the FIA International Sporting Code.

Hamilton's race-winning margin of 4.5s over team-mate Valtteri Bottas meant his race victory was under threat due to the possibility of a time penalty.

Following lengthy deliberations, the stewards, who included former Ferrari F1 driver Mika Salo, decided the sanction would be limited to a

reprimand – Hamilton's first of the season.

The stewards' explanation for the decision read: "It was clear there was an infringement of the above mentioned rule — the driver clearly crossed the line separating the pit entry from the track.

"In deciding on the penalty for the infringement, we took into account the following mitigating factors:

"(i) The driver and the team candidly admitted the mistake and the fact that there was confusion within the team as to whether to stay out or to enter the pits and that led to the infringement.

"(ii) The fact that the infringement took place during a Safety Car period.

"(iii) At no time was there any danger to any other competitor and the change in direction was executed in a safe way.

"Taking all of the above into account, including considering previous infringements of the above rule, we are of the opinion that a reprimand

#### Hulkenberg stays on top in Class B

Nico Hulkenberg won Formula 1's unofficial 'Class B' race in the German Grand Prix, finishing fifth.

The Renault driver started seventh and moved up to sixth ahead of Haas's Romain Grosjean on the first lap. He sat behind the other Haas of Kevin Magnussen for much of the race, but was given a chance to get ahead when the

rain came on lap 44.

Five laps later, he moved ahead of Magnussen — who according to team principal Gunther Steiner had a couple of off-track moments — to take the position. With Daniel Ricciardo and Sebastian Vettel out of the race, that meant Hulkenberg finished fifth.

This is the best result of Hulkenberg's Renault career, and his first top-five finish in almost two years. It was also his fourth 'Class B'win in 11 races, which would put him in the lead of the championship by 34 points were they awarded on the same basis as the front of the field.

Magnussen switched onto intermediate tyres shortly after losing position, which led to him finishing 12th, having held a strong position for much of the race. Unlike Grosjean, who charged from 10th to sixth in the final 10 laps, Magnussen was unable to climb back up the order.

Hulkenberg's performance was boosted by a new front wing, which only he used as the team had just two examples and did not want to risk both drivers running it without a spare.





would be the appropriate penalty for the said infringement on this occasion."

FIA race director Charlie Whiting described the precedent set by Raikkonen's Baku penalty as "a quite a lot different, particular scenario". This is correct as there were concerns about the safety of the pit entry and Raikkonen crossed the line with no intention to pit while battling with Daniel Ricciardo, and there were specific instructions issued to avoid such a situation. That case was also under green-flag conditions, rather than the safety car that was deployed before Hamilton cut back onto the track. There are also examples where drivers have not been given time penalties for related offences.

"They asked me to explain what happened, and I was 100% open with them," said Hamilton. "They could hear how confusing it was and that was that."





#### Mercedes justifies team orders

Mercedes team boss Toto Wolff said team orders were imposed on Valtteri Bottas at the German Grand Prix because the team had it "all to lose" in the closing stages.

Speaking about the reasoning for calling off the fight after Bottas attacked Lewis Hamilton following the late-race restart, Wolff said the team did not want to risk throwing away valuable points at a time when it needs to respond to Ferrari's pace.

"We didn't have the quickest car here and we need to progress for the next races because that is the  $most\,important\,[thing],"said\,Wolff.$ 

"It was still raining at the time and the fight was so intense. There was all to lose with the bad luck that we had in the last races, and we wanted to keep it calm at that stage."

Although Bottas was disappointed at to see a chance for his first win of the season slip through his grasp, he said he accepted the Mercedes call.

"We had a bit of a battle on lap one after the safety car with Lewis," he said. "I didn't get past then and they told me to minimise the risk, which I understand."

#### Q&A TOTO WOLFF Mercedes team boss

Toto Wolff's Mercedes team turned qualifying disaster for Lewis Hamilton into a one-two finish.

#### Talk us through the turnaround...

Racing happens on Sunday and this is what makes the sport so special, that it's not always the quickest car that wins. This weekend, in qualifying and at the start of the race, Ferrari had the quickest package, but with all the circumstances coming in and the rain, it all changed in our favour. We got all the luck back that we didn't have in the past few races.

#### Talk us through the final pitstops when Bottas stopped and Hamilton didn't...

Chaos broke loose at that stage. It was very difficult to make the right call. In the various voices over the radio, he [Hamilton] made a decision to stay out which was good for us because we split the bets. That proved to be the right call.

#### How about the team orders?

When they started to be all over each other at the restart, it was still raining in places. We had so much bad luck in the

last couple of races that the scenario of losing a car or two was just something I didn't want to even envisage.

#### If Bottas was in the lead, would you have done the same thing?

If it had been the other way around, with Valtteri in the lead and Lewis second, we would have made the same call. It was about bringing it home irrespective of who was in front.

#### Might you use team orders in the second half of the season to boost Hamilton's championship hopes?

No, racing is most important. If the championship goes into its last third or last quarter and there is a big difference between the drivers, then we might make these unpopular calls. But it's much too early in the season to do this.

#### Were you surprised by Sebastian Vettel's mistake?

I can relate to how that feels, it's not nice. We need to find the right balance between attacking and keeping the lead with guys coming from behind. Today, that went against him. Whether it's pressure, I can't comment.







#### Gasly baffled by 'impossible' wet-tyre call

Pierre Gasly was shocked to be put on "impossible" Pirelli rain tyres in largely dry conditions during the German Grand Prix.

He was one of 10 drivers to pit to get off slicks when the rain started, but was the only one to be put on wets while the rest used intermediates. Toro Rosso opted to gamble on a downpour given that Gasly was running 14th at the time.

This led to Gasly cooking his rubber on a

track that was nowhere near suitable for that tyre and going off through the gravel in the right-hander leading into the stadium.

"They asked me my opinion," Gasly recalled. "I told them the rain is still pretty light, and they asked me to pit, but I didn't really expect them to put the wet [on].

"They put them on and then I was like, 'Yeah, OK, let's try', they have the [weather] radar and

I didn't have it, of course you don't have this information in the car.

"I was like, 'Yeah, OK, probably it's going to work out', and then I did three corners and I was like, 'OK, either it [the rain] comes now and then we have a chance, or we're dead.'

"And then I stayed out for three laps. The tyres were completely overheating, it was impossible."

#### Vandoorne puzzled by car problem

Stoffel Vandoorne's race was ruined for a second weekend in a row by a car problem that the McLaren team struggled to trace.

Vandoorne qualified last, eight tenths off team-mate Fernando Alonso, then spent much of the race at or near the back of the field. At one stage, he slowed with an engine-related problem, then picked up the pace again having initially been ordered to retire. He eventually finished 13th.

"The problems really started at Silverstone," said Vandoorne.
"From FP1, the first lap I did, I felt the car was really different to what it was before — really undriveable. Since then, every session we were last by quite a big margin.

"The only part I can take out of it is that it's visible in the data as well — it's not like you don't know how to drive a car anymore.

"We found ourselves in a



similar place [to Silverstone] so a lot of work was done on Friday night to change some other bits that we didn't change before, and going into qualifying it was an unknown because of the wet FP3 and we saw again similar issues."

Vandoorne is hoping further changes for this weekend's Hungarian GP return his car to a"normal" state.

# Sainz loses 10th to safety-car penalty

Carlos Sainz Jr was relegated from the points, having finished 10th on the road in the German Grand Prix, thanks to a 10-second penalty issued for overtaking Marcus Ericsson under the safety car.

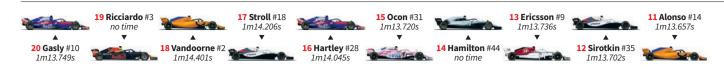
Sainz, running without the new-spec Renault front wing as the team only had two of them and did not want to run it on both cars without a spare, started eighth and ran ninth early on after falling behind Sergio Perez. He dropped to 10th when Lewis Hamilton passed him and was running

behind Perez when the rain hit. After a gamble on intermediates, Sainz took the restart 11th and passed Brendon Hartley for 10th, a position he subsequently lost.

Sainz went past Ericsson under the safety car on lap 55 on the run to the Turn 6 hairpin. It is understood that he believed Ericsson had a problem, which iustified going past him.

But Ericsson had no issues and continued behind Sainz. This meant the stewards deemed it a clear case of breaking the safety-car rules.





FRE	E PRACTIC	E 1	FRE	E PRACTIO	CE 2	FRE	E PRACTIO	CE 3
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Ricciardo	1m13.525s	1	Verstappen	1m13.085s	1	Leclerc	1m34.577s
2	Hamilton	1m13.529s	2	Hamilton	1m13.111s	2	Ericsson	1m35.000s
3	Verstappen	1m13.714s	3	Bottas	1m13.190s	3	Sirotkin	1m35.334s
4	Vettel	1m13.796s	4	Vettel	1m13.310s	4	Vettel	1m35.573s
5	Bottas	1m13.903s	5	Raikkonen	1m13.427s	5	Gasly	1m35.659s
6	Raikkonen	1m14.267s	6	Grosjean	1m13.973s	6	Hartley	1m36.151s
7	Grosjean	1m14.691s	7	Magnussen	1m14.189s	7	Hulkenberg	1m36.873s
8	Magnussen	1m14.853s	8	Leclerc	1m14.374s	8	Raikkonen	1m37.755s
9	Leclerc	1m15.097s	9	Hulkenberg	1m14.496s	9	Stroll	1m38.393s
10	Hulkenberg	1m15.282s	10	Ocon	1m14.508s	10	Grosjean	no time
11	Perez	1m15.415s	11	Perez	1m14.552s	11	Magnussen	no time
12	Alonso	1m15.544s	12	Sainz	1m14.592s	12	Verstappen	no time
13	Stroll	1m15.629s	13	Ricciardo	1m14.682s	13	Alonso	notime
14	Sainz	1m15.769s	14	Ericsson	1m14.783s	14	Vandoorne	notime
15	Hartley	1m15.864s	15	Gasly	1m14.793s	15	Ricciardo	no time
16	Sirotkin	1m15.876s	16	Hartley	1m14.830s	16	Sainz	no time
17	Latifi	1m16.023s	17	Alonso	1m14.836s	17	Bottas	no time
18	Gasly	1m16.071s	18	Stroll	1m15.269s	18	Ocon	no time
19	Giovinazzi	1m16.136s	19	Sirotkin	1m15.408s	19	Perez	no time
20	Vandoorne	1m16.149s	20	Vandoorne	1m15.454s	20	Hamilton	no time
WEATH	ER 27C sunny		WEATH	ER 32C sunny		WEATH	ER 22C rain	

SPEED TRAP			
			202 0000
Force India			202.9mph
Ferrari			201.8mph
Sauber			201.4mph
Haas		199.4mph	
Williams		99.3mph	
Mercedes		99.2mph	
Renault		98.4mph	
Toro Rosso	1	97.5mph	
McLaren	95.0mph		
Red Bull	194.0mph		
•			

	DRIVER	TIME	Q U A	LIFYIN G DRIVER	2 TIME		LIFYING DRIVER	3
1	Raikkonen	1m12.505s	1	Bottas	1m12.152s	1	Vettel	1m11.212s
2	Vettel	1m12.5053	2	Verstappen	1m12.1323	2	Bottas	1m11.416
3	Bottas	1m12.962s	3	Raikkonen	1m12.1003	3	Raikkonen	1m11.547s
4		1m12.986s	4	Vettel	1m12.505s	4		1m11.822s
-	Grosjean						Verstappen	
5	Hamilton	1m13.012s	5	Magnussen	1m12.523s	5	Magnussen	1m12.200s
6	Leclerc	1m13.077s	6	Grosjean	1m12.722s	6	Grosjean	1m12.544s
7	Magnussen	1m13.105s	7	Hulkenberg	1m12.946s	7	Hulkenberg	1m12.560s
8	Verstappen	1m13.127s	8	Leclerc	1m12.995s	8	Sainz	1m12.692s
9	Ricciardo	1m13.318s	9	Sainz	1m13.032s	9	Leclerc	1m12.717s
10	Sainz	1m13.324s	10	Perez	1m13.072s	10	Perez	1m12.774s
11	Perez	1m13.427s	11	Alonso	1m13.657s	WEATH	ER 24C cloudy	
12	Hulkenberg	1m13.479s	12	Sirotkin	1m13.702s			
13	Ericsson	1m13.562s	13	Ericsson	1m13.736s			
14	Alonso	1m13.614s	-	Hamilton	notime			
15	Sirotkin	1m13.708s	-	Ricciardo	notime			
16	Ocon	1m13.720s						
17	Gasly	1m13.749s						
18	Hartley	1m14.045s						
19	Stroll	1m14.206s						
20	Vandoorne	1m14.401s						

SEA	102	<b>1</b> S	TATS				
DRIVERS'CI	HAMPION	SHIP					
1 H	amilton		188				
2 V	ettel		171				
3 R	aikkone	n	131				
4 B	ottas		122				
5 R	icciardo		106				
	erstappe	en e	105				
	ulkenbe		52				
	lonso	•ъ	40				
	lagnusse	n	39				
	erez	-11	30				
	con		29				
	ainz		28				
	rosjean		20				
	asly		18				
	eclerc		13				
	andoorn	e	8				
	ricsson		5				
	troll		4				
	artley		2				
20 <b>S</b>	irotkin		0				
CONSTRUC	rors'ch	AMPIO	NSHIP				
1 M	lercedes		310				
2 <b>F</b>	errari		302				
3 R	ed Bull		211				
4 R	enault		80				
5 <b>F</b>	orce Ind	ia	59				
6 H	laas	59					
7 N	lcLaren		48				
8 T	oro Ross	0	20				
9 <b>S</b>	auber	18					
10 W	Williams 4						
QUALIFYING	BATTLE						
Hamilton	6	5	Bottas				
Vettel	10	1	Raikkonen				
Ricciardo	2	8	Verstappen				
Perez	3	8	Ocon				
Stroll	4	7	Sirotkin				
		4	Sainz				
Hulkenber		-					
Gasly	6	3	Hartley				
Grosjean	3	7	Magnussen				
Vandoorn		11	Alonso				
Ericsson	2	9	Leclerc				
WINS							
Hamilton			4				
Vettel			4				
Ricciardo			2				
Verstappe	n		1				
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			EPOSITIONS				
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Ricciardo	3		milton 4				
Verstappe			ttas 1				
Hamilton	1	Ric	ciardo 1				
Raikkoner							
Vettel	1						

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RACE RESULTS 67 LAPS – 190.43 MILES FASTEST LAPS										
POS	DRIVER	TEAM	FINISHTIME	LED	TYRES	POS	DRIVER	TIME	GAP	LAP
1	Lewis Hamilton (GB)	Mercedes	1h32m29.845s	15	Sn,USn	1	Hamilton	1m15.545s	-	66
2	Valtteri Bottas (FIN)	Mercedes	+4.535s	4	USu,Sn,USn	2	Bottas	1m15.721s	+0.176s	65
3	Kimi Raikkonen (FIN)	Ferrari	+6.732s	10	USu,Sn,USn	3	Verstappen	1m15.852s	+0.307s	66
4	Max Verstappen (NL)	Red Bull-Renault	+7.654s		USu, Sn, In, USu	4	Raikkonen	1m15.990s	+0.445s	64
5	Nico Hulkenberg (D)	Renault	+26.609s		USu,Mn,In,USu	5	Grosjean	1m16.716s	+1.171s	66
6	Romain Grosjean (F)	Haas-Ferrari	+28.871s		USu,Mn,In,USu	6	Vettel	1m17.290s	+1.745s	39
7	Sergio Perez (MEX)	Force India-Mercedes	+30.556s		USu,Sn	7	Sainz	1m17.430s	+1.885s	63
8	Esteban Ocon (F)	Force India-Mercedes	+31.750s		USn,Sn	8	Vandoorne	1m17.537s	+1.992s	67
9	Marcus Ericsson (S)	Sauber-Ferrari	+32.362s		Sn,USn	9	Hartley	1m17.681s	+2.136s	66
10	<b>Brendon Hartley</b> (NZ)	Toro Rosso-Honda	+34.197s		Sn,Mn,USn	10	Magnussen	1m17.697s	+2.152s	66
11	Kevin Magnussen (DK)	Haas-Ferrari	+34.919s		USu,Mn,In,USu	11	Alonso	1m17.741s	+2.196s	60
12	Carlos Sainz (E)	Renault	+43.069s		USu,Mn,In,USu	12	Ericsson	1m17.745s	+2.200s	65
13	Stoffel Vandoorne (B)	McLaren-Renault	+46.617s		Sn,Mn,USn	13	Gasly	1m17.762s	+2.217s	66
14	Pierre Gasly (F)	Toro Rosso-Honda	-1 lap		Sn,Wn,USn	14	Leclerc	1m17.852s	+2.307s	64
15	Charles Leclerc (MC)	Sauber-Ferrari	-1 lap		USu, Sn, In, USu	15	Perez	1m17.867s	+2.322s	66
16	Fernando Alonso (E)	McLaren-Renault	65 laps-gearbox		Sn,Mn,In,Su	16	Hulkenberg	1m17.910s	+2.365s	66
R	Lance Stroll (CDN)	Williams-Mercedes	53 laps-brakes		Sn,Mn,In	17	Ocon	1m17.941s	+2.396s	64
R	Sebastian Vettel(D)	Ferrari	51 laps-spun off	38	USu,Sn	18	Ricciardo	1m18.262s	+2.717s	22
R	Sergey Sirotkin (RUS)	Williams-Mercedes	51 laps-oil leak		Sn, Mn, In	19	Stroll	1m18.861s	+3.316s	35
R	Daniel Ricciardo (AUS)	Red Bull-Renault	27 laps-power unit		Mn	20	Sirotkin	1m18.934s	+3.389s	36

TYRES n-New set u-Used set Available | SH-Superhard H-Hard M-Medium S-Soft SS-Supersoft US-Ultrasoft HS-Hypersoft I-Intermediate W-Wet WEATHER 25C cloudy then rain WINNER'S AVERAGE SPEED 123.53mph FASTEST LAP AVERAGE SPEED 135.45mph

RACE BRIEFING

#### **FP1 DRIVERS**

ANTONIO GIOVINAZZI replaced Ericsson at Sauber NICHOLAS LATIFI replaced

Ocon at Force India **GRID PENALTIES** 

**RICCIARDO** required to start

from the back of the grid owing to additional power unit elements used **GASLY** required to start from the back of the grid owing to

additional power unit elements used

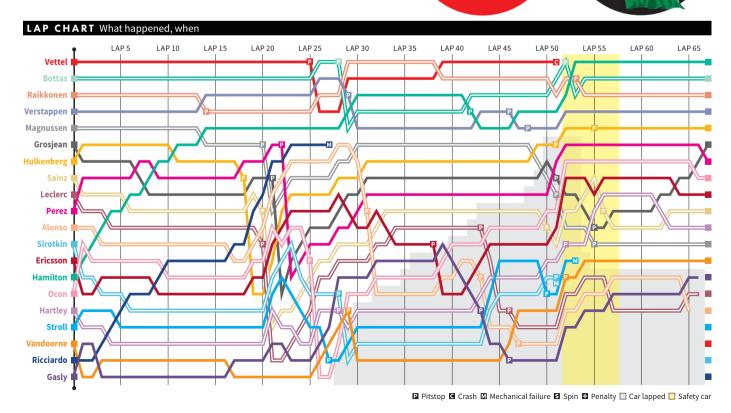
#### RACE PENALTIES

SAINZ 10-second penalty and two licence points for overtaking Ericsson under the safety car

Hamilton has now won a record nine consecutive rainaffected GPs

STAT

**NEXT RACE JULY 29 HUNGARIAN GP** Hungaroring



# BENEFIT OF DOUBT FOR PERFECT HAMILTON

What probably wasn't an isolated error from Hamilton in qualifying was overturned — and more — by a definite blunder from Vettel in the race

**EDD STRAW** 

#### **MERCEDES**



He has to be given the benefit of the doubt for the hydraulic problem that was caused by a known weakness in the system. In the race, Hamilton did what he needed to do to clear the midfield then, after the confusion led to him staying out, made no mistake in bringing it home.



This was another race that Bottas could have won, and would have done but for the twin fluke of the safety car coming out and team-mate Hamilton ending up jumping ahead by staying out. All credit to him for attacking Hamilton, and resisting the temptation to cause a collision.

#### **FERRARI**



The question of how to rate a mighty weekend destroyed by one mistake in difficult conditions is not an easy one. Almost all of what Vettel did was superb, and you could say overcooking it on slicks in the damp was an easy error to make, but it's the kind of blunder that costs world championships.

# 0

One of those
Raikkonen
weekends where
he threatens to
get involved in the
battle for pole, but
doesn't quite, then
drives a decent race
but with a few weak
areas. It was when the
rain came that he
struggled for pace
more than the others
and then lost position
to Bottas in traffic.

#### **RED BULL**



He knew he was on a mission to limit damage thanks to engine penalties, so comparing his pace with Verstappen's is tricky. Doubly so given his race only lasted 27 laps, during which Ricciardo made decent if not stellar progress on mediums. A good effort in difficult circumstances.

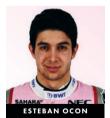


The Red Bull was very much the third fastest of the big three, so Verstappen maximised it by qualifying and finishing fourth. It's difficult to discern too much about relative pace given Ricciardo's problems, but there were hints Verstappen was stronger. He hung on to the faster cars and did what he could.

#### **FORCE INDIA**

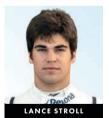


Perez had the advantage over Ocon in quali, although left a tenth of a second on the table. His race to seventh place was good, but he was lucky not to be hurt more by his spin, and will be kicking himself for losing out to the charging Grosjean, on fresher rubber, on the final lap.



Falling in Q1, 0.293s slower than Perez, looks poor. But considering he sat out FP1 for Nicholas Latifi, then had FP3 ruined by rain, it's excusable. Aided by conditions, he did a great recovery job in the race to come home just behind Perez and bank a fifth points finish in the past six races.

#### WILLIAMS



Qualifying didn't go well; he was well off Sirotkin's pace thanks to starting his key lap around 10C down on tyre temperatures. In the race Stroll ended up following Sirotkin, jumping him when the Russian had a slow pitstop. But a brake problem meant he didn't get to the end of the race.

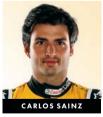


Sirotkin made the most of the opportunities presented by Hamilton's and Ricciardo's troubles to take Williams's best quali result since Baku in April. The race was harder, but he ran ahead of Stroll before losing track position in the pits. Did a good job before retiring with an oil leak.

#### RENAULT



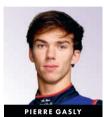
Had the edge on Sainz in quali and the race, then passed
Magnussen when the rain came to earn
'Class B' victory and the best result of his Renault career in fifth. It's important to note that only he had the new-spec front wing because the team only had two available and needed a spare.



On paper, this wasn't a great weekend. But the 0.132s deficit to Hulkenberg has to be judged in the context of him running the older-specification front wing. He lost ground with a gamble on intermediates, and then a penalty. Things went against him, but Sainz performed better than it seems.



#### TORO ROSSO



Had the edge over team-mate Hartley on pace, but engine component changes meant he started last and stayed there for the much of the first part of the race. Pace was fine, but a few mistakes by Gasly and a lot of misfortune (plus the gamble to put him on full wet tyres) held him back.



This was a good weekend for Hartley, which given recent problems was much needed. He didn't quite get the best out of qualifying, but he plugged away to nab a point. What stood out was that he overruled the team calling him for a tyre change when the weather hit, which was crucial.

#### HAAS



It seemed he might be having 'one of those days' when he slipped from seventh to ninth in the early going. But his race slump was down to a balance problem that apparently cleared and made life better. Where he excelled was in the closing stages when he climbed from 10th to sixth.

> Leclerc 8.1 Vettel 8.0

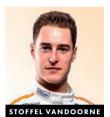
Hamilton 8.5 Alonso 8.2

KEVIN MAGNUSSEN

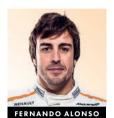
Magnussen would likely have won 'Class B', but when the rain came his race unravelled and he slipped behind both Hulkenberg and Grosjean. The gamble on intermediates meant he took the restart 12th and stayed there to the end, unable to match his

team-mate's late rise.

#### McLAREN



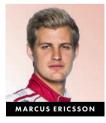
This was another lost weekend for Vandoorne, whose team confirmed his car had a lot less downforce than it should have done, making him difficult to rate. Things at least seemed slightly less hopeless in the race, although an engine problem meant he was last when it rained.



Alonso dragged most of what he could from the car in qualifying. The team's gamble on intermediates when it rained cost him dearly, because when he stopped he was sitting between Ocon and Ericsson despite a few scrappy moments. So he could have picked up points had he stuck with slicks.

GIVE

#### SAUBER

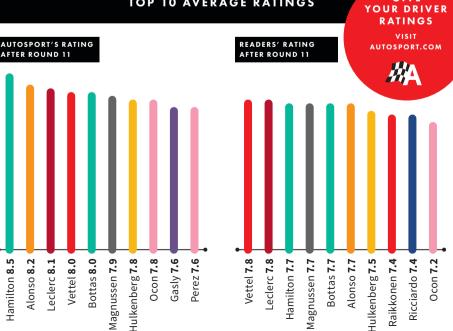


Ericsson went off in qualifying while struggling to match his team-mate's pace, but in mitigation he had only one practice session to prepare. His race performance was strong, passing Ocon during his long first stint on softs, then keeping his head in the rain to follow Ocon home.



Leclerc made Q3, but perhaps could have outqualified Sainz. After losing a place on lap one, he was in a tight battle on the edge of the points when he was called in for intermediates. A spin and another stop followed, and he was passed by Gasly and Alonso in the closing stages.

#### TOP 10 AVERAGE RATINGS





British Touring Car driver Jake Hill beat the big bangers in a Lotus Elan on his event debut, with a little help from a safety car

MARCUS PYE





hose with memories of double world champion Graham Hill's 1971 International Trophy Formula 1 race win in the Brabham BT34 'lobster claw' would have approved of namesake Jake's resounding victory in last Saturday's identically titled Pre-'66 GT race. The 24-year-old BTCC racer's astonishing debut in Richard Wheeler's Lotus Elan, beating powerful opposition, was the drive of promoter Goose's annual Silverstone Classic.

Hill settled into fourth as the early lead tussle raged between Dutch teenager Olivier Hart (late-built Cobra Daytona coupe) and American Michael Gans in his Cobra. When Anthony Galliers-Pratt's Porsche 911 rolled onto its side opposite the Wing, triggering a safety car, Gans pitted before the window opened and was sent back round before Andy Wolfe was installed.

Once the pitstop stagger sequence unwound, Hill passed Ron Maydon's Ginetta G4R to lead from James Dodd (Jaguar E-type), the recovering Wolfe and John Spiers (TVR Griffith). Dodd did Hill a favour, repelling Wolfe until Brooklands on the final lap. Wolfe then hounded down Hill, who nailed Maggotts, but decided against a move into Becketts "which might have taken us both off".

As Spiers "used the last of my brakes" in passing Dodd's Jag into Stowe for third, Hill exploited every last reserve of the Elan's agility and cornering speed through Club to keep Wolfe's snarling Cobra behind. "Absolutely awesome," beamed the ecstatic Jake to a rapturous reception. "If that doesn't start my historic career I don't know what will!"

The GT highlights had started in the morning's RAC Tourist Trophy Pre-'63 race when Martin Hunt sowed the seeds of a magnificent victory by shaking off three of the quickest Jaguar E-type drivers — Andrew Kirkaldy, James Cottingham and Sam Hancock — in his narrow-arched AC Cobra.

After Kirkaldy's FHC expired smokily, Cottingham "came out of nowhere" to challenge Hunt, who relayed Patrick Blakeney-Edwards after six and a half laps. Gregor Fisken replaced Hancock but it wasn't until Cottingham put Harvey Stanley in that hard-charging PBE returned to the top.

John Davison, Michael Gans and Peter Stohrmann Jr's sensational Lotus Elite battle lost Gans's car when he buzzed its engine. German Stohrmann and Davison rose to fourth and fifth, split by 0.8s. Theo Hunt (Martin's son) and Mike Grant Peterkin bagged a class-winning sixth in their Healey 3000, hotshoes Jeremy Welch and Julian Thomas finishing within 12s.

A staggering 111 competitors in chassis representing 33 marques qualified for the culmination of the FJHRA's Formula Junior 60th-anniversary world tour, filling grids with 1958-'60 and '61-'63 cars in the presence of category founder Count 'Johnny' Lurani's daughter Cica.

Will Mitcham (U2) won the principally front-engined group's opener from Chris Drake (ex-Brian Hart Terrier) and Miles Griffiths (ex-Peter Arundell Lotus 18) after poleman Andrew Hibberd (in Nick Grewal's Lola Mk2) took to the Vale escape road avoiding an inattentive backmarker. Hibberd beat Mitcham by a whisker on Sunday, with Drake and Peter de la Roche (Lola Mk2) six seconds adrift.

Dark horse in the rear-engined split was Cameron Jackson, who started 53rd after his Brabham BT2's throttle cable broke in qualifying, but finished seventh, despite laps lost behind a safety car after James Murray's Lola Mk5A barrel-rolled out of Aintree, without injury. Once freed again, Sam Wilson (ex-Dave Charlton Lotus 20/22) and Tim de Silva (ex-Bob Olthoff Brabham BT2) topped the table from Jon Milicevic in John Sykes's Merlyn.

Qualifying order sets the grids for both FJ races, thus Jackson had to do it again on Sunday. He made it to a brilliant second, almost 12 seconds behind Wilson, after de Silva fell, having lost first, third and fifth gears. "On the last but one lap the cockpit filled with smoke on the Hangar Straight," puffed Wilson, having landed his 11th successive Classic victory. Pete Morton (Lightning Envoyette) was third.

Roger Wills dominated the Stirling >>>

#### RACE CENTRE SILVERSTONE CLASSIC

Moss Trophy race until his Lotus 15 hit brake-caliper issues. A post-pitstop overshoot at Brooklands let Chris Ward through to a second successive victory, in a Lister-Jaguar Knobbly this year. Tony Wood/Will Nuthall (Lister-Jag) retained second from Wills and Michael Gans's similar Lotus. Ben Adams (Lola Mk1) won small-capacity gold after Rick Bourne's Lotus 11's throttle cable broke.

Motor Racing Legends' earlier sportsracing set provided a wonderfully evocative RAC Woodcote Trophy field, from which Gary Pearson emerged on top in a longnosed Jaguar D-type. His success was hard-won though, for with Fred Wakeman's Cooper-Jaguar T<sub>3</sub>8 within striking range Pearson hit oil at Stowe. "I hit the lockstops [trying to catch it] but how it didn't spin I've no idea," grinned the local ace.

Wakeman edged past a couple of times, but the pair pitted together, allowing Martin Stretton to lead in Richard Wilson's glorious Maserati 250S. Pearson resumed as Wakeman handed the ex-Tommy Sopwith car over to Blakeney-Edwards, but Pearson just had the legs on his rival. Brother John Pearson's scary exit, stage left, when his short-nosed D-type's engine blew exiting Chapel Curve two laps from home, sending it spinning, "took the edge off things", although it stopped short of the wall.

Behind third-placed Stretton/Wilson, Martin Hunt's HWM-Jaguar, started by PBE, finished a minute clear of Wolfgang Friedrichs's Aston Martin DB<sub>3</sub>S in which Simon Hadfield clawed his way past Rudiger Friedrichs's Jaguar C-type and the ex-Tony Crook Cooper-Bristol of Nick Wigley/ John Ure on the final lap.

A furious lead scrap between James Hanson (Jaguar XJ12C), Ric Wood (Ford Capri-GA) and Silverstone Auctions boss Nick Whale in his period *Auto Trader* BMW M3 characterised the Historic Touring Car Challenge. All three led before Harry Whale leapt aboard the 2.5-litre E30 and screamed to the chequered flag, chased by Arran Moulton-Smith in the ex-Steve Soper M3 started by dad Mark Smith.

Wood was third ahead of Steve Dance's superb Capri RS2600 and Tom Houlbrook's

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M3. First Escort home was Ben Gill's very original Jolly Club Mk1 after David Tomlin had a massive spin at Stowe while fighting with Dance, then pitted with a puncture. Grahame and Olly Bryant won the concurrent Tony Dron Trophy race, outrunning the Capris in their Richard Lloyd Chevrolet Camaro.

You have to scroll back to Ollie Hancock's Fittipaldi F5A triumph in 2014 for somebody other than Nick Padmore, Michael Lyons or Martin Stretton to win an FIA Masters Historic F1 round at the Classic. The three champions fought it out again on Saturday, until youngster Matteo Ferrer-Aza — ragging a Ligier JS11/15 —

tapped Stretton's Tyrrell 012 into a spin at Loop, for which he apologised.

Padmore and the ex-Carlos Reutemann Williams FWo7C were untouchable, despite Lyons's efforts back in his faithful Hesketh 308E. Even with the top eight reversed on Sunday's grid, Padmore passed Henry Fletcher's Hans Stuck Jagermeister-liveried March 761 to lead into Stowe on lap two and hurtled to the combo's fifth win in six event starts, plus the recent British GP support race. Lyons and Stretton were runners-up.

Oliver Bryant won the FIA Masters Historic Sports Car race in his Lola T70 Mk<sub>3</sub>B, but most of the 50-minute event was dominated by the Banks brothers' ex-Jo Bonnier McLaren M6B. Andrew started the five-litre car that finished second in the 1968 Swedish GP from pole and pulled away.

Andrew Kirkaldy forged Sandy Watson's Chevron B19 to second, before losing fourth gear and missing the pit window. Co-driver Ross Hyett retired the car when its steering broke. Bryant thus went second, shadowed by the Lola T290 of Michael Gans.

Max Banks was 10s clear when the McLaren's gearbox jammed in third with 10 minutes to go. Bryant swept through to victory, 2.6s ahead of Gans, who picked up a 5s penalty for pitlane speeding but was still classified ahead of Diogo Ferrao's BIP Lola T292, finished by Martin Stretton. Henry Fletcher (B19) was an excellent fourth and





top Chevron, ahead of Ferrari racer Gary Culver's T70.

Saturday's HGPCA Pre-'66 race was a corker. Will Nuthall (Cooper T53) and Peter Horsman (Lotus 18/21) only just suppressed Tim de Silva to third, the Sri Lankan-American having mixed it boldly with the big Climax FPF-engined cars and set fastest lap in father Harin's 1500cc BRM V8-powered Lotus 24.

Sunday's sequel was a bizarre race of attrition. Nuthall's engine conked out on the warm-up lap, de Silva pitted with a misfire and quickest qualifier Jon Fairley suffered his second fuel-pump failure of the weekend, leaving Horsman alone. Mark Daniell (Cooper T45) and Tony Wood in the TecMec-Maserati joined him on the podium, having started eighth and 15th.

Practice top gun John Davison shot his Lotus Elan S1 clear of the Morgan +8s of Richard Plant and Kevin Kivlochan in host club HSCC's monster Road Sports field. Kivlochan was eventually passed by Jonathan Edwards's Moggie, which lost sparring partner Julian Barter's 70s' set-leading Elan on the last lap when its oil pressure light glowed. Father Charles Barter thus took '70s honours in his Datsun 240Z, but the real action was deep within the 57-strong pack where Ferraris and Porsches mixed it with Lotus Europas and 7s, Ginettas, TVRs and a lone Marcos. \*\*

#### TIN-TOP ACES PUT ON A SHOW



Rickard Rydell pipped James Dodd to Super Touring pole position by 0.043 seconds, but the returning 1998 British Touring Car champion was outfumbled on the opening lap of race one. Despite squeezing Abbie Eaton's 500bhp Holden Commodore at the rolling start, Rydell had to give way at Abbey, then lost out to Dodd exiting the Loop.

Dodd's Honda Accord got up the inside of Eaton at Club at the end of the first lap, with Rydell's Volvo S40 following, and the top two quickly pulled clear. Rydell pressured regular pacesetter Dodd initially, but eventually started to drop back as the Honda set fastest laps quicker than the pole time.

Eaton eventually lost out to the Vauxhall Vectra of Jason Hughes – up from sixth on the grid – but held on for fourth, ahead of double BTCC champ John Cleland's Vectra.

Rydell was beaten into Abbey by Eaton again in race two. He made it by before the end of lap one and then, with an improved set-up, reduced the 1.9s margin to Dodd.

On lap four of nine Rydell dived down the inside of the Honda into the Club left-hander, but he couldn't get away. Two laps later Dodd attacked on the outside of Stowe and made it stick at Club before heading to victory by 2.3s.

Cleland overcame Eaton on the penultimate tour before the Holden stopped with engine problems. "It's special to have two legends alongside," said Dodd on the podium.

Polesitter Rob Huff was peerless in U2TC, his punishing pace from the rolling start leaving Lotus Cortina owner Andy Wolfe – a top pedaller – little to do beyond steering it home. Second for the Banks boys' raucous Alfa GTA injected Italian flair into what has become a Cortinafest.

Huff also starred in the Transatlantic Trophy in Trevor Buckley's Ford Falcon, taking pole in appalling conditions, but the car lacked pace in the dry. Sean McInerney's Ford Mustang blasted from row three to lead early on before handing over to James Thorpe. He couldn't match his co-driver's pace and was overcome by Wolfe with six minutes to go in the Falcon started by Mike Gardiner.

Craig Davies's Mustang had the pace to challenge, but started from row 14 and lost ground during the stops. He grabbed second when Thorpe ran wide at Stowe.

KEVIN TURNER





# A tremendous first win in British GT for Dean Macdonald at Spa Dean was joined by Jack Mitchell in the Century Motorsport BMW M4 GT4



With huge thanks to Advanced Engineering Scotland and Century Motorsport





www.deanmacdonaldracing.com

#### TANDY'S LOLA TOPS NEW MASTERS



Bought after finishing second in the 2012 American Le Mans Series, the ex-Dyson Racing Lola B12/60 was a double winner in the new Masters Endurance Legends contest, in the hands of Steve Tandy.

"We've really started to get motoring," he said after a difficult start to the season. "I'm feeling more at home in the car and it just ran perfectly all weekend."

Exceeding track limits robbed Michael Lyons of pole and that allowed Tandy to steal a march into Abbey. Lyons also had to overcome a 50-second penalty for his 'elite' driver status and so, in a bid to pass to pull out a lead, he ran his ORECA 03 deep into Brooklands and ended up on the grass. But half a lap later, he wasn't going to make the same mistake and swept by Tandy under braking for Village to take the lead.

Despite Lyons's best efforts, the penalty proved too much and Tandy (above) led home the Gulf-liveried Lola-Aston Martin of Christophe d'Ansembourg and Martin Short's Dallara SP1.

In the second race, Tandy started fifth but was hampered with gear-selection issues. That left nine-time Le Mans entrant Herve Regout, swapping for d'Ansembourg, as Tandy's biggest threat.

The Aston's V12 power told as he passed on the Wellington Straight. But trying to compensate for excessive understeer through The Loop, Regout mistakenly hit the pit limiter and allowed Tandy through for a 0.6s win.

James Cottingham's Ferrari 550 and the Aston Martin DBR9 of Nick Leventis (below) shared GT class honours. MATT KEW



#### **RESULTS** SILVERSTONE CLASSIC, JULY 21-22

INTERNATIONAL TROPHY PRE-'66 CLASSIC GT CARS (17 LAPS) 1 Jake Hill (Lotus Elan '26R'); 2 Michael Gans/ Andy Wolfe (AC Cobra) +0.664s; 3 John Spiers (TVR Griffith); 4 Graeme & James Dodd (Jaguar E-type); 5 Dan Gibson (Shelby Daytona Coupe); 6 Olivier & David Hart (Shelby Daytona Coupe). Class winners Gans/Wolfe; Alex Bell/ Jeremy Welch (Austin-Healey 3000); James Thorpe (TVR Grantura). Fastest lap O Hart 2m25.124s (90.28mph). Pole O Hart. Starters 55.

#### ROYAL AUTOMOBILE CLUB TOURIST TROPHY PRE-'63 GT (20 LAPS) 1 Martin Hunt/Patrick Blakeney-Edwards

(AC Cobra); 2 James Cottingham/Harvey Stanley (Jaguar E-type) +49.492s; 3 Sam Hancock/Gregor Fisken (E-type); 4 Peter Stohrmann Jr (Lotus Elite); 5 John Davison (Elite); 6 Theo Hunt/Mike Grant Peterkin (Austin-Healey 3000). CW Stohrmann; Gareth Burnett (Porsche 356 GT). FL Blakeney-Edwards 2m32.192s (86.09mph). P Andrew Kirkaldy (E-type FHC). S 36.

JIM CLARK TROPHY: HISTORIC FORMULA JUNIOR 1958-60 (9 LAPS) 1 Will Mitcham (U2 Mk2); 2 Chris Drake (Terrier Mk4 S1) +1.627s; 3 Miles Griffiths (Lotus 18); 4 Peter de la Roche (Lola Mk2); 5 Ray Mallock (U2 Mk2); 6 Stuart Roach (Condor S2). CW Griffiths; Robert Barrie (Stanguellini FJ); Clinton McCarthy (Lotus 18); Graham Barron (Gemini Mk2). FL Mitcham 2m27.707s (88.70mph). P Andrew Hibberd (Lola Mk2). \$53

#### JOHN SURTEES TROPHY (9 LAPS) 1 Hibberd;

2 Mitcham + 0.838s; 3 Drake; 4 de la Roche; 5 Griffiths; 6 Roach. **CW** Griffiths; Tom de Gres (Stanguellini FJ); David Walker (Lotus 18). **FL** Drake 2 m 27.086s (89.08 mph). **P** Hibberd. **S** 50.

DENNY HULMETROPHY: HISTORIC FORMULA JUNIOR 1961-63 (8 LAPS) 1 Sam Wilson (Lotus 20/22); 2 Tim de Silva (Brabham BT2) +0.795s; 3 Jon Milicevic (Merlyn Mk5/7); 4 Mark Shaw (Brabham BT6); 5 Ben Tilley (Lola Mk5); 6 Greg Thornton (Lotus 20/22). CW Chris Drake (Elva 300); Tom de Gres (Cooper T59). FL Cameron Jackson

#### (Brabham BT2) 2m20.165s (93.47mph). **P** Wilson. **S** 53. **JOCHEN RINDT TROPHY (9 LAPS) 1 Wilson**;

2 Jackson +11.962s; 3 Pete Morton (Lightning Envoyette); 4 Nick Fennell (Lotus 27); 5 Tilley; 6 Thornton. **CW** Drake; Richard Tarling (Lotus 20); de Gres. **FL** Wilson 2m20.228s (93.43mph). **P** Wilson. **S** 50.

#### MRL STIRLING MOSS TROPHY: PRE-1961 SPORTS CARS (20 LAPS) 1 Chris Ward (Lister-Jaguar Knobbly);

2 Tony Wood/Will Nuthall (Lister-Jaguar Knobbly) +10.930s; 3 Roger Wills (Lotus 15); 4 Michael Gans (Lotus 15); 5 James Cottingham/Andrew Robertson Smith (Lister-Corvette Knobbly); 6 Richard Kent/Gary Pearson (Lister-Jaguar Costin). CW Wills; Ben Adams (Lola Mk1); Malcolm Harrison/Patrick Watts (Rejo Mk3); Richard Postins/Andrea Stortoni (Lotus 11 Le Mans). FL Wills 2m23.712s (91.17mph). P Wills. \$37.

#### ROYAL AUTOMOBILE CLUB WOODCOTE TROPHY FOR PRE-'56 SPORTS CARS (20 LAPS) 1 Gary Pearson (Jaguar

D-type); 2 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38) +5.289s; 3 Martin Stretton/Richard Wilson (Maserati 250S); 4 Blakeney-Edwards/Martin Hunt (HWM-Jaguar); 5 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S); 6 Rudiger Friedrichs (Jaguar C-type). CW Stretton/Wilson; Friedrichs/Hadfield; Nick Wigley/John Ure (Cooper-Bristol T24/25); Paul Griffin (Connaught ALSR).

#### FL Pearson 2m30.222s (87.22mph). P Pearson. \$32. HISTORIC TOURING CAR CHALLENGE/TONYDRON TROPHY (19 LAPS) 1 Nick & Harry Whale (BMW M3 E30);

2 Mark Smith/Arran Moulton-Smith (M3 E30) +5.361s; 3 Ric Wood (Ford Capri-GA); 4 Steve Dance (Capri RS2600); 5 Tom Houlbrook (M3 E30); 6 Ben Gill (Ford Escort RS1600). CW Smith/Moulton-Smith; Wood; Gill; James Hanson/Paul Pochciol (Jaguar XJ12C); Ken Clarke/Mat Jackson (Rover Vitesse); Grahame & Oliver Bryant (Chevrolet Camaro Z28); Adam Brindle/Nigel Greensall (Rover SD1); Mark Burnett (Mini 1275 GT). FL H Whale 2 m22.538s (92.45mph). P H Whale. \$46.

FIA MASTERS HISTORIC F1 (11 LAPS) 1 Nick Padmore (Williams FW07C-14); 2 Michael Lyons (Hesketh 308E) +16.495s; 3 Christophe d'Ansembourg (FW07C-11); 4 Simon Fish (Ensign N180); 5 Steve Boultbee Brooks (Lotus 81); 6 Martin Stretton (Tyrrell 012-5). CW Lyons; Stretton. FL Padmore 1m55.793s (113.80mph). P Padmore. \$23.

RACE 2 (11 LAPS) 1 Padmore; 2 Lyons +18.347s; 3 Stretton; 4 d'Ansembourg; 5 Matteo Ferrer-Aza (Ligier JS11/15-1); 6 Steve Hartley (Arrows A4). CW Lyons; Stretton. FL Padmore 1m56.568s (113.05mph). P Henry Fletcher (March 761). \$ 22.

#### FIA MASTERS HISTORIC SPORTS CAR CHAMPIONSHIP

(22 LAPS) 1 Oliver Bryant (Lola-Chevrolet T70 Mk3B); 2 Michael Gans (Lola-FVC T290); 3 Diogo Ferrao/Martin Stretton (Lola-FVC T292); 4 Henry Fletcher (Chevron-FVC B19); 5 Gary Culver (Lola T70 Mk3B); 6 Max Smith-Hilliard/ Nick Padmore (Chevron-FVC B19). CW Gans; Julian Thomas/ Calum Lockie (Chevron-BMW B8); John Sheldon (Chevron-FVC B16). FL Andrew Banks (McLaren M6B) 2m10.633s (100.88mph). P Banks. \$43.

#### HGPCA PRE-'66 GRAND PRIX CARS (6 LAPS)

1 Will Nuthall (Cooper T53); 2 Peter Horsman (Lotus 18/21 P1)+1.329s; 3 Tim de Silva (Lotus-BRM 24V8); 4 Chris Drake (Cooper-t/c T70/73); 5 Rudiger Friedrichs (Cooper-Climax T53); 6 Rob Hall (Cooper-Climax T43/51). CW Horsman; de Silva; Hall; Geraint Owen (Kurtis-Offenhauser 500C); Tony Best (Ferrari 246 Dino); Nick Taylor (Lotus-Climax 18); Klaus Lehr (Maserati 250F CM5); John Ure (Cooper-Bristol T24/25). FL de Silva 2m21.025s (92.90mph). P Jon Fairley (Brabham-Climax BT11/19) S 45.

RACE 2 (9 LAPS) 1 Horsman; 2 Mark Daniell (Cooper-Climax T45) +26.369s; 3 Tony Wood (TecMec-Maserati F415); 4 Sid Hoole (Cooper-Climax T66V8); 5 John Evans (Brabham-Climax BT4); 6 Charles McCabe (Lotus-Climax 18). CW Daniell; Wood; Hoole; McCabe; Eddie McGuire (Scarab-Offenhauser); Taylor; Lehr; Ian Nuthall (Alta F2). FL Horsman 2m23.272s (91.45mph). P W Nuthall S41.

#### HSCC HISTORIC ROAD SPORTS/70s ROAD SPORTS (12 LAPS) 1 John Davison (Lotus Elan S1); 2 Richard Plant

(Morgan +8) +22.426s; 3 Jonathan Edwards (Morgan +8); 4 Kevin Kivlochan (Morgan +8); 5 Charles Barter (Datsun 240Z); 6 Jeremy Clark (Lotus Elan S4). **CW** Plant; Barter; Clark; Brian Jarvis (Porsche 924); Dick Coffey (Turner Mk1).

FL Davison 2m32.658s (86.32mph). P Davison. \$ 57. MASTERS ENDURANCE LEGENDS (11 LAPS)

1 Steve Tandy (Lola-Mazda B12/60); 2 Christophe d'Ansembourg (Lola-Aston Martin B09/60) +14.753s; 3 Martin Short (Dallara-Judd SP1); 4 David Porter (Peugeot 908); 5 Michael Lyons (ORECA 03 LMP2); 6 Max Girardo (Dallara-Judd SP1). CW Short; Lyons; Mike Newton (MG-Lola EX257); James Cottingham (Ferrari 550). FL Lyons 1m54.898s (114.69mph). P Tandv. \$21.

RACE 2 (15 LAPS) 1 Tandy; 2 Herve Regout (Lola-Aston Martin B09/60) +0.595s; 3 Porter; 4 Short; 5 Gareth Evans (Creation CA07); 6 Chris Hoy (Courage LC75). CW Short; Hoy; Newton; Nick Leventis (Aston Martin DBR9). FL Tandy 1m55.228s (114.36mph). P Tandy. S 21.

#### SUPER TOURING (9 LAPS) 1 James Dodd (Honda Accord);

2 Rickard Rydell (Volvo S40) +7.186s; 3 Jason Hughes (Vauxhall Vectra); 4 Abbie Eaton (Holden Commodore); 5 John Cleland (Vauxhall Vectra); 6 Neil Smith (Alfa Romeo 156). CW Tom Houlbrook (BMW M3 E30); Tony Absolom (Vauxhall Cavalier); 'Frisco' (Nissan Primera); George Pochciol (Ford Capri). FL Dodd 2m16.889s (96.26mph). P Rydell 5 23

RACE 2 (9 LAPS) 1 Dodd; 2 Rydell +2.314s; 3 Cleland; 4 Hughes; 5 Smith; 6 Dan Wheeler (Nissan Primera). CW Mark Smith (BMW M3 E30); Jeff Allam (Ford Capri). FL Rydell 2m17.186s (96.06mph). P Dodd. S 20.

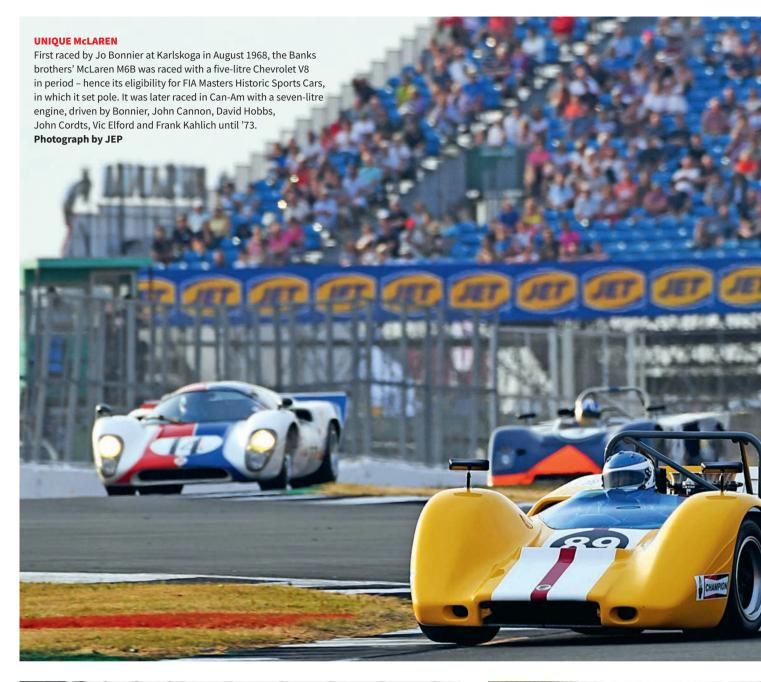
#### U2TC PRE-'66 HISTORIC 2-LITRE TOURING CARS (20 LAPS) 1 Rob Huff/Andy Wolfe (Ford Lotus Cortina);

2 Andrew & Max Banks (Alfa Romeo Giulia Sprint GTA) +16.701s; 3 Neil Brown/Richard Dutton (Cortina); 4 Ambrogio Perfetti/Oscar Rovelli (Cortina); 5 Rob Myers/ Benji Hetherington (Cortina); 6 John Spiers (Cortina). CW Endaf Owens (Austin Cooper S); Peter James/Amanda Stretton (BMW 1800Ti). FL Huff 2m31.358s (86.56mph). P Huff \$5.34

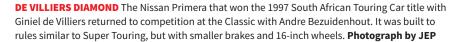
#### TRANSATLANTIC TROPHY PRE-'66 TOURING CARS (17 LAPS) 1 Mike Gardiner/Andy Wolfe (Ford Falcon);

2 Craig Davies (Ford Mustang) +7.934s; 3 Sean McInerney/ James Thorpe (Mustang); 4 Steve Soper (Ford Cortina Lotus); 5 Trevor Buckley/Rob Huff (Falcon); 6 Peter Klutt (Mustang). CW Soper; Nick Swift (Morris Cooper S). FL McInerney 2m32.004s (86.19mph). P Huff. \$47.

#### RACE CENTRE SILVERSTONE CLASSIC













**FORD RARITY** One of two sold by Broadspeed to Italian Martino Finotto, and tested at Silverstone in 1972, the Terzi-prepared Escort was successful in Group 2 and 5 with Finotto, Luigi Colzani and Manfred Mohr. It's since been restored for HTCC racer Ben Gill. **Photograph by Steve Jones** 



**LOTUS RETURNS** After an 18-month restoration and the fitment of a 1460cc Climax FWB, Malcolm Paul's Lotus XI S2 showed promising speed in the Stirling Moss Trophy. Last on track in the 1960s with Ford power, it was supplied to Jack Rosselli and registered in '58. **Photograph by Jeff Bloxham** 



#### **FRENCH FOUNDATION**

The first of design guru Gerard Ducarouge's stunning Cosworth DFV-powered wing-car projects, the JS11 put Guy Ligier's team firmly on the map in '79. Raced by Jacques Laffite, Jacky Ickx and Patrick Depailler, it was updated to JS15 specification in '80. Matteo Ferrer-Aza scored a fifth in Masters Historic F1, but was excluded from the other race for an incident with Martin Stretton. Photograph by JEP



**VEE AGGRO** An unusual Lancia Appia V4 engine powers the Formula Junior Cooper T52 owned by Rob Whitehouse, and raced in period by Enrico Agostini. John Williams made his return in it after a 15-year layoff, but the motor broke in qualifying and Saturday's race. **Photograph by Steve Jones** 



#### AUSTRALIAN SUPERCARS QUEENSLAND RACEWAY (AUS) JULY 21-22

**ROUND 9/16** 

Supercars title contenders Scott McLaughlin and Shane van Gisbergen took a win each at Queensland Raceway, leaving the title battle delicately poised.

While McLaughlin was the class of the field in qualifying on both days, taking his ninth and 10th poles of the season, he could only parlay that into victory on the Saturday. He did so comfortably though, with a measured performance to win the 75-mile single-stop race in his DJR Penske Ford.

McLaughlin was only twice under any sort of pressure. He had to hold off team-mate Fabian Coulthard on the first lap after a slightly sluggish start, and then he briefly came under fire from the Tickford Ford of Chaz Mostert, who



was attempting an undercut.

Each time he was up to the challenge, eventually coming home more than four seconds clear of the field. "That was awesome," McLaughlin said. "There was crazy stuff going on [during the first lap], and my tyres took ages to come up to temperature. Once they did, I just checked out."

Van Gisbergen minimised the points loss by finishing second for the Triple Eight-run Red Bull Holden team, setting up his race with the most impressive first lap of the 2018 season so far. It started with an incredible launch from eighth on the grid that helped him jump the third row before Turn 1. Then he disposed of David Reynolds and Rick Kelly at Turns 2 and 3 to slot into third.

Van Gisbergen had a bit of work to do in the second stint after being jumped by early stoppers Mostert and Craig Lowndes, but better tyre condition meant he could easily pass both within 10 laps of his own stop to grab second.

Lowndes finished third to take what will be his final podium at the Ipswich track, given his imminent retirement. Jamie Whincup charged to fourth in the closing laps after opting for a long first stint.

In Sunday's 250-mile race, van Gisbergen equalled McLaughlin's weekend points score with a victory of his own. Just as it had in the opening race, the start proved critical.

From the outside of the front row he jumped polesitter McLaughlin at the start,

although taking on more fuel during the first stop meant he trailed his fellow New Zealander for the second stint.

But by making a shorter second stop, van Gisbergen was able to come out in front for the final stint to hold off a challenge from McLaughlin and claim victory. "It's awesome. I had a good battle with Scotty, he got up to me at the end, but what a day," van Gisbergen said.

Mostert claimed his first podium since October, while it was only Tickford's second of the year. Since Mostert had raced to sixth place on Saturday, the Sunday result capped off a promising weekend for the struggling four-car Ford squad, although Mostert did come under some serious pressure from Whincup (Triple Eight/Red Bull Holden) late in the race.

It ultimately came down to a drag race to the line. Although Mostert's tyres were in much worse condition, he was able to do enough to hang on to third place.

"It's absolutely fantastic, third feels like a win for me today," he said. "It's just good to be able to see the leaders, be able to race them and pit a little bit earlier, try and bring some more people in. "It's cool when you're able to have a race like that, instead of just evening out your stints and just trying to survive."

With a win apiece for the contenders, the gap is still 131 points in McLaughlin's favour.

ANDREW VAN LEEUWEN

#### **Hand retakes IMSA GTLM** points lead

IMSA SPORTSCAR LIME ROCK (USA) JULY 21 **ROUND 8/12** 

The evenly matched nature of GT racing in the IMSA SportsCar Championship was perfectly demonstrated on Saturday when, in the absence of the prototypes, the GT class took top billing at the tight and challenging Lime Rock Park.

Seven of the eight GTLM cars. representing four manufacturers, took turns in the lead during a thrilling 2h40m contest. Three different margues filled the top three positions after qualifying and that carried through to the chequered flag, albeit not in the same order. Chevrolet claimed pole and Porsche set the fastest lap, but it was the Ford Chip Ganassi Racing Ford GT of Dirk Muller and Joey Hand that topped the GTLM field for the second time this season.

The story in GTD was much the same. Patrick Long took pole for Porsche and Jack Hawksworth bagged another fastest race lap for Lexus, before Bryan Sellers/Madison Snow emerged victorious in their championship-leading Paul Miller Racing Lamborghini Huracan GT3.

Despite precious little on-track overtaking, the competition was intense. After earning the pole with a recordbreaking lap of 106.065mph aboard the Corvette he shared with Jan Magnussen, Antonio Garcia took off into the lead with



the Porsche 911 RSR of Laurens Vanthoor, fellow Corvette runner Tommy Milner and Muller giving chase.

Ford was the first to blink, calling Muller into the pits after 63 laps in an attempt to find a way past Milner's Corvette. The ploy was successful as Hand resumed in third after the round of stops.

Garcia stayed out a couple of laps longer before handing over to Magnussen, who continued to lead – albeit just a few seconds ahead of Earl Bamber, who had taken over from Vanthoor. Corvette elected to make its second and final stop after 106 laps, with just over an hour remaining. The intention was to eliminate any chance of being caught out by a full-course caution (since the pitlane is routinely closed under IMSA regulations), but that meant Magnussen had to run longer on his final set of tyres on a surface that is notoriously abrasive.

Bamber's hopes of winning went south when he made a mistake on lap 115, sliding briefly off the road at Big Bend. The sister car of Tandy and Patrick Pilet also lost its chance of a victory owing to an airgun failure during its final pitstop.

Magnussen led by almost 10 seconds once the final stops had been completed, but he began to struggle with a lack of grip in the closing stages, which allowed Hand to close inexorably. It seemed to be only a matter of time before the fired-up American would make his move, but he had no need after Magnussen sealed his fate by sliding briefly off-line at the Downhill Turn while passing a couple of GTD cars.

That one slip was all Hand needed. He pounced for the lead, then pulled away over the final 15 laps to regain the championship lead with four races remaining.

JEREMY SHAW

#### WEEKEND WINNERS

AUSTRALIAN SUPERCARS

Race 1 Scott McLaughlin

DJR Team Penske Ford Falcon

Race 2 Shane van Gisbergen

**Triple Eight Holden Commodore** 

IMSA SPORTSCAR

GTLM Joey Hand/Dirk Muller **Chip Ganassi Racing Ford GT** 

**Bryan Sellers/Madison Snow** Paul Miller Racing Lamborghini **Huracan GT3** 

PORSCHE SUPERCUP

**Nick Yelloly** Fach Auto Tech

> For full results visit: motorsportstats.com

#### **Dominant win for Yelloly**

**PORSCHE SUPERCUP** HOCKENHEIM (D) **JULY 22** ROUND 5/9

The only difficulty Nick Yelloly had in taking a dominant second Porsche Supercup victory of the season came after the race. In parc ferme, runner-up Mattia Drudi stopped his car so close that Yelloly struggled to squeeze out of his door.

Beyond that, it was a consummate performance that began when he secured pole. Rain had fallen before qualifying, and Yelloly timed his run to perfection with a strong lap in the best of the conditions. A good launch meant he got to the first corner well ahead of surprise front-row starter Mikkel Overgaard Pedersen, and thereafter he controlled the race with ease.

Yelloly crossed the line 3.6s ahead of Drudi, who had capitalised on Pedersen going too hot into Turn 1 to take second.

Michael Ammermuller managed to battle through to third, having run fifth early on, to preserve a five-point championship lead.

The reigning double champion passed Pedersen and team-mate Thomas Preining on lap seven, albeit with the help of running wide and forcing Preining even wider. Pedersen eventually fell to sixth behind Dylan Pereira.

**EDD STRAW** 

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# Vergne completes G-Drive fightback

### ELMS RED BULL RING (A) JULY 22 ROUND 3/6

Newly crowned Formula E champion Jean-Eric Vergne can't seem to do anything wrong at the moment, and steered G-Drive Racing's ORECA to victory in the latest round of the European Le Mans Series last Sunday.

That came despite an early drivethrough penalty — Roman Rusinov jumped the start in

the TDS-run G-Drive car to rise from fifth to third. The penalty prompted a strategy change and, after Andrea Pizzitola had driven his stint, Vergne was in contention.

The Duqueine Engineering ORECA led much of the race in the hands of Pierre Ragues, Nico Jamin and Nelson Panciatici. But G-Drive's strategy allowed a short-fuel for Vergne at the final stop, moving him in front. Panciatici had a thrilling scrap to the finish with Olivier Pla in the



Racing Engineering ORECA he shared with Norman Nato and Paul Petit. Panciatici won this fight for second, but exclusion for non-conforming fuel promoted Filipe Albuquerque and Phil Hanson (United Autosports Ligier) to third.

Job van Uitert, Rob Garofall

and John Farano won LMP3 in their RLR Msport Ligier from the Ecurie Ecosse/Nielsen Ligier of Alex Kapadia, Colin Noble and Christian Stubbe Olsen. Matteo Cairoli anchored the Proton Porsche to GTE class victory with father-andson Gianluca and Giorgio Roda.

#### WEEKEND WINNERS

#### EUROPEAN LE MANS SERIES

LMP2 Jean-Eric Vergne/Andrea
Pizzitola/Roman Rusinov
G-Drive Racing ORECA-Gibson 07
LMP3 Job van Uitert/Rob Garofall/

John Farano
RLR msport Ligier-Nissan JSP3
GTE Matteo Cairoli/Giorgio Roda/

Gianluca Roda
Proton Competition
Porsche 911 RSR

#### FORMULA RENAULT EUROCUP

RED BULL RING Race 1 Max Fewtrell

Race GP
Race 2 Victor Martins
R-ace GP

NASCAR CUP
NEW HAMPSHIRE
Kevin Harvick
Stewart-Haas Racing Ford Fusion

NASCAR XFINITY SERIES
NEW HAMPSHIRE
Christopher Bell
Joe Gibbs Racing Toyota Camry

NASCAR TRUCK SERIES ELDORA Chase Briscoe ThorSport Racing Ford F-150

SUPER TC2000

**Matias Rossi** 

Toyota Gazoo Racing Argentina Toyota Corolla

For more results visit: motorsportstats.com

#### Fewtrell's lightning success

#### FORMULA RENAULT EUROCUP RED BULL RING (A) JULY 21-22 ROUND 5/10

Renault F1 junior Max Fewtrell took a win and a second to move closer to the top of the championship table.

Fewtrell put his R-ace GP car on pole for the Saturday race, and held the lead from Richard Verschoor and Lorenzo Colombo via an early safety car. In the middle of the race, a lightning storm struck the Styrian Alps and the race went under safety car before the red flag was waved. With conditions not improving, the race was abandoned and only half-points were awarded.

Another R-ace-run Renault protege, Victor Martins, took pole for Sunday's race from the JD Motorsport machine of Colombo. It was Italian Colombo who got ahead of the Frenchman at the start, but he ran wide and allowed Martins back in front on his way to a maiden Eurocup success.

Fewtrell was fourth from the start, before he passed the MP Motorsport car of Christian Lundgaard to move into third. Then Colombo was given a 10-second time penalty for jumping the start, dropping him to sixth and moving Fewtrell up to second.

Colombo's penalty allowed Verschoor and points leader Yifei Ye into fourth and fifth.

#### Harvick's Busch payback

NASCAR CUP NEW HAMPSHIRE (USA) JULY 22

**ROUND 20/36** 

The honours at New Hampshire Motor Speedway were decided by a replica of a move made three weeks ago, when Kyle Busch had barged his way past Kyle Larson in a thrilling finale at Chicagoland.

This time Busch was the victim, as Kevin Harvick worked him over to claim the spoils in his Stewart-Haas Ford.

The 'Big Three' of 2018 continued their stranglehold, with Busch (Joe Gibbs Racing Toyota) and Harvick battling at the front, and Martin Truex Jr (Furniture

Row Racing Toyota) leading for 83 laps.

Harvick sensed he had the edge and touched the rear of Busch's car, forcing him up the track and outside the groove. "I felt like my car was better," explained Harvick. "He was in the lane that I needed to be and as you get to the end, as you saw at Chicago, you've got to be aggressive."

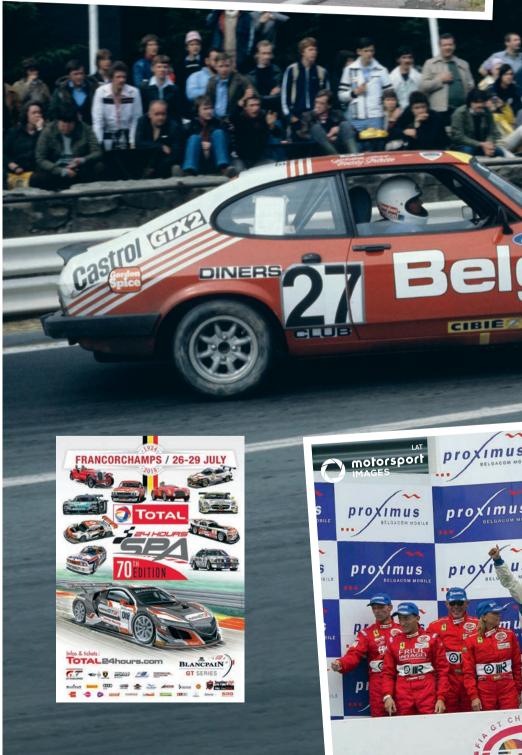
That opened up the way for Harvick to storm past and claim his sixth win of 2018 to narrow Busch's points lead to 53. "He did that [move] because of Chicago," said Busch. "I think that he had a fair game. That's how they want to race, that's how I'll race back. It was just a bump."

Truex finished fourth, just behind Aric Almirola and ahead of Chase Elliott.

# 

SPA 24 HOURS PREVIEW





# THE GREATEST SPARS OF SPA

The 70th running of the Spa 24 Hours takes place this weekend.

Autosport picks out some of the classic encounters of the past

GARY WAIKINS



#### 1978 - CAPRI WINS A SPICEY ONE

Gordon Spice finally got a Spa 24 Hours win on the board in 1978, the last race on the old 8.76-mile Circuit de Spa-Francorchamps — Burnenville, Masta Kink and all. Yet his victory together with local hero Teddy Pilette aboard a Ford Capri 3.0S wasn't plain sailing — time and time again they had to come from behind.

Spice led from the front row, but at the end of the first hour the Capri had tumbled down the order after slowing on track. By the time he'd trundled back to the pits and had fuel pick-up problems rectified, the Capri was 22nd.

The car, run out of Gordon Spice Racing's Silverstone workshops, was back in contention by midnight, into the lead around 1.30am and two laps clear at 9am when problems struck again. This time it was the car striking the Blanchimont barriers — at 140mph — after a puncture. Remarkably light damage was repaired in just seven minutes, and Spice moved back to the front when the BMW 3.0CSi shared by Claude Bourgoignie and Reine Wisell blew up. Even now Spice and Pilette weren't home and dry. More time went west when a broken fan coupling forced team manager Keith Greene to cannibalise his company car.

That wasn't the Ford squad's only issue. Spice had fallen out with Pilette mid-race and the team boss didn't want to entrust the run to the finish to his team-mate. The problem was that Spice had already hit the 14-hour maximum drive time. "My wife, Mandy, managed to persuade the officials, who she'd kept fed and 'coffeed' through the race, that there had been an error," recalls the Brit. "I was quicker than Teddy anyway, so I probably needed to be in the car."

Spice was also quicker, substantially so, than new leader Dirk Vermeersch in the Juma BMW 530i he shared with Eddy Joosen and Raijmond van Hove. With an hour to go, he was a minute behind, but erased that in a matter of four laps on the way to a narrow victory.

"We were bloody fast, but always coming from behind," remembers Spice. "It was remarkable really, because the car finished with a great big dirty crease down the side after my off."

#### 1981 - ROTARY CLUB BEATS BMW

Tom Walkinshaw was never one to mince his words. He gave co-driver Pierre Dieudonne some clear instructions as he strapped him into their Mazda RX-7 at the end of the night in 1981. The Belgian had been suggesting that the second place they were holding at the time wasn't bad for a car that already had suspicious noises coming from its gearbox, but the boss was having none of it.

"He said he was only interested in winning and told me to go flat-out," recalls Dieudonne. "He allowed me an extra 500rpm and said 'push, push, push," >>



#### A POTTED HISTORY OF THE SPA 24 HOURS

The Spa 24 Hours started out as a copycat race in 1924, one year after its inspiration – the Le Mans 24 Hours – began. It would remain the poor relation for the next 40 or so years, even alternating with the Belgian Grand Prix in the second half of the 1930s.

Spa did, however, beat its French cousin back onto the international calendar after the end of the Second World War. That was a remarkable feat given that the Ardennes was the scene of the last Nazi counter-offensive of the conflict, the so-called Battle of the Bulge.

The Spa 24 Hours resumed in 1948 – one year ahead of Le Mans – thanks to a major investment by the minister

of public works, who also happened to be mayor of the nearby city of Liege.
The event wasn't a financial success, which explained its disappearance after '49 and a one-off return in '53 as a round of the inaugural World Sportscar Championship.

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The race was revived in 1964 thanks to journalist-racer Paul Frere. He had ostensibly retired from the cockpit after winning Le Mans in '60, but had made a comeback of sorts in the Nurburgring 12 Hours touring car event in '62 and, together with Royal Automobile Club Belgium secretary Hubert de Harlez, saw the potential for a 24-hour tin-top race.

The event flourished in its new guise, becoming a round of the European Touring Car Championship – then known simply as the ETC – in 1966. It was a regular on the ETC schedule through into the early 1970s and again in the '80s in what was arguably the heyday for the race in its touring car guise.

The demise of the ETC, one year after the original one-off World Touring Car Championship in 1987, sent the Spa 24 Hours into decline. There wasn't a suitable universal touring car category to provide the core of a grid, so the RACB linked with leading sportscar promoter Stephane Ratel for 2001, the event becoming a round of the FIA GT Championship.

When FIA GTs turned into the FIA GT1 World Championship sprint series for 2010, the Spa 24 Hours morphed step-by-step into what it is today – one of the most prestigious races for the global GT3 category and a round of what is now known as the Blancpain GT Series Endurance Cup. It's once again part of a global championship, the Intercontinental GT Challenge, for the first time since 1987.

And that's what the last two-driver line-up to win the 24 Hours did for the remainder of the race. Dieudonne reckons it proved crucial in their eventual victory, the first for a Japanese manufacturer in the Spa enduro.

The rotary-engined Mazda, with Dieudonne at the wheel, got back on the same lap as the leading Juma BMW 530i shared by Eddy Joosen and Jean-Claude Andruet around 8am. By lunchtime the two cars were on a par, then it was cat-and-mouse until the BMW broke a camshaft rocker with 90 minutes to go.

"I'm convinced that Tom's decision to increase the pace was crucial," reckons Dieudonne. "It put them under pressure and that's why they had the engine problem."

#### 1992 - SOPER NOT HOMEWARD-BOUND

Schnitzer appeared to be home and dry in a battle of the BMWs between the German team and its opposite number from Italy: Gabriele Rafanelli's Bigazzi squad. Even Steve Soper, who shared the second-placed Bigazzi BMW M3 with Christian Danner and Jean-Michel Martin, was happy to settle for runner-up spot.

The Briton had showered and changed, and was ready to head back to the UK — only Rafanelli had other ideas. Danner had been due to complete the race, but the team boss wanted his star driver in the car. "I wanted someone angry enough to drive like crazy and get the car to the front," explains Rafanelli. "Steve was that man."

Bigazzi got a sniff of victory when the Schnitzer car — driven by Eric van de Poele, Joachim Winkelhock and Altfrid Heger — lost one of the two laps by which it led shortly before the end of the 22nd hour, and that scent became stronger when the leader made its final pitstop ahead of the chasing car. The Italian team's suspicion that van de Poele might be marginal on fuel was confirmed by the '7500' scrawled on a bit of paper being waved from the pitwall.

The Belgian driver had to cut his revs, which explains the rate at which Soper closed. The pits-to-car radio had failed, making communication difficult. Van de Poele only received the 'ATTACK' signal from his pitcrew after Soper had passed him at the end of the penultimate lap. Van de Poele came back at Soper over the final lap, finishing a shade under half a second down in what remains the closest ever finish to the Spa 24 Hours.

#### 2003 - TACTICS MAKE PERFECT FOR UNDERDOG

Porsche and Freisinger Motorsport scored a David-v-Goliath win with its N-GT class 911 GT3-RS against the top-division GT cars. Everyone remembers the rain — the greatest leveller of them all — but the victory for Stephane Ortelli, Marc Lieb and Romain Dumas owed just as much to the tactical nous of the team and famed Porsche engineer Norbert Singer.

The Porsche was quick thanks to its Dunlop tyres and tractionenhancing rear-engined layout. But Freisinger played some strategic masterstrokes that gained it fistfuls of time. Ortelli put the Porsche into the lead early in hour two. He wasn't even leading N-GT after a





cautious start when he saw the clouds gathering. He went into fuel-save mode and was able to go longer on his first tank than his rivals — and straight onto wet-weather tyres when the heavens opened.

"Everyone else had changed onto new slicks, so had to come back in for wets," says Ortelli, "and suddenly we were leading by a lap."

The Freisinger Porsche gained more time in the night during a protracted safety car. Singer realised that the barrier repairs were going to take some time and radioed to Ortelli that he didn't want to see him back in the pits any time soon. The Frenchman's fuel-save strategy in the crocodile was both extreme and ingenious.

"I would accelerate out of Les Combes, turn off the engine and lights and coast until Pif-Paf," he recalls. "Then I'd bump-start the car in fifth gear. I did that for two hours and gained a pitstop on everyone."

There was a high rate of attrition that year among the GT cars, but Ortelli points out that Freisinger had finished third in 2002 and would do so again in '04. "We were always competitive at that time," he says. "The rain turned us from a team capable of finishing on the podium to a contender for outright victory."

#### 2006 - PHOENIX WIN CHUCKED IN FLAMES

The German Phoenix team pretty much dominated the 24 Hours in 2006 with its Aston Martin DBR9. But it ultimately fell short in a thrilling finish as the Vitaphone Maserati squad swept through to its second consecutive victory.

Andrea Piccini had put the Aston on pole, established a lead through his opening double-stint and then held it — together with Marcel Fassler, Jean-Denis Deletraz and Stephane Lemeret — more or less for 22 hours. Then it rained. Eric van de Poele, who shared the Maserati MC12 with Michael Bartels and Andrea Bertolini, started to make giant inroads into Piccini's advantage as both stayed out on slicks. He gained the better part of a

minute on the Italian in the penultimate hour.

"I knew van de Poele was a Spa expert, but I couldn't understand how he could be so much quicker than me, like five seconds some laps," recalls Piccini, whose DBR9 was on Michelin tyres to the MC12's Pirellis. "I understood some years later when I was racing an LMP2 car at Spa on Pirellis and was faster than everyone at one point when it started to rain and we all stayed on slicks."

The Maserati jumped the Aston in the final round of pitstops, and Bartels was able to edge away from Fassler. A late splash for the Phoenix car, thanks to an exhaust lambda-sensor failure that increased the car's fuel consumption, put the result beyond doubt.

#### 2014 - IT'S ULTRA-CLOSE FOR R8

"When you win the Spa 24 Hours by seven seconds, you know it's been a tough one and will be something you remember as a bit special." So says WRT boss Vincent Vosse of his team's win in 2014.

The lead factory-supported WRT Audi R8 LMS ultra shared by Rene Rast, Laurens Vanthoor and Markus Winkelhock came out on top in a back-and-forth battle with the Marc VDS BMW Z4 GT3 of Lucas Luhr, Dirk Werner and Markus Palttala.

The problem WRT and its number-one crew had was that the BMW was going further on its fuel. WRT couldn't get a full dump into the car without losing vital seconds, so opted to short-fuel the car. That meant the BMW was going to save a stop and win the race.

The balance changed when the BMW ran into an electronic glitch — the ABS and traction control switched themselves off — and the Audi retook the lead in the 21st hour. The pendulum swung back in the penultimate hour when the Audi needed new discs and pads for a third time. But the Audi had the pace to regain the lead with Rast at the wheel, and then do it all over again when Marc VDS rolled the dice at the final stops and opted to leave Werner on old tyres. \*\*

#### MORE MANUFACTURERS THAN EVER ON ENTRY LIST

The Spa 24 Hours hits a new high in the GT3 era this weekend with a greater number of manufacturers on the grid than ever. The arrival of Lexus with its RC F as a full-season contender in the Blancpain GT Series and a one-off entry from Honda with its new NSX brings the total to 13.

Each of those marques,

taking Jaguar with the privately funded XKR-based car built by Emil Frey Racing out of the equation, has some kind of manufacturer involvement in the double-points Endurance Cup round. That ranges from full-factory teams to the loan of works drivers to privateers.

Factory participation is at a high. There are pure works

teams from Bentley in M-Sport, Porsche with Manthey and Honda with JAS Motorsport (though in the pro-am class) as well as the next best thing. Audi, Mercedes, Lamborghini and BMW all have funded entries with manufacturer-contracted driver line-ups. There's not a lot to distinguish Bentley's

BGTS assault with M-Sport from Audi's Spa campaign with WRT.

The 68-car entry is bristling with factory pilots. Audi, Mercedes and BMW have all drafted in DTM stars for the big race, including former champions Gary Paffett and Marco Wittmann. Reigning DTM champion Rene Rast is back, too, in search of a third victory in the 24 Hours.

Aston Martin and Ferrari have farmed out WEC stars to customers. Maxime Martin and Nicki Thiim are undertaking all five BGTS enduros with the new R-Motorsport Aston squad, while Ferrari's Davide Rigon and Miguel Molina are part of SMP Racing's assault.

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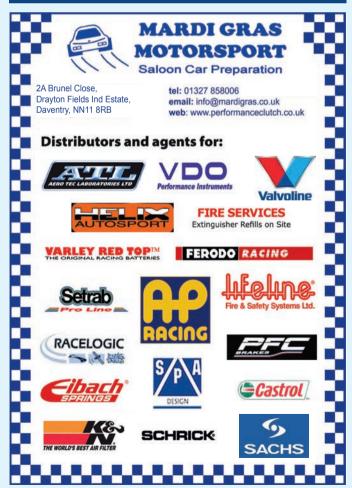
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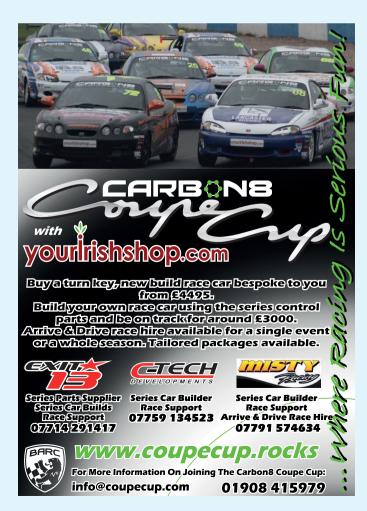
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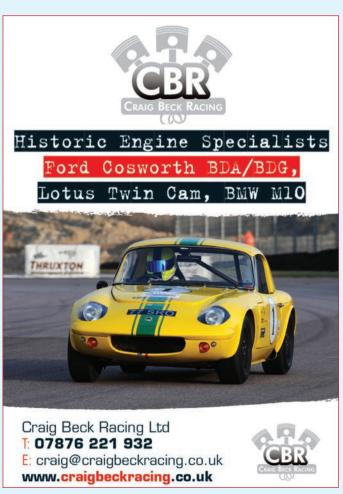


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#### THIIM AND FARMER'S TITLE BID GOES UP IN FLAMES AT SPA

**BRITISH GT** 

British GT Championship contender Mark Farmer and his factory Aston Martin team-mate Nicki Thiim face a race against time to be ready for the next round at Brands Hatch in two weeks' time after their TF Sport Vantage GT3 was eliminated in a first-lap accident at Spa last weekend.

Farmer, the pre-event championship leader, was hit by Ramon Vos on the run to Eau Rouge when the guest driver aimed his RAM Motorsport Mercedes-AMG for a gap between Graham Davidson's Aston Martin and Ian

#### Clio Jr series is cancelled

#### RENAULT UK CLIO CUP JUNIOR

The ailing Renault UK Clio Cup Junior series has been cancelled, less than a year after the category's first race.

The series was due to be in action at Donington Park last weekend, but Renault decided to pull the plug after a number of the five drivers who started the season joined other categories.

Clio Junior had been troubled from birth. The series was originally postponed from a June start to September last year and it never had more than nine cars.

Matthew Bendall, head of press & PR, Groupe Renault UK & Ireland, said in a statement: "It is with regret that Renault UK has decided to cancel its Clio Cup Junior motor racing category with immediate effect.

"Clio Cup Junior raised the bar in junior

saloon car competition in terms of driver safety, reliability, technical proficiency and performance and we're naturally disappointed that the championship came to an end for reasons outside of our control.

"We are proud of the exciting talent that Clio Junior has helped UK motorsport to discover and sincerely thank all teams, drivers and partners who supported the championship."

Earlier this year, championship manager Will Fewkes blamed the Motor Sports Association for the series' struggles, citing "numerous changes to junior formula requirements at short notice".

• The senior UK Clio Cup grid is expected to rise to 23 cars at Snetterton this weekend, the highest entry since April 2017. Former Clio Junior frontrunner Nick Reeve is the latest addition with Specialized Motorsport.

STEPHEN LICKORISH









Loggie's Bentley, pushing Farmer into the wall and resulting in an oil fire that caused his immediate retirement.

"The car is a mess. I don't think we can get it out for Brands because it's such a big job," said Farmer.

"There was a tiny bit of contact between the Aston and the Bentley in front of us and he saw his opportunity to overtake, so he [Vos] just pulled left and hit me square on straight into the wall. That was it, I just ran down the wall and then there were flames out the front, flames out the back."

TF Sport boss Tom Ferrier was unsure whether the damage would be repairable for Brands Hatch as Autosport went to press, but Farmer was optimistic that it would be possible to source another chassis if the damage proves too great.

The sister TF Aston of Marco Sorensen/Derek Johnston lost its third place to a 30-second penalty for avoidable contact. That promoted the Optimum Motorsport Aston Martin of Jonny Adam/Flick Haigh to the podium and new points leaders Phil Keen/Jon Minshaw to fifth in the Barwell Motorsport Lamborghini Huracan, meaning Farmer and Thiim have fallen 17.5 points adrift, third in the standings.

"It's going to go down to the wire — Brands and Donington are going to be really important," Farmer said. "We were gutted because we had the pace here to score a lot of points."

Barwell team boss Mark Lemmer said the team had drawn a line under contact between Minshaw and the second Barwell Lamborghini of Sam de Haan, who was dealt a 20-second stop-go penalty for punting Minshaw into a spin at La Source.

"We've probably been hurt one of the least from a poor qualifying that stems back from not doing the test day, so we've kind of got away with that," he said. "The team did a cracking job with no information from testing, the engineers have got their car sorted out for the race, and it's allowed them to score good points. That keeps the championship alive."

JAMES NEWBOLD





#### Christodoulou injured in fire

BRITISH GT

Two-time McLaren Autosport BRDC Award finalist Adam Christodoulou was admitted to hospital after his Team ABBA Racing Mercedes-AMG caught fire in the British GT race at Spa last weekend.

The AMG factory driver was on his out-lap after taking over from team owner Richard Neary when the fire suddenly took hold on the approach to the Bruxelles hairpin.

Christodoulou went to hospital to receive treatment for smoke inhalation, as well as for burns to his hands and feet. He is expected to miss the Spa 24 Hours this weekend, which he was due to contest with a Black Falcon Mercedes.

An AMG spokesperson confirmed that its engineers are in close contact with Team ABBA Racing to establish the cause of the fire. As Autosport went to press, it was unknown whether the team will return at Brands Hatch on August 4-5.

Meanwhile, Invictus Games Racing is optimistic that it will return with its full complement of Jaguar F-type SVR GT4s at Brands Hatch after a crash in practice for Basil Rawlinson at Eau Rouge forced the withdrawal of its second car.

The Tolman squad also completed an overnight repair after David Pattison crashed his McLaren at Eau Rouge in qualifying, but the car overheated and couldn't select gears in the race.

JAMES NEWBOLD



#### SILVERSTONE CLASSIC

Some competitors were confused by the use of two different track layouts at the Silverstone Classic last weekend.

A bulletin issued on the Thursday before the event stated that the Historic Grand Prix circuit, with the faster version of Club, could only be used by cars built up to December 31 1971. That meant that FIA Masters Historic Formula 1, Historic Sports Car Club Road Sports, the Super Touring Car Trophy, FIA Masters Historic Sports Cars, Masters Endurance Legends and Historic Touring Car Challenge races had to run on the modern F1 circuit with the tight Club chicane.

All races at recent Classics have used the Historic GP track and some drivers were disappointed about the apparent track licence change. But Autosport understands that the track licence has always had a cut-off — previously to the end of 1965 — that was actually extended for last weekend.

Once the oversight was spotted the bulletin was issued so that all competitors knew the situation.

A Motor Sports Association spokesperson said: "The FIA has recently conducted a simulation for Historic Vale and recommends the standard GP layout for its sanctioned competitions at Silverstone. However, for national events we do allow the use of Historic Vale for cars built up to 1971, hence some races at the Silverstone Classic were able to use Historic Vale while others were not. All aspects of both the FIA and MSA track licences are carefully considered in the interests of safety."

None of the other parties involved wished to comment, but it seems likely that the cut-off will remain.

Although the tighter version of Club did make the circuit less flowing for the later cars, it also provided extra overtaking opportunities, including in the F1 and Super Touring races.

KEVIN TURNER

#### Q & A

#### RICKARD RYDELL 1998 BTCC CHAMPION



Former British Touring Car star Rickard Rydell raced his 1998 title-winning Volvo S40 in the brace of Super

Touring Car Trophy races at the Silverstone Classic last weekend.

The 50-year-old Swede qualified on pole in the car now owned by Jason Minshaw. Rydell even used his original steering wheel, which was brought by his former chief engineer Chris Ambrose.

Despite brief spells in the lead, he was beaten into second in both encounters by the Honda Accord of regular series winner James Dodd.

#### What was it like to be back?

It was so fun, to be thinking about it all again. It's a good thing I didn't win otherwise I'd be thinking I'm still good and would need to come back. I was getting help from my old engineer Graham Taylor so it's like being back in it again. I've enjoyed the weekend very much. I really have to say thanks to Jason Minshaw and the team.

#### What are the Super Tourers like to drive?

The cars are more tricky than the current World Touring Cars so it takes a bit of time. But I feel at home in the car and it doesn't feel like 20 years. The Volvo was quicker in the high-speed corners and the Honda was quicker in the slow corners and down the straights. The Honda was always quick and we don't have as much power as we did then.

#### What was it like racing James Dodd?

He's a very good driver, he's doing everything right. He did a very good job. If he goes into the BTCC, which I think he should, he shouldn't let me pass at Club on the inside! But it was great to race cleanly.

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#### **BRM P48 return thwarted**

#### HGPCA

An ex-Dan Gurney BRM P48 was withdrawn from the Silverstone Classic, but should make its return to racing before the end of this season.

The P48 was BRM's first rear-engined Formula 1 car, built for the 1960 season, and chassis P48/6 won the Victorian Trophy at Ballarat in Gurney's hands. Racer Robs Lamplough has owned the car since 1971, and Hall & Hall completed its restoration the week before the Classic.

Historic ace Ben Mitchell qualified seventh in the Historic Grand Prix Cars

Association race, but gearbox problems caused the car to be withdrawn.

"The original engine is in and it's got a new gearbox and new suspension," said Rob Hall. "We had a new body made because the old one was too far gone.

"It was going well, but two studs broke in the gearbox and we decided to scrub it. We were only a reserve entry anyway and we need to find out why it's broken.

"We'll demo it at Shelsley Walsh [for the Classic Nostalgia event] this weekend and it'll probably be out racing at the end of the year."

**KEVIN TURNER** 

IN THE HEADLINES



#### SUTTON'S TESTING WOES

Reigning British Touring Car champion
Ash Sutton was unable to make his Super
Touring debut at the Silverstone Classic last
weekend after the engine in the ex-David
Leslie 1996 Honda Accord he was driving
blew during testing. "I only got to do about
seven laps in the car and then it went bang
– to say I'm gutted is an understatement,"
he said. "Hopefully I'll get a chance to
drive it again in the future."

#### **HOPE-FROST FUNDRAISER**

A total of £18,000 was raised for the family of the late broadcaster Henry Hope-Frost in a dedicated Silverstone Auctions sale at the Classic, more than £7000 of which came from a signed Lewis Hamilton race suit.

Over £27,000 was raised for the British Racing Drivers' Club Motor Sport Charity in a separate pre-weekend fundraiser.

#### HAWKINS GETS F1 DRIVE

Volkswagen Racing Cup driver Jessica
Hawkins got her first taste of Formula 1
machinery when she undertook high-speed
demonstration laps at the Silverstone Classic
in a 2011 Sauber. It was the first time the
23-year-old had driven a single-seater since
competing in British Formula 4 and the MRF
Challenge back in 2015. "This is wicked, it's
just completely blown my mind," she said.
"I've never felt anything else like that."

#### BTCC DRIVER RETURNS

Jeff Smith made his racing return at Silverstone after more than 13 months sidelined by injuries sustained in a huge BTCC pile-up at Croft last June. He entered the Transatlantic Trophy for pre-1966 cars in a Mini Cooper S and finished 20th overall, fifth in class, alongside Scott Kendall.

#### FJ WORLD TOUR WINNER

As the three-year world tour celebrating the 60th anniversary of Formula Junior concluded at the Silverstone Classic, it was Chris Drake who was crowned the overall winner after 100 races across 10 countries. The Terrier Mk4 driver enjoyed a fine end to the tour too, finishing second and third in the races for front-engined cars.

#### F1 reward for hero Grant

#### **MASTERS HISTORIC F1**

Callum Grant enjoyed a test outing in an Arrows A4 Formula 1 car at Silverstone as a reward for rescuing a driver from a fiery crash.

At Cadwell Park in May, Grant — with two spectators — helped fellow competitor Nelson Rowe from his burning car after it overturned.

Although he drove employer Steve Hartley's 1982 A4 at Silverstone in 2015, he relished the chance to return.

"Doing seven laps of the current Grand Prix circuit was incredible," he said. "This time Joseph [Pomfret] from Mirage Engineering made me a seat. Apart from the pedals, I fitted it much better."

"Steve approached me at work and said he'd like to give me a proper run in the Arrows. Pulling 10,000rpm down the Hangar Straight in a tow — about 167mph — was fantastic.

"The only places I struggled were Maggotts and Becketts because I'm taller than Steve and I was catching my hands. But I matched his speeds in the fast corners at Copse and Stowe. I was trying to drive it like a Formula Ford in the slow stuff but learned a lot and hope the data will help the team with set-up."

MARCUS PYE





# New Legends engine, mixed classes for 2019

#### LEGENDS

The Legends Cars Championship is set to introduce a new engine in 2019, and the series is evaluating a dual-class structure as a means of keeping drivers with both engines competing.

The new three-cylinder engines will be made available with a six-speed manual gearbox from next season.

"In my opinion we'd want to have two winners at each race next year," said championship owner Phil Cooper. "I don't want to lose drivers because of it. It's always been a fair series.

"Yamaha have been developing [the new 'triple' engine] and finally got there, so we hope to start running it in this country next year."

The changes met with a mixed response. Some entrants, such as frontrunner Will Gibson, favour

a separate class system to avoid dropouts.

"I think it's good for the series, if it's done in the right manner," he said. "The engines will pay for themselves for what you get, but it's about the early transition. If your experienced drivers don't commit, then where is the new talent going to come from? It may be best to start with a separate class system."

Reigning champion John Mickel added that it could be a "three-to-five-year" transition period, while title rival Steve Whitelegg also called for a separate class system with costs on his mind for multi-car teams on a budget.

"I would agree [to two classes], as it's difficult to compare, like for like," said Whitelegg. "You're starting on two engines for each car because you always need a spare for the weekend. We've got more cars — it all adds up."

DAN MASON

#### Strandberg: title fight is on

#### VW RACING CUP

Dennis Strandberg has vowed that his Volkswagen Racing Cup title challenge is not over, despite missing the most recent round at Spa because of budget problems.

The Swede, who won both the opening races at Silverstone with Maximum Motorsport before switching to Team Hard for Brands Hatch, was second in the points heading into the weekend. His cause at Spa was helped by points leader Chris Panayiotou failing to finish the first race and crossing the line a lapped 13th in the second, as Ruaridh Clark swept the weekend.

"I'm optimistic that we can come back,

finish off the season strong and win it," said Strandberg. "We'll keep fighting – everything can happen."

Meanwhile in the Ginetta GT5 Challenge, Shane Stoney and 2015 champion James Kellett split the wins. Kellett launched an ambush on Stoney on the final lap to take the spoils in race two.

Stoney (Quattro Motorsport) held off a fast-starting Geri Nicosia to win the opener, while Century driver Kellett rose from ninth on the grid to fifth. On the opening lap of race two Kellett gained two places, then passed Nicosia and Stoney after a safety-car interruption and went on to win by 0.057s.

JAMES NEWBOLD

#### IN THE HEADLINES

#### **DEFOURNY TO BRITISH F3**

Formula Renault Eurocup race winner Max Defourny made his BRDC British Formula 3 debut last weekend at Spa-Francorchamps. The 19-year-old Belgian replaced Jordan Cane, who announced his retirement from racing earlier this month, at Douglas Motorsport. Defourny crashed heavily at the top of Raidillon in the opening encounter, preventing him from competing in the remaining races.

#### **BRITISH GT ALLCOMERS RACE**

A Saloon and Sportscar Trophy allcomers race will support the British GT Championship on its finale weekend in September. The race, organised by the British Racing & Sports Car Club, will take place on September 23 and use Donington Park's GP layout. An entry fee of £295 will include a 15-minute qualifying session, followed by races of 15 and 20 minutes.

#### **PUMAS LIGHT UP CODE 60**

The Puma Cup fitted cars with an LED light at Brands Hatch earlier this month to help identify breaches of Code 60. The CSCC is the only club to still use Code 60, which neutralises a race at 60km/h rather than using a safety car. The light provides different signals to help stewards determine if a driver is under 60km/h or not.

#### A RABBIT AT FULL CHAT

Kristian Prosser and Jon Watt survived a brush with wildlife on their way to fourth place in the opening Britcar race at Donington Park last weekend in their BMW M3 E46. "All of a sudden I saw a rabbit come across the track," said Prosser. "I couldn't do anything and hit it." A power loss early in the second race dented any chance of another good result.

#### **GORDON BENNETT!**

Nearly 100 years after it was last used, a rare Pope Toledo Gordon Bennett from 1904 returned to action at the Chateau Impney hillclimb. Edwardian car enthusiast Hicky Hickling has rebuilt the 10-litre car over the past 15 years. It raced in the US in 1904 and contested the '05 Gordon Bennett race at Clermont-Ferrand in France. It even ran at Pikes Peak in '07. "I bought it as a pile of bits 15 years ago and have been slowly collecting parts and rebuilding it," said Hickling.





#### ROSE-TINTED SPECTACLE

At its peak, Castle Combe Formula Ford 1600 encapsulated everything that makes club racing special. Here's hoping the glory days aren't all in the past

MATT BEER

ostalgia's deceptive, isn't it? A memory from a pivotal moment of the first summer of your career isn't going to be accurate 20 years on, surely? The racing won't really have been that good, the field won't really have been that big. It probably wasn't even sunny.

But I'm still certain the quality of the racing and the size of the grid in Castle Combe Formula Ford 1600 on Saturday August 8 1998 were real, and so was the sunburn. Sadly, though Luke Cooper and Josh Fisher did their very best to entertain in the most recent 2018 round, I don't think the eight-car field they headed will be fondly reminisced about come summer 2038.

Of all the motorsport I saw in my frantic first summer of freelancing for Autosport, *Motoring News* (as it was then) and the *Western Gazette* as a 17-year-old, it was Combe FF1600 that most bewitched — watching from the crest of Avon Rise as Gavin Wills (the narrow winner) and Kevin Mills returned to take on 1998's big guns Richard Carter and Robin Parsons, and future champion John Hutchinson's mid-lead-pack spin at Quarry helped Adrian Cottrell's Class B Van Diemen onto the podium. That huge field slipstreaming, fanning out,

## "FIFTY YEARS IS AN ASTONISHINGLY GOOD RUN FOR A ONE-CIRCUIT SERIES"

wheelbanging and skittering past me was *the* point when club racing's magic of normal people with normal lives but a rather extraordinary, ultra-intense, fractious and endearingly messy weekend hobby really hit me. It wasn't a coincidence I'd one day choose a Combe FF1600 race and the crest of Avon Rise for my future wife's first experience of live motorsport.

So, yes, Combe FF1600 really was that good. It had been long before 1998, and would be for a long time afterwards. Even as its grids shrunk from the highs of needing qualification heats to the mid-teens, it remained tough: the 2017 Walter Hayes Trophy battle came down to Combe title rivals Michael Moyers and Fisher. Even the slender field Cooper's beaten all year has included champions Fisher, Roger Orgee and Matt Rivett, the rapid Felix Fisher and David Vivian, plus National frontrunners Michael Eastwell and Hugo Bentley-Ellis, just never all at the same time as Combe FF1600 became the

standby filler option, not the 'must-do'.

There was little consensus in the Combe paddock on why the series has fallen and how to save it.

National and Heritage FFord have definitely scooped up drivers who would've been Combe regulars before. Relationships with organisers at Combe definitely hit new heights of fractiousness in recent years, and that didn't make the series seem appealing to the outside. Neither does an eight-car field. The best time to arrest a series' decline is before that decline becomes visually obvious, and that point has passed.

There has always been change at Combe as families'lives move on or drivers fancy racing further afield. But lately there's only been a slow trickle of fresh racers onto the grid, not the flow that's run pretty much incessantly from the Combe championship's creation in the second year of FF1600's existence in 1968 until the mid-2010s. Wider fan habits have changed too. Events such as car shows, Rallyday, the Autumn Classic and the motorcycle meeting are now huge draws for Combe, shading the 'normal' race meetings. Many of those first discovering Combe aren't discovering FF1600 at the same time.

For every resuscitation move advocated, from entry-fee cuts to emulating other FFord series' Mazda Road to Indy tie-ups, you'll find someone else convinced that's not the answer. Some emphasise that all is now more cordial between the paddock and organisers others argue that's because a small field and an affable runaway championship leader aren't a challenge to manage.

There is hope. Wiltshire College's free 2019 drive shootout should bring new blood and attention. Teams still report enquiries from newcomers. Some pledge they'll keep a toe in Combe FF1600 out of emotional loyalty to its reputation, even if they're not doing a full season, even if they're frustrated with it, all the time there's at least one other quick person to race. Some feel the Combe crowds and paddock atmosphere aren't what they were, yet recent converts from other series argue both are way better than they experienced elsewhere.

Fifty years is an astonishingly good run for a one-circuit championship. Combe FF1600 survived as its once-mighty peers such as Star of Mallory and the original Champion of Brands folded. If it ended now, it could still do so with honour. But it still feels like it was too good, too recently for that to be its fate just yet. And I promise there's some logical reasoning behind that, not just self-indulgent career anniversary nostalgia. I'm not the only person who probably wouldn't be still involved in motorsport if Combe FF1600 hadn't shown me how good motorsport could be. \*\*



#### **Chaos helps Davidson in the Martin Aston**

SPA-FRANCORCHAMPS BRITISH GT JULY 21-22

Graham Davidson grew accustomed to winning in a dominant GT Cup campaign last year, but has found success rather harder to come by since stepping up to British GT. After losing out on victories at Rockingham to a track-limits penalty and at Snetterton to a sluggish pitstop, the Scot admitted putting himself under too much pressure to get the monkey off his back, which resulted in costly on-track incidents in the second Snetterton race and again at the Silverstone 500.

So it was apt that having decided on a more relaxed approach and keeping a calm head, Davidson should break his British GT duck at Spa on a day when everybody around him was losing theirs.

Despite running 45kg more than last year, qualifying suggested this was Aston Martin's weekend to lose, but on lap eight of the race few would have singled out the Jetstream Motorsport Vantage Davidson shared with 2016 Spa 24 Hours victor Maxime Martin as a potential winner. Beaten only by the Optimum Motorsport Aston of Jonny Adam/Flick Haigh in qualifying, Davidson had slipped to fifth behind the guesting RAM Mercedes-AMG GT3 of Remon Vos, Ian Loggie's Team Parker Racing Bentley Continental GT3 and Jordan Witt in the RJN Nissan GT-R GT3 after forgetting to close the vents to the cockpit and getting grit kicked up by Haigh on quick-dry cement at Eau Rouge in his eyes.

"Sure enough, I had a word with myself," Davidson said later.

But in scenes reminiscent of the 1982 Monaco Grand Prix, within a lap he had taken the lead as the cars ahead fell by the wayside. First, Witt rotated Loggie at the Bus Stop, earning the Nissan man a 20-second stop/go penalty. Next, Vos came in to serve a 6os stop/go penalty for squeezing Mark Farmer's TF Sport Aston Martin into the wall — and retirement — on the run to Eau Rouge on the first lap. With the sump torn off, Farmer's car continued ablaze up the hill before he

could safely pull off and left a trail of oil that required a 20-minute safety-car intervention to clear up.

And the drama wasn't over, as the Optimum Aston of Haigh then spun at Les Combes and lost almost a minute trying to rejoin against oncoming traffic.

"It was a casing that came off the rear wheelarch," said a deflated Haigh, who charged back up to seventh before handing over to Adam. "It must have come loose in the compression through Eau Rouge and then, as I turned in, I heard this massive bang. It went underneath the car, spun me round and there was nothing I could do."

That left Davidson in front from Rick Parfitt Jr's Team Parker Racing Bentley, with the ERC Sport Mercedes of Lee Mowle a further 40s behind in third.

But Davidson's hopes of a straightforward win were thwarted with the arrival of another safety car shortly after halfway when the Team ABBA Racing Mercedes, which Richard Neary had pitted from fourth, suddenly caught fire with Adam Christodoulou at the wheel.

After five laps behind the safety car — Martin had so much pick-up on his tyres that he was convinced he had a puncture — the race returned to green, with Mowle's co-driver Yelmer Buurman quickly on the tail of Ryan Ratcliffe, back in the Team Parker Bentley after a bout of food poisoning forced him to sit out Silverstone.

As Martin pulled clear towards his first victory as an AMR factory driver, Ratcliffe put up a stern defence when Buurman tried to pass into Eau Rouge and had to



#### RESULTS

#### BRITISH GT

#### GT3

(40 laps) 1 Graham Davidson/Maxime Martin (Aston Martin V12 Vantage); 2 Rick Parfitt/
Ryan Ratcliffe (Bentley Continental) +7.958s; 3 Flick Haigh/Jonny Adam (Aston Martin); 4 Lee Mowle/Yelmer Buurman (Mercedes-AMG GT3); 5 Jon Minshaw/Phil Keen (Lamborghini Huracan); 6 Ian Loggie/Callum MacLeod (Bentley). Fastest Iap Tom Onslow-Cole (Mercedes) 2m21.589s (110.65mph).
Pole Adam/Haigh. Starters 16.
Points 1 Keen/Minshaw 116; 2 Adam/Haigh 102; 3 Nicki Thiim/Mark Farmer 98.5; 4 Buurman/Mowle 98; 5 Marco Sorensen/ Derek Johnston 88; 6 Martin/Davidson 77.5.

#### GT4

(38 laps) 1 Dean Macdonald/Jack Mitchell
(BMW M4 GT4); 2 Michael O'Brien/Charlie Fagg
(McLaren 570S) +0.387s; 3 Finlay Hutchison/
Daniel McKay (McLaren); 4 Ben Tuck/Ben
Green (BMW); 5 Nick Jones/Scott Malvern
(Mercedes-AMG); 6 Will Moore/Matt
Nicoll-Jones (Aston Martin Vantage). FL Fagg
2m34.624s (101.33mph). P O'Brien/Fagg. S 16.
Points 1 Mitchell 109; 2 Patrik Matthiesen/
Callum Pointon 92.5; 3 Fagg/O'Brien 92;
4 Nicoll-Jones/Moore 87; 5 Tuck/Green 81;
6 Jordan Albert/Lewis Proctor 59.

For full results visit: tsl-timing.com

lift off the throttle, allowing both Marco Sorensen (in the TF Sport Aston started by Derek Johnston) and Adam to slip past on the Kemmel Straight.

Catching a gaggle of GT4 cars as they approached the Bus Stop on the final lap threatened to undo all of his hard work, but Ratcliffe held off Sorensen by 0.096s for second in what he billed "the best race of my life". "I don't think I've ever been so happy when I saw that chequered flag," said the Welshman. "As soon as I crossed the line I burst into tears."

After the race, Sorensen/Johnston were docked 30s and bumped down to seventh for earlier contact with Jon Minshaw's Barwell Lamborghini Huracan GT3, which had also survived being turned around at La Source by the sister car of Sam de Haan.

It was a bitter double-whammy for TF Sport, as that penalty promoted Farmer and co-driver Nicki Thiim's championship rivals Adam/Haigh to an unlikely podium ahead of Buurman/Mowle — who now sit just half a point behind the pre-event leaders in fourth — and Phil Keen/Minshaw, who changed the set-up completely overnight and fought back from 13th to claim the championship lead with fifth.

All of that was of little consequence to a relieved Davidson. As for Martin, he would be more than happy for British GT to visit his homeland every week...

JAMES NEWBOLD



#### **Century denies McLaren**

#### SPA-FRANCORCHAMPS GT4 JULY 21-22

With a 20-second success penalty carried over from his victory at the Silverstone 500 last time out, you would have put long odds on Century Motorsport's Jack Mitchell doubling up at Spa, a circuit that heavily favours the McLaren 570S. Yet that's exactly what he and new team-mate Dean Macdonald did, albeit with a large slice of luck courtesy of the safety car.

McLarens locked out the top three places in qualifying, with the polesitting Tolman Motorsport car of Michael O'Brien/Charlie Fagg a full 2.8s clear of the best of the rest, the Century BMW M4 of Snetterton winners Ben Green/ Ben Tuck. Fagg was one of three drivers to dip into the 2m31s bracket, while the best a BMW could manage was a 2m33.1s.

The status quo continued in the race, as O'Brien led the similar Equipe Verschuur model driven by Finlay Hutchison (doing double duty with the GT4 European series), while Green and Lewis Proctor in another Tolman McLaren gave chase.

At this stage, Macdonald was a lowly seventh in the queue, bottled up behind the leading Pro-Am McLaren of Graham Johnson. His pace on the straights was just enough to keep the championship-leading HHC Ginetta of Callum Pointon at bay, until Pointon made a botched move at Les Combes that would earn him a 60s stop/go penalty.

The leading quartet pitted together on lap 20, although Proctor's car did not resume after it caught fire during the handover to Jordan Albert.

Macdonald was over 30s behind the leaders before the driver changes but, when he came in for his own stop two laps later, the arrival of the safety car — for the burning GT3 ABBA Mercedes — negated the 20s penalty and allowed the BMW to leapfrog Fagg and Dan McKay (in for Hutchison).

Mitchell had to soak up the pressure for the remainder of the race, but covered every move on his way to victory by 0.387s from O'Brien/Fagg and Hutchison/McKay. "Because our sister car had track position, we were going to pit second, but it all played into our hands when the safety car came out," said Mitchell, who now leads the GT4 standings by 16.5 points.

"I knew I was going to have a fight on my hands with Charlie behind me. He's been quick all weekend but I managed to get the car in the right position; I just knew where they were going to be stronger."

For his part, Fagg was "gutted" to see the BMW emerge from the pits ahead, which leaves him still waiting for his first win of the season.

"It's just such a shame. It was clear we were going to go well at this track because of the long straights and the nature of the McLaren having good straightline speed," he said. "I wouldn't say I feel robbed, I just feel like we deserved that. It's good championship points and good to bounce back from Silverstone."

Behind them, Scott Malvern's Team Parker Mercedes-AMG, shared with Nick Jones, was the only other car on the lead lap in fifth and took Pro-Am honours after Johnson's retirement.

JAMES NEWBOLD

#### Lundqvist double extends F3 points lead

SPA-FRANCORCHAMPS BRITISH F3 JULY 21-22

Linus Lundqvist moved closer to the BRDC British F<sub>3</sub> Championship title after a stunning weekend at Spa-Francorchamps, claiming another two victories to extend his lead in the standings.

The Double R Racing driver entered the season's fifth round with a 56-point advantage, and more than doubled it to 120 points by the end of the weekend.

Nearest rival Nicolai Kjaergaard had a disastrous run, with a best result of fifth and a costly retirement in the final race.

Fortec Motorsport's Tom Gamble pipped Lundqvist, who had been fastest in two of the three Friday practice sessions, to race-one pole in an extraordinarily tight session. The top 16 drivers were separated by just 0.850 seconds around the longest circuit on the calendar.

Lundqvist had to work hard for victory in the first race. He fell as low as fourth in the opening moments, but recovered ground with a brave move on team-mate Krish Mahadik at Eau Rouge on lap one. He then dispatched Manuel Maldonado (Fortec) before catching and passing Gamble next time round, before the safety car was deployed when Douglas Motorsport's new recruit Max Defourny suffered a big shunt at the top of Raidillon that ruled his car out for the rest of the weekend. Lundqvist held off Gamble for the remainder of the



contest after the restart, though Gamble claimed fastest lap, which would be enough to earn him race-three pole.

The fully reversed-grid second race was won by Carlin's Jamie Caroline, substituting for Clement Novalak for the weekend. Reigning British F4 champion Caroline had finished 11th in the opening contest, but fitted a new set of tyres for race two and charged through from eighth on the grid to take his maiden British F3 win. Caroline pushed through to third over the course of a blistering first lap, which included a ballsy move around the outside of series debutant and polesitter Ayrton Simmons (Chris Dittmann Racing) at Blanchimont, before he chased down and passed Fortec's Tristan Charpentier for the lead on lap five.

As Caroline pulled away to secure the biggest winning margin of the weekend, Charpentier had to fend off a resurgent Sasakorn Chaimongkol (Hillspeed). Charpentier's defensive tactics were

deemed too vigorous by the stewards, resulting in a 1s post-race penalty that secured Chaimongkol second, his best result yet, as Charpentier was relegated to third.

Gamble started on pole for race three, with Lundqvist second and Carlin's Billy Monger lining up third. The trio went head to head on the opening lap, and Monger pulled off a daring overtake into Les Combes to lead a race for the first time since his life-changing British F4 crash.

Monger's lead lasted all of a lap, as Lundqvist moved by on the Kemmel straight on lap two, with Gamble following suit a couple of laps later. Lundqvist's lead of 1.6s was gradually chipped away, with Gamble finishing just 0.7s behind at the chequered flag.

Monger took his second podium of the year with third, celebrating by drinking champagne Daniel Ricciardo-style from his prosthetic, a flourish now known as a 'leggy'. Lundqvist's win came with the added bonus of nearest rival Kjaergaard's retirement from the race after contact with team-mate Sun Yue Yang at the Bus Stop chicane.

Lundqvist became the first driver to win two races in the same race weekend this year, and has established a massive lead as the field prepares for Brands Hatch.

"It's very difficult to top this," he said.
"To win twice at Spa, it's such a legendary circuit, and it's a dream come true to stand here on the podium. To do it twice in the same weekend is just amazing."

RICHARD RANDLE



## OULTON PARK WEEKEND WINNERS



# Whorton-Eales ends drought with fightback at Mini Festival

OULTON PARK MSVR JULY 21

Ant Whorton-Eales took his first race win in three months to extend his lead at the top of the JCW class standings in the Mini Challenge, while closest rival Jordan Collard suffered his first retirement of the season.

A qualifying session that was disrupted twice by red flags produced a jumbled grid for the opener, but Silverstone winner Rob Smith proved that his pole was no fluke with a lights-to-flag victory in the face of a stern examination by multiple Caterham champion David Robinson. From row three, Whorton-Eales rose to third by the Island hairpin on the opening lap, while Collard — who started two rows further back — took longer to fight through, setting fastest lap on his way to fifth, behind Nathan Harrison.

The top eight was reversed for the race-two grid so Whorton-Eales again

started sixth, but he led by Cascades, taking the advantage when poleman Lewis Brown — who later retired with overheating issues — had a lairy moment. Collard was flying, though, and took the lead from Whorton-Eales at Old Hall on lap four of 13, but minutes later his car jammed in sixth gear and he was ruled out. Whorton-Eales led a pack of five home, with Robinson pinching second from Harrison on the run to the line after Harrison's late bid for victory went awry. Race-one winner Smith and the guesting Paul O'Neill completed the quintet.

Will Fairclough won both Cooper S races on the road, but was relegated to fifth in the race-two classification after a series of track-limit infringements. Rob Austin led the first race, and debutant Tom Halliwell showed strongly in second until a mid-race spin at Old Hall. That left the way clear for Fairclough to seize the lead at Cascades from Austin, who was then relegated to third by the recovering Halliwell.

Jono Davis missed race one, but for two and a half glorious laps he shook up the order in the second encounter,





#### 7 RACE SERIES

Race 1 Danny Winstanley (420R)
Race 2 Danny Winstanley (420R)

#### **HERITAGE FORMULA FORD**

Race 1 Oliver White (Van Diemen)
Race 2 Oliver White (Van Diemen)

#### MINI CHALLENGE COOPER PRO/AM

Race 1 Robbie Dalgleish
Race 2 Kyle Reid

#### MINI CHALLENGE COOPER S

Race 1 Will Fairclough

Race 2 Tom Halliwell

#### MINI CHALLENGE JCW

Race 1 Rob Smith

Race 2 Ant Whorton-Eales

For full results visit: tsl-timing.com

setting the fastest lap as he charged through to second position before his car again failed him. Earlier, Fairclough had outbraked Stuart McLaren to take the lead at Hislops, but Halliwell sat in his wheeltracks to pick up the pieces when Fairclough's penalty was applied.

Kyle Reid lost the first Cooper Pro race win for the same reason as Fairclough. Robbie Dalgleish took the lead from Reid at Cascades on lap eight of nine, but having seen the penalty board – was unconcerned when he lost track position on the final lap. Reid made amends in the second race by defeating Martin Poole, who regained the runner-up spot on countback. He'd lost second to Dalgleish at Hislops but the race was red-flagged after Cooper Am runner Neal Clarke had a heavy off at Druids. Andy Godfrey and Alex Nevill – defeated for the first time this season in race one - shared the honours in that division.

Double winners were the order of the day in the support categories. Danny Winstanley was twice triumphant in the 7 Race Series. Oliver White took his fourth and fifth wins of the year in Heritage Formula Ford, the latter by 18s. After 12 months out of a car, 2012 National FF1600 champion John Murphy progressed to second in race two, passing fellow seasonal debutant Calum McHale at Hislops to finish in the middle of an all-Van Diemen podium.

IAN SOWMAN



# **Davenport returns in famous BTCC Audi**

#### DONINGTON PARK BARC JULY 21-22

Last weekend's Britcar meeting featured not just a return to British Touring Car Championship machinery for a driver on the road to recovery, but one in a car that he almost got his hands on three years earlier.

Thirteen months ago, Luke Davenport began his rehabilitation following a horrific qualifying accident at Croft that left him in an induced coma. Through driver coaching and a recent Fun Cup outing, an opportunity to step back into the endurance racing spotlight came at Donington Park with the help of another name familiar to BTCC fans.

'Sherman' was the well-documented tag given to the Audi A4 that was often rapid in the hands of former owner Rob Austin. One of the championship's earliest examples of Next Generation Touring Car machinery, the A4 was retired following the conclusion of a winless 2015 campaign.

Three years on and Sherman has taken on a different challenge with the assistance of Reflex Racing, turning to Britcar with new owner Robert Day and his son Alex.

"Rob Austin had a couple of Audi A4s known as 'Sherman' and 'Panzer," says chief mechanic David Salmon. "They swapped depending on which driver was in it, so this car was raced by Rob for a couple of seasons, then brought out of retirement at the last round for Hunter Abbott to drive.

"This is that car. It's completely the same specification it used to be in, complete with the same Swindon engine in the front.

"There's only set-up changes, regulation changes from TOCA to Britcar, and a few added cooling systems to help reliability; other than that, she's in touring car specification from 2015, before the changes to RML parts were put into place.

"The car will be running in Britcar all season with the owner's son. Robert [Day] usually races with Alex, but he's injured his back recently so Mr Davenport has stepped in as he's been coaching."

Coincidentally, it was this car that almost gifted Davenport his maiden BTCC opportunity that same season. Abbott was poised by the phone in preparation to become a dad during the 2015 Knockhill weekend and Davenport had been lined up as a stand in, but ultimately Davenport didn't get that first shot at racing the A4.

"I nearly got to drive the Audi at Knockhill — Hunter Abbott's car — so it's quite weird to have another opportunity to get back in it!" says Davenport.

While Sherman lives on, attempting to prosper in its new endurance environment, Davenport is focusing on a career revival. A private test with Speedworks Motorsport in its LMP3 Cup Ligier reignited his spark for racing, and he remains poised for a full-time comeback.

"If the right opportunity comes along, I'd still grab it, not retire," says Davenport. "I had a fantastic test in Portimao with Speedworks in its Ligier, so I'm really hoping I can put together a programme next year, ideally in the Le Mans Cup. We'll see what arises, but I certainly want to do more selected sportscar events if I can make that work for me."

Since his accident, Davenport's recovery has been steady but "rewarding" to date, and most recently he completed a return to racing at Spa-Francorchamps.

#### **DONINGTON PARK WEEKEND WINNERS**

#### 2CV CHAMPIONSHIP

Race 1 Pete Sparrow

Race 2 Simon Clarke

#### **BRITCAR ENDURANCE CHAMPIONSHIP ENDURANCE**

Simon Rudd/Sam Randon (Ginetta G55) **SPRINT** 

Race 1 Jonny MacGregor (Taranis)

Race 2 Jonny MacGregor (Taranis)

#### **BRITISH TRUCK RACING CHAMPIONSHIP DIVISION 1**

Race 1 Ryan Smith (MAN TGA)

Race 2 Ryan Smith (MAN TGA)

Race 3 Ryan Smith (MAN TGA)

Race 4 Jamie Anderson (MAN TGX)

Race 5 David Jenkins (MAN TGX)

**DIVISION 2** 

Race 1 Luke Garrett (MAN TGX)

Race 2 Luke Garrett (MAN TGX)

Race 3 Luke Garrett (MAN TGX)

Race 4 Luke Garrett (MAN TGX) Race 5 Luke Garrett (MAN TGX)

#### **LEGENDS**

Heat 1 Miles Rudman

Heat 2 Ben Power

Final Sean Smith

Heat 1 Ben Power

Heat 2 John Mickel

Final Paul Simmons

#### **PICKUPS**

Race 1 Scott Bourne

Race 2 Lea Wood

For full results visit: tsl-timing.com

He holds a soft spot for GT racing, and returning to the endurance scene with Alex Day was his latest venture. Results of eighth and seventh were a pleasant surprise against widely-varied Britcar competition, as were Davenport's consistent race one lap times before he bettered those of Day in the second Sprint outing.

While the feel in the cockpit of a race car returned relatively naturally, he admits that revitalising his racecraft in the cut-throat on-track environment remains the toughest phase of the process.

"I've not done a huge amount of racing, but we've been busy and I'm really pleased," adds Davenport. "I've started work with McLaren and I'm still at Palmer Sports, so I've kept sharp over the winter.

"It's great to be back out in a race car; I had my first race in the Fun Cup 25 Hours of Spa-Francorchamps and that certainly blew the cobwebs away. I'm really pleased to be back out and hopefully to be doing a lot more in the near future.

"I've had a few private clients in the Britcar paddock, which has introduced me to the series, so as a result we've ended up driving the Audi touring car this weekend, which was quite an exciting proposition."

DAN MASON

#### PAINT-SWAPPING PICKUPS



'Rubbing is racing' remains a popular phrase in American motorsport, and it sprang to the lips of both winner Scott Bourne and Lea Wood after a thrilling Pickup Truck battle at Donington Park.

Touted as an 'unofficial' new record for its closest road-course finish by series organisers, just 0.025 seconds separated reigning champion Bourne and Wood as they exchanged paint in a race-one photo finish. Early leader David O'Regan slipped behind both with tyre difficulties, and Bourne pounced on Wood as he slid exiting the final chicane. "That kind of finish is what it's all about," said Bourne. "I'm enjoying my racing so much."

The narrow miss did not deter Wood. who ended Bourne's four-race winning streak with a commanding race-two victory from Bourne and Michael Smith.

A dramatic second Legends Championship final also went to a photo finish. Paul Simmons triumphed, having risen from 20th, as 0.081s covered the top three. Second-placed John Mickel fought from even further back after Redgate contact pitched him into the gravel, while Jack Parker recovered from gearbox and throttle problems for third. "The red mist descended," said Mickel, who had suffered two retirements during the heats.

The opening final fell to Sean Smith, who fended off Mickel and Simmons before red flags ended the race early. Ben Power clinched two heat wins, sharing



spoils with Miles Rudman and Mickel.

Both Britcar Sprint races were won by the Taranis of Jonny MacGregor from pole position. A dominant lights-to-flag display in the opening 50-minute race was aided by nearest rival Ross Wylie dropping out before mid-distance when his Ferrari 458 suffered a broken front splitter.

Wylie's response was a spirited nine-lap charge from 28th to first in race two. MacGregor kept Wylie in his sights before a safety-car interruption, and doubled his victory tally when Wylie's co-driver David Mason fell back to fourth.

A flying Simon Rudd and Sam Randon grabbed second overall in their Team Hard Ginetta G55, continuing without trouble to clinch a two-hour endurance race of attrition by a healthy two-lap margin.

Ryan Smith's winning streak in British Truck Racing's Division 1 was ended by Jamie Anderson and David Jenkins. Smith started with a hat-trick of wins, taking the second - a feisty four-truck tussle - when Anderson was penalised 10s for an out-of-position start. Anderson won race four, before Jenkins overpowered Luke Taylor early in the final race and kept a chasing Smith at bay.

Despite finishing behind Craig Reid on the road in the second race, Luke Garrett was promoted to victory - meaning he won all five races – when Reid picked up a track-limits penalty. Oil strewn around the circuit created chaos; Simon Cole's Mercedes was the culprit, and he was denied a potential victory by the officials because the truck was giving off smoke.

Pete Sparrow won the first of two tight Citroen 2CV contests. He broke the slipstream of a chasing Matthew Hollis in race one, before Simon Clarke narrowly pipped Gadget Racing team-mate Tom Perry in a tactical race-two battle.

DAN MASON

# Mahany is the man as VSCC thrills at Cadwell

CADWELL PARK VSCC JULY 22

Cadwell Park turned back the clock to relive the glory days of pre-war sports cars as the Vintage Sports Car Club produced some superb racing in front of a healthy crowd, basking in the sunshine.

The Standard & Modified Pre-war Sports Car race stole the show as William Mahany snatched victory from Tom Waterfield on the final lap.

The duo fought constantly from the off, each seeking to find and exploit the weaknesses of the other's machinery. Waterfield's Frazer Nash Super Sports was stronger in the corners, while Mahany's HRG Le Mans Model was faster along the start-finish straight. The duo switched places nearly every lap until they hit traffic towards the end of the 15-minute race.

Waterfield slowed coming up the Mountain on the final tour after he

broke the second-gear chain on the previous lap. That allowed Mahany — who was slowing down himself to keep his car cool — to swoop past and take the victory by 1.5 seconds, claiming the Geoghegan Trophy.

"I thought the race was gone once we got into traffic," explained Mahany, "but he had a problem, and I inherited the win."

Waterfield added: "I heard a thud in the undertray, and I knew exactly what it was. I tried to manage it around the rest of the circuit, but on the final lap coming up the Mountain when you need second gear the most, there was nothing. It was still a good race though."

The Vintage and Pre-1961 race also featured a frantic battle for the win, this time between Frederick Harper in his Kurtis Indy-Roadster and Mark Gillies in ERA R<sub>3</sub>A. Harper started the race from pole and pulled away from Gillies as they blasted away from the rest of the field. Gillies began to gain on Harper and made his move on the inside at Charlies after Harper went wide,

leaving the door open. Gillies then pulled away by a couple of tenths each lap to the chequered flag, securing the win by 3.86s.

"I was following him and he [Harper] had monster speed on the straights," explained Gillies. "I could see he wasn't so quick going into Coppice and the next right-hander at Charlies. So I knew I had to make my move there. An aggressive driver would have chopped me when I made that move. Once I got past him, I was quicker in the twisty bits, and that gave me a gap."

Behind the leading duo, Julian Wilton's Cooper-Bristol Mk2 T23 completed the podium. It had caught fire during the morning practice session and nearly brought Wilton's season to an early (and costly) halt. The true spirit of the VSCC came into play when the car returned to the paddock and the club rallied around Wilton and Simon Frost, who helps run the car.

Soon Wilton had new fuel pipes, new HT leads and other pipes to help rebuild the car in time for the second race of the day.

"I didn't think I would get out again this season," explained Wilton. "We had a bonfire in practice under the bonnet. It was a remarkable effort by Simon and all the others involved to get us out in time for the race. To finish third is amazing after the day we went through."

Edward Williams took victory in the Frazer Nash race, chased by Tom Waterfield's similar Super Sports, which set the fastest lap. Dougal Cawley was third in his GN/Ford Piglet.

JACK GIORDMAINA



# Jersey and Guernsey wins for Willis and Warwick

BOULEY BAY AND VAL DES TERRES HILLCLIMB BRITISH HILLCLIMB CHAMPIONSHIP JULY 19, 21

Reigning British Hillclimb champion Trevor Willis maintains a healthy lead in this year's standings after a busy four rounds in the sunny climes of the Channel Islands last week.

Worcestershire driver Willis, driving a V8-powered OMS 28, took first place in both Top-12 run-offs at Bouley Bay in Jersey on Thursday, beating local man Jason Mourant, driving a Gould GR55, into second place on both occasions.

Second-placed championship contender Will Hall, driving a Force WH,

set the fastest time during practice, but he subsequently suffered gearbox issues and did not compete in either run. Scottish driver Wallace Menzies, who is currently lying third, took a fourth and third finish to maintain his position in the standings.

The BHCC 'circus' then moved wholesale across to Val des Terres in Guernsey, and it was local driver Darren Warwick who stole the limelight by winning the first run-off in in the morning with a time of 27.87 seconds in his 1999 Dallara F3 car. He beat 2014 British champion Alex Summers — at the wheel of his new DJ Firestorm — into second place and a resurgent Hall into third.

A smiling Warwick said: "This is the first time I have driven here this year and to beat such stiff opposition from the



mainland in a heavy car like mine, with its two-litre Vauxhall engine, only four-speed gearbox and absolutely no electronics at all, is simply fantastic. I am absolutely delighted with the result."

Having overcome his transmission issues, Hall went on a charge and took the afternoon run off with a time of 27.78s. That put Richard Spedding into second place with a time of 27.87s in his diminutive GWR Raptor. Summers pipped Menzies by one hundredth of a second to secure third place.





"It was very disappointing not to get any points at all in Jersey and I've now lost all of my dropped scores, so I may struggle when all of the scores are evened out," said Hall after his troubles. "But the car went really well here and I will continue to keep trying and pushing hard for the rest of the season."

Local woman Jackie Le Cheminant was in fine form and was absolutely thrilled having secured her first British championship point with a 10th place finish in her Rubis OMS single-seater in the morning run off.

After the four Channel Island rounds Willis is leading the championship with 190 points, Hall is second on 164 and Menzies is third with 149.

Guernsey driver Martin Dorey celebrated the first birthday of his Fisher Fury 1600 Zetec SE by being the only record breaker of the meeting, setting a class record time of 35.99s.

Dorey broke the standing record of 36.15s he himself set this time last year, in what was then a brand-new car. TONY ADAMS

#### WEEKEND WINNERS

#### CADWELL PARK

ALL-COMERS HANDICAP Race 1 Roger Tushingham (MG N Type Special) Race 2 Christopher Mann (Alfa Romeo RL Targa)

ALLCOMERS SCRATCH

Julian Grimwade (Frazer Nash Single Seat)

FRAZER NASH

**Edward Williams** (Frazer Nash Super Sports)

**GARRY WHYTE RILEY HANDICAP** 

David Morley (Riley Special)

**INTERMARQUE TROPHY** Julian Grimwade

(Frazer Nash Single Seat)

**MELVILLE TROPHY FOR PRE-WAR SPORTS** Dougal Cawley (GN/Ford Piglet)

SPERO AND VOITURETTE TROPHY Christian Pedersen (Austin 7 Special)

STANDARD AND MODIFIED PRE-WAR SPORTS William Mahany (HRG Le Mans Model)

VINTAGE AND PRE-1961 Mark Gillies (ERA R3A)

For full results visit: theresults.co.uk



#### **BOULEY BAY**

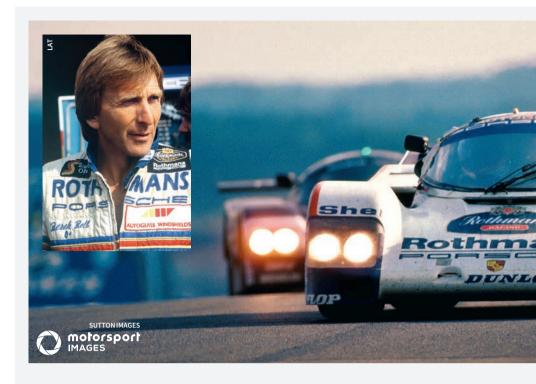
**BRITISH HILLCLIMB CHAMPIONSHIP** Round 19 Trevor Willis (OMS 28) Round 20 Trevor Willis (OMS 28)

#### VAL DES TERRES

BRITISH HILLCLIMB CHAMPIONSHIP Round 21 Darren Warwick (Dallara F399) Round 22 Will Hall (Force WH)

# トエツ り Z I S I Z L





# **ICONIC SPORTSCAR COM**

Porsche and Derek Bell. It was a special partnership, a combination that helped the Briton secure four of his five Le Mans victories and two world sportscar championships in the heyday of Group C machinery.

In Derek Bell — All my Porsche races, journalist and author Richard Heseltine presents Bell's manuscript with detailed accounts of every race in which he drove one of Stuttgart's finest.

Readers are transported from Bell's early days, racing 917Ks for the JW Automotive squad, to the tension of battling for a maiden world sportscar title in 1985. There's also the glory of securing his first Le Mans triumph with the works outfit in '81 — his second overall victory after winning the race for the first time in '75 alongside Jacky Ickx in a Mirage — to taking on the French endurance classic alongside his son Justin.

A strength of the book is Bell's assessment of other competitors that he worked and fought alongside. We learn

how he believes team-mate Stefan Bellof's natural ability was hindered by immaturity, as well as how Bell's close relationship with Al Holbert was strengthened while they competed together in IMSA events. We are also given a fascinating insight into one of the strongest sportscar driver pairings: Bell competing alongside Ickx in the Rothmans Porsche 956.

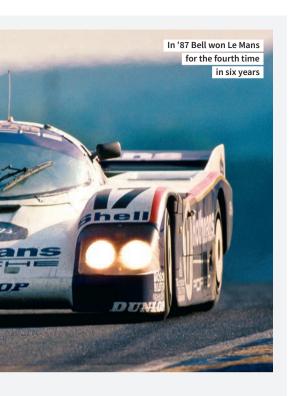
Bell's recollections are brought to life with stunning images that chart the progression of the Porsche programme and showcase the relaxed atmosphere of the early to mid-1980s sportscar era. The comparative lack of technology offers a refreshing change to today's complex World Endurance Championship in terms of regulations.

All my Porsche races offers great reading for those who already possess excellent knowledge or interest in Group C sportscars. But the more casual reader may feel as if important details are missing and that stops you from really understanding the





DIEDODE



## **BO EXPLORED**

category and cars in-depth.

By only describing Bell's races with Porsche, the book also feels jumpy, and readers may be left wondering what happened to Bell and to the manufacturer in the years that are not covered here. We are also only offered a glimpse of the series' controversial fuel changes in the mid-1980s that led to Porsche boycotting the '84 running of Le Mans, the manufacturer having disagreed with the Automobile Club de l'Ouest. A 15% reduction in fuel was originally planned for '84; the German squad had invested heavily in fuel efficiency, only for the regulation changes to be pushed back a year.

Meanwhile, Tom Walkinshaw's Silk Cut Jaguar programme, which stole Porsche's thunder in the WSC, is given only brief mention in relation to Bell's involvement with the German marque.

Bell's comments are insightful, but we're rarely given an idea of what events included in the book are considered to be the most significant. Covering every race provides some depth, but it takes space away from the bigger races in his career that could and probably should have been given more room and expanded on by Heseltine.

So, Derek Bell — All my Porsche races is an insightful scrapbook of his time with the manufacturer. But that's really all it is.

If you're a Porsche or Bell fan and look back on this era with fondness, it's a great addition to the collection. But for newcomers hoping to learn more, there are gaps left for other sources to fill.

LUKE CHILLINGSWORTH



COLUMN MARKET AND

....

ABOUT THIS PROGRAM



#### BLANCPAIN GT SERIES ENDURANCE CUP LIVE RACING

We're off to the iconic Spa-Francorchamps circuit for 24 hours of racing. From 1600 on Saturday afternoon, tune in for Lamborghinis, Ferraris and Bentleys going toe-to-toe through Eau Rouge. You'll also get to watch six-time grand prix winner Riccardo Patrese make his racing comeback in a Honda NSX GT3. Go to https://bit.ly/2voSMP7

#### THIS WEEKEND'S EVENTS

### INTERNATIONAL MOTORSPORT

#### **Hungarian GP**

Formula 1 World Championship Rd 12/21

Hungaroring, Hungary **July 29** 

Live Sky Sports F1, Sunday 1230. Radio BBC Radio 5 Live, Sunday 1400.

Highlights

Channel 4, Sunday 1845



#### Formula 2

Rd 8/12

Hungaroring, Hungary **July 28-29** 

**Live** Sky Sports F1, Saturday 1530, Sunday 1015

#### **GP3 Series**

Rd 5/9

Hungaroring, Hungary **July 28-29** 

**TV** Live Sky Sports F1, Saturday 0910, Sunday 0905

#### **Porsche Supercup**

Rd 6/9

Hungaroring, Hungary **July 29** 

Live Sky Sports F1, Sunday 1130. Eurosport 2, Sunday 1145

#### Rally Finland World Rally

Championship Rd 8/13

Jyvaskyla, Finland **July 26-29** 

TV Live BT Sport 1, Thu 1800, Fri 1800, Sun 0730, 1100. Red Bull TV, Sat 1345. Live coverage on

wrc.com. All Live service via WRC+.

Highlights
Motorsport.tv,
Fri, Sat, Sun 2230.
Channel 5, Tue 1900

#### **IndyCar Series**

Rd 12/16 Mid-Ohio, USA July 29

Live BT Sport ESPN, Sunday 2000

#### **Indy Lights**

Rd 8/10

Mid-Ohio, USA July 28-29

#### Spa 24 Hours

Blancpain GT Endurance Rd 4/5

Spa, Belgium

July 28-29

TV Live

Motorsport.tv, Sat 1300. Eurosport 2, Sat 1515, 2100. Eurosport 1, Sun 0730. Eurosport 2, Sun 1345

#### **European F3**

Rd 5/10 Spa, Belgium July 27-28

**Live** BT Sport 1, Friday 0945, 1345, Saturday 0800

#### Formula Renault Eurocup

**Rd 6/10** Spa, Belgium

July 27-28

**Live** BT Sport 1, Fri 1445, Sat 1030

#### NASCAR Cup

**Rd 21/36** Pocono, USA

July 29

TV Live Premier

Sports, Sunday 1900

#### Japanese F3

Rd 4/8 Okayama,

Okayama, Japan **July 28-29** 

#### **UK MOTORSPORT**

#### Kirkistown 500MRCI

July 28

Road Sports, Ford Fiesta Zetec, FF1600, Saloon/GT, Formula Vee, Formula Libre, Strykers, Ginetta Jr

#### **Snetterton BARC**

July 28-29

British Touring Car Championship, British F4, Porsche Carrera Cup, Renault Clio Cup, Ginetta GT4, Ginetta Junior

**Live** ITV4, Sunday 1030

#### Cadwell Park 750MC

July 28-29

Clio 182, BMW Car Club, Locost, MR2, RGB Sports 1000, Roadsports, 750 Formula, Historic 750 Formula, Sport Specials, Classic Stock Hatch, Hot Hatch, MX-5 Cup

## Silverstone BRSCC

July 28-29

FF1600, Mazda MX-5, Alfa Romeo, Fun Cup, Track Attack

## **Donington Park MSVR**

July 29

Porsche, Welsh Sports/Saloons, XK/'50s Sports, Pre-'66 Jaguars, GT Challenge, Inter Marque, Pre-War Team Challenge



#### FROM THE ARCHIVE

Brian Redman makes way for co-driver Jo Siffert during the 1969 Nurburgring 1000Km. The pair's Porsche 908/2 dominated the race, starting from pole (thanks to Siffert's 8m00.2s qualifying lap) and leading home a procession of similar cars filling the top five positions. The lone Ferrari 312P of Chris Amon/Pedro Rodriguez put up a valiant fight against Porsche's massed ranks (setting an 8m03.3s fastest lap in the Kiwi's hands), but succumbed to an electrical problem.





#### **TEST YOUR KNOWLEDGE**

QU17



#### WHO IS THIS?

This lowlander became a national hero. but has now been eclipsed by a brighter son (sic).

He was a gem of a youngster before taking a hometown team to the top of a foreign tertiary series. This led to an outing on the Atlantic coast that showed a new wave was washing onto the shores.

He was rushed into the big time by accident, and against the greatest of his generation he was left wanting. He was on fire in Germany, however.

Left without a drive, he was forced to the back of the grid, where he would spend most of his career, occasionally punching above his weight, especially when conditions levelled the field.

When top-line opportunities ran out, he represented his country on the world stage and helped another local team boss the second-class of an endurance championship.

#### ON THIS DAY

- Daniil Kyvat finished second on this day in the 2015 Hungarian GP, but who was the first Russian to stand on an F1 podium?
- 2 Jaime Alguersuari made his F1 debut on this day in 2009? How old was he?
- **3** Today is Emilio de Villota's birthday. How many grands prix did he start?
- 4 Nobuharu Matsushita claimed his first GP2 win on this day in 2015. How many Japanese drivers won races in that series?
- 5 How far off pole was Ayrton Senna for the 1992 German GP, which took place on this day with an all-Williams front row?

NAME THE HELMET

#### LAST WEEK'S ANSWERS

**Who, what, where, when** Takuma Sato, Amlin Aguri Spark-Renault, Beijing, September 13 2014. **Who is this?** Felipe Massa. **On this day** 1) Tom Pryce. 2) 1982 British GP. 3) Williams. 4) Lee Petty. 5) Ryan Sharp. **Name the helmet** Dario Franchitti.

# **NEXT WEEK'S ISSUE** HUNGARIAN GP: ALL THE ACTION motorsport

# **MAUTOSPORT**

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