

F1 BRITISH GRAND PRIX SPECIAL

 **AUTOSPORT**

HAMILTON CONQUERS SILVERSTONE

Fifth British GP win matches Clark and Prost



...AS FERRARI SUFFERS TYRE DISASTER



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Hamilton steps up a gear on home ground

LEWIS HAMILTON'S DECISION TO MISS LONDON'S Formula 1 Live event (an interesting new initiative to be welcomed) was a mistake. But, given his dominant victory at Silverstone and the reception he got from the crowd, most of his fans don't care.

Hamilton's pole lap – more than half a second quicker than anyone else – and subsequent drive to British Grand Prix win number five was his most Mansellesque Silverstone performance yet. And he has now matched the five British GP successes of Jim Clark and Alain Prost – and Nigel Mansell's tally of five victories on home soil (including the 1985 European GP at Brands Hatch).

More important from Hamilton's perspective is that his fourth win of 2017, combined with a troubled weekend for main rival Sebastian Vettel, means he is just one point behind the Ferrari ace in the drivers' championship.

The momentum is now with Lewis and Mercedes. The team seems to be getting on top of the tricky F1 Wo8 and, as Edd Straw shows in our British GP report (page 16), Hamilton only gave a brief glimmer of the car's pace last Sunday. Even though the Hungaroring at the end of the month should suit Ferrari better, the famous Italian squad is going to need to find something over the summer break if Hamilton is to be prevented from marching to a fourth world crown.

• Next week, we celebrate half a century of F1's greatest engine, the Cosworth DFV. Twelve drivers' crowns and 10 constructors' titles ensure that there will be plenty of interesting stories to tell.



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Sutton Images

COVER STORY

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NIGEL ROEBUCK

Clark's final British victory

IN ONE RESPECT, ANYWAY, THE 1967 British Grand Prix was not dissimilar to the one just past, in that we had the winner we all expected. Fifty years ago the Silverstone crowd almost dared Jim Clark to lose, as would later be the case with Nigel Mansell, as today with Lewis Hamilton.

I think of 1967 as the last simple year in Formula 1, when the cars, uncluttered by wings and other aerodynamic devices, were things of simple beauty, and – devoid of commercial sponsorship – still raced in their country's national colours. If PR stood for anything, it was Puerto Rico.

By the standards of today, Formula 1 was all rather minimalist. To look after two cars, Dan Gurney's Eagle team employed just five mechanics, one of whom was Jo Ramirez; working at Cooper was another young mechanic, who would later employ Ramirez: one Ron Dennis.

I set off for Silverstone in a state of high excitement, not least because I would get to see Clark again. Already I had watched non-championship races at Brands Hatch, Oulton Park and Silverstone, but Jimmy had been at none of them, for he was spending a year in Parisian tax exile, and allowed but one short visit to the UK. This obviously would be for the British Grand Prix, for

which, as ever, he stayed at The Green Man.

Although it has long been *de rigueur* for Formula 1 drivers to live in Monaco, Clark's move was seen at the time as quite radical, but the tax regime in Harold Wilson's Britain was punitive – indeed Jackie Stewart was in the process of moving permanently to Switzerland. "It had occurred to me," he said, "that, nine weekends out of 10, I was risking my life for the Chancellor of the Exchequer."

And risking his life he certainly was. For most of the season Chris Amon was Ferrari's only representative, for Lorenzo Bandini had died atrociously at Monte Carlo, and Mike Parkes – winner of the International Trophy at Silverstone in May – was fortunate to suffer only severe leg injuries when thrown from his somersaulting car at Spa. In 1967 Stewart's BRM was the only car on the grid with seat belts.

Given that in those days British sporting events were run on Saturday, practice at Silverstone began on Thursday morning, and I was in place at Becketts by eight. Round they came eventually, and for the first time I heard a Cosworth DFV.

In truth, it sounded pedestrian compared with the cultured V12 scream of Ferrari, Honda, Cooper-Maserati and Eagle-Weslake, but patently it had more than the legs of them,



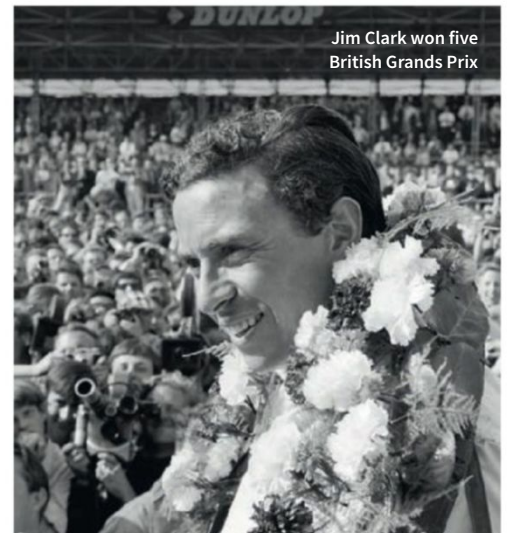
Lotus 49 was a wilful beast in its early form

and Clark headed Gurney by eight tenths. The following day he improved by more than a second, with team-mate Graham Hill next up.

If the Cosworth V8 was the best in the place, such could not be said of the chassis in which it was mounted. Colin Chapman's Lotus 49 was developed into one of the great Grand Prix



The Brabham was wider than it looked...



Jim Clark won five British Grands Prix



LAT IMAGES

cars, but while at its most beautiful in 1967 – green, devoid of wings – it was at that time a wilful thing to drive. As they came by me, Jimmy and Graham were sometimes in terminal understeer, sometimes in opposite-lock slides, the shortcomings of the chassis amplified by the ‘light switch’ characteristics of the early DFV. As Clark put it, “Life can get a bit hectic at the exit of a corner when it suddenly hits on all eight...”

Four hundred horsepower may not sound like much today, but it looked like plenty when downforce was unknown, when tyres were treaded, narrow, primitive.

Coming to Silverstone Denny Hulme led the championship, followed by Jack Brabham, Pedro Rodriguez, Amon and Clark. “The 49 was proving pleasingly unreliable,” Denny said, “but we all knew that if it held together at Silverstone, the rest of us were in a different race.”

So it proved. Clark’s brief visit to England was like the plunder of a pirate: fly in, take the pole, win the race, fly out. His public could have wished for nothing more.

Hulme finished second, 3.8s ahead of Amon, whose race-long battle with Brabham was the highlight of the afternoon. Sometimes the phrase ‘track limits’ brings it back to my mind.

“As we sat in the endless queues that evening, none could have imagined we would never see him in Britain again”

“It was one of the most enjoyable races I ever had,” Chris said, “but frustrating, too. Every lap I’d come out of his slipstream before Stowe, and then have to drop back in again, because the Ferrari just didn’t have the steam to get by.

“Old Jack was adjusting his mirrors early in the race – in fact, one came off, and whistled past my head! He lost the other one, too, and I’ve never known whether he was adjusting them, or trying to tear them off! Afterwards he said he was very sorry, but he had a wheel out of balance, and the mirrors were shaking.

“It was a very wide car, that Brabham, and Jack was throwing everything in the book at me: stones, grass, dirt – and mirrors, of course! I finally got him into Copse after he’d run a bit wide out of Woodcote on lap 77, with three to go...”

The crowd loved it when the Ferrari made it by, but their main focus was on the #5 Lotus,

and they stood as it took the flag. The British Grand Prix had been won, for the fifth time, by a shy man, and it was a race, like others without number, that had surrendered to him from the start. As we sat in the endless queues that evening, none could have imagined we would never see him in Britain again.

By then, indeed, Jimmy had already left the country, and – like Brabham, Hill, Rindt and others – was en route to Austria for the Formula 2 race at Tulln-Langenlebarne the following day. Probably it was the last thing he needed just then, but you couldn’t let people down, could you? He never did. ✂

SPECIAL FEATURE NEXT WEEK

Roebuck on what made the DFV racing’s greatest engine



FORMULA 1

Shield needs work as Vettel

THE FORMULA 1 STRATEGY GROUP WAS due to discuss the shield cockpit-protection device yesterday (Wednesday) after Sebastian Vettel briefly trialled a prototype version at Silverstone last week.

The Ferrari driver completed one lap during first free practice at the British Grand Prix, but abandoned plans for a longer run because of problems with vision. The FIA is resolved to introduce some form of head protection in 2018, and is continuing to evaluate the shield as well as the halo, which was extensively trialled last year.

“I got a bit dizzy,” said Vettel. “The forward vision is not very good. I think it’s because of the curvature, you get quite a bit of distortion. There was a lot of downwash down the straight, coming off the back of my helmet and pushing my head forward. We had a run planned with it, but I didn’t like it, so we took it off.”

While some took this to be the death knell of the shield, this was only a development version and it will be possible to improve the visibility. The shield concept remains F1’s favoured direction but, with time short to work on the design ahead of next season, the halo remains as a fallback and could be used either on an interim or permanent basis. But the halo is not as effective as a working shield would be – while it would be effective in protecting from large objects such as tyres, it would only protect drivers from 17% of small objects.

Red Bull team principal Christian Horner,

whose team proposed the aeroscreen design that was trialled at last year’s Russian Grand Prix but is understood not to be able to provide the intended protection thanks to deflection, said that the shield “feels too immature in its concept at the moment to introduce for next year”. But Autosport technical expert Gary Anderson believes the shield is the best direction of those that have been considered by F1, and he says problems with vision can be tackled.

“This is the right path to go down, and if we think of this as step one it gives F1 something to work on and refine,” said Anderson. “While it didn’t look bad, I’d like to see the button pressed to reduce it to around 80% size. Currently, it goes out to the edge of the headrests, but all you need to do is to give the driver enough of an opening to get out and clear the steering wheel as demanded by the rules.”

“The curvature is a concern. To achieve that shape, you will be looking through variations in thickness, and that means there is a danger of visual distortion. Effectively, you will see things different going through Eau Rouge going uphill compared to on a normal piece of track. It might well be necessary to flatten out the design a little to prevent that, even if it does make it more boxy and less attractive.”

“The key now is that the further research is done to understand how to evolve the shield through steps two, three, four to get the best possible design.”



LAT IMAGES

Wettel feels 'dizzy' in trial

The drivers remain mostly supportive of such head protection publicly, although there are some dissenters such as Nico Hulkenberg. But there are more who privately have reservations that further enclosing the drivers goes against the spirit of F1, meaning that support is perhaps not as broad as it may seem.

But the FIA, which is very conscious of the fact that the driver's head remains vulnerable, despite a trend since the deaths of Roland Ratzenberger and Ayrton Senna at Imola 1994 to envelop the driver ever more tightly in the cockpit, is very unlikely to relent on this course of action. The halo design is a viable fallback option, with dummy versions trialled by all drivers in 2016. So, while it's possible that the introduction of such head protection could again be deferred (originally, it was hoped the halo could be adopted this year), the FIA will be keen not to be seen to dither over such a significant safety step.

Developing the shield to the point where it is usable, which could certainly be possible using more advanced materials and a modified design, would appeal more to the traditionalists. While the halo is obtrusive and unsightly, the shield is far more discreet. That, on top of the

fact that it would also be more effective, makes it a very appealing option.

But that depends on the development work that goes into it. The FIA Institute has been working on various concepts for head protection for over five years and tested a jet-fighter canopy in 2011, and its rigorous approach will underpin the development of the shield and any potential decision to introduce it.

But it is worth asking whether or not, with the shield enclosing so much of the cockpit but leaving an opening at the top to allow ingress and egress and satisfy the need for F1 to remain an open-cockpit formula, it would make more sense to return to considering a fully-enclosed design. This is exactly the kind of questions F1's new proprietors need to evaluate very carefully.

“This is the right path to go down, work on and refine”

Leclerc to get Hungaroring Ferrari test

Formula 2 sensation Charles Leclerc will drive for Ferrari at the post-Hungarian Grand Prix test at the Hungaroring on August 1-2. The Monegasque, who dovetailed Friday free practice duties for Haas with winning the GP3 title in 2016, has taken all six pole positions as an F2 rookie and five wins.

EDD STRAW

➔ P13 WHEN SHOULD FERRARI PUT LECLERC IN F1?

WILLIAMS MAN ON BRAWN TEAM...

Williams sporting manager Steve Nielsen is the latest to shore up F1 sports chief Ross Brawn's new team to help define the future direction of the category. Nielsen will be tasked with providing input on the day-to-day running of F1 teams, and a role in framing rules, after leaving Williams on July 31. In turn, Williams has recruited McLaren's Dave Redding as team manager.

...AND GAMERS COULD JOIN TOO

Meanwhile, Brawn has revealed that he could enlist the help of gamers to trial new rules for F1's future. "There is a huge community of eRacers out there through whom we could potentially put different environments and different changes to the way we race," said Brawn. "We can get them to tell us whether the racing has improved or not. In the eRacing community, if we change the aero property of the cars and that is fed into their community, does that create a better race or not from their experience? It's not that far removed from the simulators the real teams use."

WARWICK, CHANDHOK ARE JUDGES

Ex-F1 drivers Derek Warwick and Karun Chandhok have been given seats on the FIA committee that decides driver ratings in sportscar racing. The subject is a hot topic as, for example, there are limits on the number of gold and platinum drivers allowed in cars in LMP2, LMP3 and much GT3 competition. "There are 2700 drivers on the categorisation list and for the majority it is clear cut, but in five or 10% of cases there is a question mark and that's where the FIA felt that they could do with a bit of driver expertise," said Chandhok.

GUTIERREZ RECOVERS AFTER CRASH

Mercedes DTM racer Robert Wickens was foiled again in a potential last-minute IndyCar race debut at Toronto last weekend. The Canadian was on standby for Esteban Gutierrez at Dale Coyne Racing after the ex-F1 racer had concussion-like symptoms following a qualifying crash, but Gutierrez was cleared to race. Wickens took part in free practice at the recent Road America round while Mikhail Aleshin cleared immigration hurdles after racing at Le Mans.

ALESHIN DROPPED FROM SPM

Aleshin may have got the right stamps a few weeks ago, but the accident-prone Russian was ditched from the Schmidt Peterson Motorsports line-up for last weekend's Toronto race for reasons undisclosed by the team. He was replaced by Colombian Sebastian Saavedra (below), who finished 11th on his first non-Indy 500 start in the series since 2015.



Q&A

CALLUM ILOTT SILVERSTONE F2 DEBUTANT



The Formula 3 European Championship star made a last-minute, one-off F2 debut at Silverstone last weekend with Trident. The Briton qualified 15th out of the 20-car field, and took a best finish of 15th.

Was this a bid to gather information for 2018?

It's just generally learning everything in terms of approach, pitstops, the starts and that – it's good to experience it. Getting information is not so much of a thing, it's more what I can take out of it.

How was the racing?

In race one, I learned quite a lot and to be honest the pace wasn't so bad [after starting from the pitlane because of problems on the grid]. Race two was better for me because I was with everyone. I got to see and stick to the pace that other people were at. During the race I felt I had a bit more pace than the guys in front. I managed the tyres quite well, I think. But I couldn't get past.

Any chance of an F2 seat with Prema [Iloft's F3 team] in 2018?

Possibly but we haven't discussed it. This weekend helps, not necessarily in results, but in terms of experience and for the upcoming stuff so at least I've got the experience. We've also got the new car coming next year so there's always a possibility like we had in F3; we've sort of lost the edge they had last year a little bit this year with the upgraded cars. So, there's always that possibility but they're the team to be with and a lot of guys will want to go there.

Are you satisfied with the weekend?

I'm pretty pleased. Again it's more of a learning thing but at least I finished both races with no damage. It's been a successful learning thing.

ALEX KALINAUCKAS

FORMULA 2

More details of new F2 racer revealed

FORMULA 2 BOSS BRUNO MICHEL has clarified which mechanical parts will be retained on the new car the Formula 1 support series will introduce in 2018.

F2, formerly GP2, has used its current Dallara-built GP2/11 chassis since 2011, but the new car will keep a number of parts from the old machine in an attempt to save money for the teams.

"Mainly the gearbox – it's not going to change, maybe one part [will] – but the rest is going to be exactly the same," Michel explained to Autosport. "The brakes are not going to change as well and the uprights are not going to change, and all the rear suspension is the same – all those mechanical parts. But all the aerodynamics are going to be new."

Testing for the new car will start later this month, and it will be revealed for the first time at the Monza F2 round in September. It will resemble the aggressive style of the current F1. But, for now at least, it will not feature any form of cockpit-protection device.

"It's not on the new car and we discussed that with the FIA," said Michel when asked about the chances of a 'shield' device being included on the new car. "If we want to add it on we will need to make some modifications on the monocoque, but we will be able to fit it in."

The application process for teams wishing to enter F2's next three-year cycle has also opened, with Michel explaining that "all our present teams, teams coming from other categories and teams who want to create something from scratch" have made approaches about taking part from 2018.

But the Frenchman, who added that F2 will be contacting the applicants this week to ask for background information to ensure that they can commit to the



three-year cycle, is not expecting to immediately reach the 26-car grid figure it enjoyed for much of its time as GP2.

"We will be aiming for what the market can support now and we need to be quite careful, because in the past having 26 cars was not a problem; now the market is a little bit more difficult," he said. "So I don't think we'll go with 26 cars, at least for the first year. Now we've got 20 cars, probably we'll go to somewhere between those two figures."

The Silverstone round last weekend featured a timetable change, with practice for F2 and the feeder GP3 Series taking place on Thursday. Reaction was mixed, with Oliver Rowland describing it as "a bit boring to sit around for two days doing nothing"; but he did add that it was good to drive in similar temperatures, due to consistent session timings, across the weekend.

"It's got its pros and cons," said Arden general manager Julian Rouse. "But it doesn't really make much difference. There's always going to be benefits and negatives but it gave us more time."

ALEX KALINAUCKAS



LAT IMAGES



F1 LIVE LONDON Stars and cars of Formula 1 took to the streets of Central London on Wednesday last week as a curtain raiser to the British GP. Of the current 20 F1 drivers, only Lewis Hamilton did not attend. Those who got behind the wheel included Sebastian Vettel, who drove a 2015 Ferrari, Valtteri Bottas ('15 Mercedes), and Daniel Ricciardo, who entertained in a '11 Red Bull. Lance Stroll, Carlos Sainz Jr and Pascal Wehrlein steered '14 Williams, '13 Toro Rosso and '13 Sauber respectively. Highlights from the past included a 1991 McLaren-Honda with Stoffel Vandoorne up, and Rene Arnoux in a 1977 Renault RS01 (above) on the 40th anniversary of the turbo car's race debut. **LAT**

FORMULA1

Vasseur takes helm of troubled Sauber team

FORMER RENAULT FORMULA 1 CHIEF Frederic Vasseur began work at Sauber's headquarters at Hinwil this week after accepting the role of team principal as well as managing director and CEO of Sauber Motorsport AG.

The Frenchman takes over from Monisha Kaltenborn, following her departure shortly before the Azerbaijan Grand Prix due to "diverging views" over the team's future.

"I've been impressed by the facilities in Hinwil and by the talent and ambition of the workforce," said Vasseur, who split with Renault during the off-season by mutual consent because of a "different vision" within the management team.

"I look forward to complementing the team, and drive all people in the right direction in everything they do."

Vasseur is believed to have met with team personnel, including the drivers, on Monday. He has said his first job will be sorting out what to do about Honda.

Sauber and Honda announced a

partnership from 2018 earlier this year, but the deal has been thrown into doubt. It is believed that owner Longbow Finance is weighing up the possibility of sticking with Ferrari or teaming up with Mercedes. For the latter to happen, Sauber would require special dispensation from the FIA as Mercedes already supplies the maximum number of teams — three — as per the regulations.

Speaking to French newspaper *L'Equipe*, Vasseur said: "The Honda question is on the table — it's the first one I'm going to work on. We need to take care of this quickly. In light of what I hear from McLaren, it can be scary."

Vasseur said he has been given the resources by the owners to help lift the team, which is currently ninth in the constructors' championship with five points, back up the grid: "Longbow is investing a large budget in the project. They've got a precise plan over several years. I have free rein to run this project."

LAWRENCE BARRETTO



DTM

NO MORE RACING AT LAUSITZRING

GERMANY'S LAUSITZRING circuit will be closed to the public after the 2017 season.

The venue, built at the turn of the century to host Champ Car on its two-mile tri-oval, only hosted American open-wheel racing twice, but it has been a staple on the DTM calendar since 2000. It has been sold to automotive safety company Dekra, which plans to run it as a test facility for road car innovations.

The circuit is infamous for being the scene of the accident where Alex Zanardi lost his legs in 2001, while Michele Alboreto was killed earlier that year in an Audi sportscar test on the adjacent extended test track.

Single-seater racing returned to the oval in 2005 when the German Formula 3 Cup took the radical decision to race there. But following a heavy crash that left Joey Foster in hospital with back injuries in '06, the series did not use that layout again.

The DTM's first races there in 2000 were cancelled due to bad weather, and the series experimented with including the oval's first corner in '03. But the idea was canned following two high-speed accidents on the first day of practice.

The circuit retained reminders of its brief Champ Car past with small touches such as original billboards and placing the driver garage signs on the back of its main grandstand, which towers over the venue and offers a clear view of the whole track.

Jamie Green (below), Gary Paffett and Bernd Schneider share the DTM wins record at the track, on three apiece.

GLENN FREEMAN



IMSASPORTSCAR

Penske comes clean on Acura sportscar project

THE WORST-KEPT SECRET IN AMERICAN motorsport is finally out: Penske will return to endurance racing in the Daytona Prototype international division of the IMSA SportsCar Championship with Acura in 2018.

The wraps finally came off a project that has been rumoured for the better part of a year last week. Penske had never made any secret of its desire to return to the sportscar ranks and Acura has been expressing an interest in the DPi concept since last year.

Now they have announced that Penske will field a pair of DPis based around the ORECA 07 LMP2 design and powered by a version of the 3.5-litre twin-turbo V6 from the Acura NSX GT3 car in the full IMSA series next year. The project has been under way for some time and the first tests of a car that will be known as the Acura ARX-05 will be undertaken soon.

"Sportscar racing has been an integral part of Team Penske's heritage, from our first race at the Daytona 24 Hours in 1966 to running the American Le Mans Series in the late 2000s [with Porsche's LMP2 RS Spyder]," said Roger Penske. "Reviving a Team Penske sportscar programme has always been a goal, but to do so required strong and successful partners like Honda and Acura."

IMSA boss Scott Atherton described the deal as "monumental" and "one of the most significant developments" in the class's one-year history.

The driver line-up for the Acura IMSA programme is likely to include Juan Pablo Montoya, who is now racing only part time for Penske in IndyCar. Helio Castroneves (with Penske, above) has also been linked to move into sportscars from the team's IndyCar squad.

CHARLES GODFREY



FORMULAE

BMW firms up factory effort

BMW HAS ANNOUNCED THAT its full factory Formula E effort will be run by the Andretti squad.

The manufacturer has been working with Andretti in the series since early 2016, and confirmed last September that it was evaluating a full works FE effort. It was accepted by the FIA in March as a powertrain provider from the 2018-19 season.

"Formula E has developed

fantastically as a racing series and, as a new, technology-based project, is perfectly suited to the BMW Group and BMW Motorsport," said BMW motorsport boss Jens Marquardt.

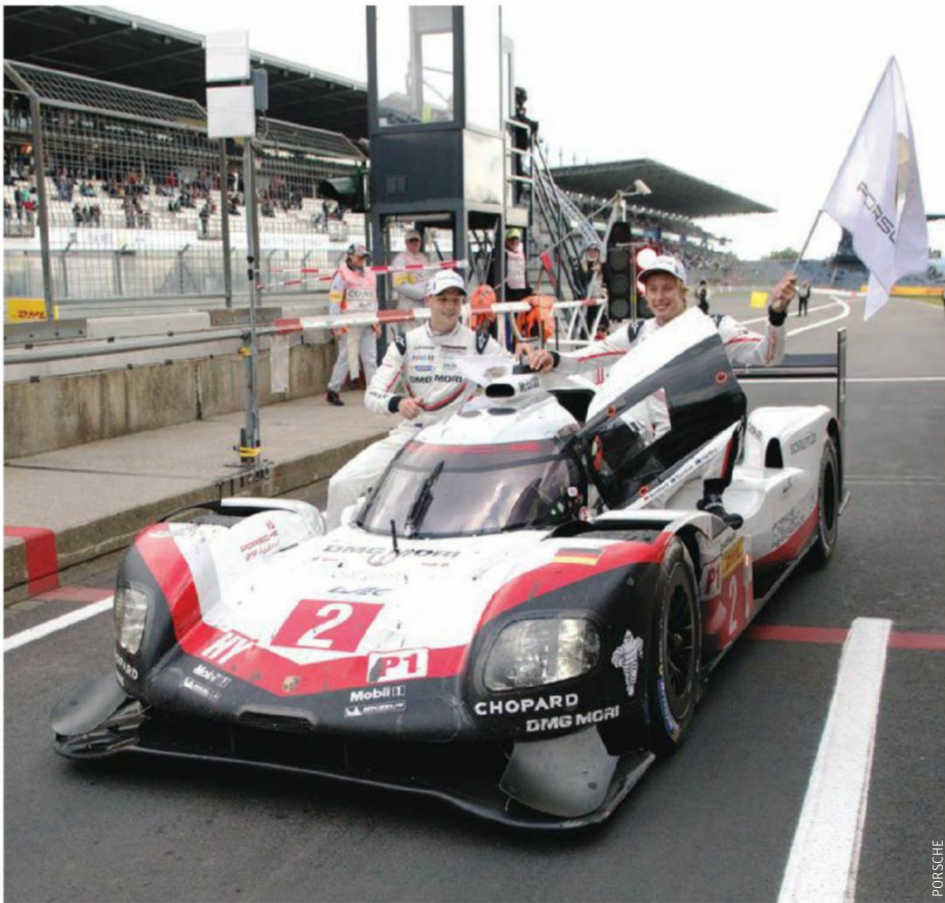
"Because it is very important for us to demonstrate our technological expertise, we have shown a firm commitment to this project through the registration of BMW AG as an official manufacturer and are facing

up to the growing competition there."

The squad is yet to score a podium this season, with Antonio Felix da Costa's fifth place in the opening Hong Kong ePrix its best result.

"The series represents a completely new challenge for us," added Marquardt. "Andretti is the ideal partner for this mission. The name needs no introduction."

JAMIE KLEIN



WORLD ENDURANCE CHAMPIONSHIP

D-day looms for Porsche

A CHANGE IN RHETORIC AT PORSCHE appears to be a bad omen for the future of the LMP1 division in the World Endurance Championship. When speculation began ahead of the Le Mans 24 Hours about its possible withdrawal, the German manufacturer was quick to reaffirm its commitment to the series through 2018. Now it has revealed that a decision on the P1 programme will be made before the end of this month.

That suggests the ground is being laid for a pull-out, one that will come sooner rather than later. It appears that Porsche, whose 2015-17 hat-trick of Le Mans wins has taken its tally in the French enduro to 19, is looking to go as early as the end of this season.

Porsche remained tight-lipped about its plans over the course of last weekend's Nurburgring WEC meeting. LMP1 team principal Andreas Seidl would only say it "would make the decision before the end of July". He wouldn't comment further, saying he wanted to focus on the weekend's race.

Should Porsche decide to go, it would be a bodyblow for the WEC, a series that has been vulnerable since Audi pulled out at the end of last season. The next rules cycle isn't due to come into force until 2020 and it is implausible that a new manufacturer might join the P1 ranks before then.

That would leave Toyota to race on alone as the sole manufacturer in P1 for a minimum of two years. It has a firm commitment until the end of 2018 and said at the beginning of this

season that it will stay in the WEC until the end of the current cycle.

But Toyota LMP1 technical director Pascal Vasselon warned that the commitment through 2018 had been made in the expectation that Porsche would be on the grid. "At the moment, with the situation we know, our management has committed to next year," he explained. "We will rethink our strategy when the conditions change: I cannot elaborate more on something that has not materialised."

Toyota bills its WEC involvement as a research-and-development programme, but that doesn't mean it doesn't want and need competition. "Sure we need competitors," said Vasselon. "Yes, we develop technology, but you know where you are when you have competition."

It may also need a competitor for a world championship title to be awarded in LMP1. The agreement between the FIA and WEC promoter the Automobile Club de l'Ouest stipulates a minimum of two manufacturers.

A Porsche pull-out may not mean the disappearance of the WEC moniker. The manufacturers and drivers in GTE Pro are now competing for an FIA world title, as opposed to the previous cup, so the series could presumably remain a full world championship under FIA rules.

But it would be a shadow of its former self if Toyota is racing out front trailed by a smattering of P1 privateers.

GARY WATKINS

IN THE HEADLINES

ROSENQVIST TO GET GANASSI TEST

Formula E race winner and Super Formula podium finisher Felix Rosenqvist was expected to get his second IndyCar test with Chip Ganassi Racing at Mid-Ohio this week. The versatile go-anywhere-drive-anything Swede hugely impressed the team with his first runout in the car at the same track last August.

AUTOSPORT INTERNATIONAL TICKETS

Tickets have gone on sale for next year's Autosport International, which takes place at the Birmingham NEC from January 11-14. The centrepiece of the show will be Ferrari, showcasing the team with its exotic sportscars to F1. Visit autosportinternational.com for details.

THE GREEN HELL ON DIGITAL RELEASE

The Green Hell, the documentary film released to celebrate 90 years of the totemic Nurburgring Nordschleife, has been given a digital release. It's available on iTunes, Google Play, Xbox, Amazon Video and Sony.

DE VRIES ON AUDI DTM STANDBY

McLaren junior and Formula 2 racer Nyck de Vries is on standby for Audi if 2013 DTM champion Mike Rockenfeller can't take up his seat for this weekend's Moscow Raceway round. Rockenfeller fractured a bone in his left foot in his recent heavy Norising crash, and has had a special bandage and orthopaedic racing shoe made.

VAIDYANATHAN FOR F3 WITH CARLIN

Indian Ameya Vaidyanathan will contest the remainder of the Formula 3 European Championship with Carlin. Vaidyanathan, who will dovetail F3 with his Euroformula Open commitments with the same team, takes the fourth car raced earlier this season by Jake Dennis.

SARRAZIN TEAM INTO SPORTSCARS

Versatile Frenchman Stephane Sarrazin is expanding his rally team into racing. Sarrazin Motorsport has ordered a Ligier JSP3 to campaign in the LMP3 class of the Asian Le Mans Series later this year, and plans to compete in European LMP2 competition next season with a previous-generation ORECA 05. It can also provide staffing and logistical support to non-hybrid LMP1 and LMP2 teams and plans a young-driver academy.

LOEB HURTS HIMSELF IN CHINA CRASH

Sebastien Loeb crashed out of the lead of the Silk Way Rally last Monday. The Frenchman rolled Peugeot's only latest-specification 3008 DKR Maxi out of the Russia-China event, which finishes in Xi'an on Saturday. He made it back to service but couldn't continue because of a finger and wrist injury. Loeb's Peugeot team-mate Cyril Despres took over the lead in an older 3008 DKR.





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Time to sign Leclerc

Formula 2 frontrunner Charles Leclerc has been so dominant that he must be a contender for an F1 seat – but with whom?

By Alex Kalinauckas, Assistant Editor

[@nauckas](#)

CHARLES LECLERC HAS BEEN THE RUNAWAY POINTS leader in the rebranded Formula 2 series so far in 2017. The Ferrari Academy driver scored his fifth win of the season at Silverstone last weekend, and three days later it was confirmed that he would drive the Scuderia's 2017 challenger in the post-Hungarian Grand Prix test.

So far this year – his rookie season in the Formula 1 support category, which hasn't had a first-time winner since Nico Hulkenberg in 2009 – he has racked up 188 points (team-mate and fellow Ferrari Academy member Antonio Fuoco has 23), a record-equalling six straight pole positions, and those five wins, four of which have come in higher-points-paying feature races. That is some streak.

Leclerc has been a high achiever in pretty much every category he has raced in – and that's quite a few, which is somewhat off-trend in an era of drivers skipping steps on the ladder. The Monegasque, a champion karter, was a race winner in Formula Renault 2.0 ALPS and European Formula 3 in 2014 and '15, and clinched the GP3 series title last year. Every step was part of a carefully thought out plan with his manager, Nicolas Todt, designed to make sure that if he makes it to F1 he will be as prepared as possible.

Taking that final step now seems inevitable. He already has F1 experience thanks to four Friday practice outings with Haas last season, and he drove Ferrari's 2016 car during the in-season test at Silverstone last year.

The 19-year old has a calm, almost analytical approach to his racing. He's very aggressive, but composed behind the wheel too; he's been relatively mistake-free in combat so far this season, and the badly misjudged move on Arden International's Norman Nato, which ended his sprint race in Monaco, is one of the few that springs to mind. That weekend did bring his emotions to the fore, and his disappointment at missing out on a home feature-race win was palpable in the pitlane when he retired with a suspension failure. Monaco wins are a rare thing, and losing out in front of his family and friends was clearly hard to take.

That he is able to keep a cool head in the heat of battle was evident at Silverstone when his Prema Racing-run car suddenly began to smoke dramatically from the rear. When the team didn't alert him to the issue Leclerc, who had spotted it on the TV feed on Silverstone's giant screens, asked them to check. Prema boss Rene Rosin admitted there was "a bit

of a panic" from his side at the thought of losing the race in such circumstances, but not from Leclerc.

All of that suggests Leclerc is a driver with immense mental strength, something that was confirmed in Baku last month. Just three days before qualifying, Leclerc's father Herve – a former F3 racer – passed away. Leclerc not only took pole and the feature win, which he dedicated to his father, but only lost out on a double because the track's long sectors meant he set a personal best after passing yellow flags.

Just think about that for a moment. Three days after the loss of his father and he produced arguably the most impressive display of his year so far – that's world-class stuff.

In many ways Leclerc is therefore the perfect Ferrari F1 race driver. Aside from the scarlet shoes he pairs with his Ferrari kit in the paddock – a great sartorial touch in the opinion of a writer with a love of white hi-tops – he's superfast, committed and extremely clever. But he's also refreshingly honest in an age when many up-and-coming drivers rely on their media training all too often. Does he

“In many ways Charles Leclerc is the perfect Ferrari F1 race driver”

think about a 2018 F1 seat? “Saying no would be lying,” he told me recently in an interview where he also said articles linking him with an F1 drive do make him wonder about the possibility of realising his dream. One he no doubt

had regularly while growing up with friend and mentor Jules Bianchi, driving karts at the Frenchman's father's track.

But, having built him up as the ideal candidate for the Scuderia, I wonder if that may not actually be the best destination for him in 2018. Should he be in F1 next year? Without hesitation, yes. But it would be unfair – perhaps even damaging – to subject him so early to the intense scrutiny that focuses upon the Italian team.

Ferrari found Bianchi a seat at Manor in 2013 – after Luiz Razia's cash failed to materialise – and, while that particular backmarker squad is no longer around, Ferrari supplies the midfield Haas operation, where he is already known. And Sauber could still yet run its engines if the rumours about the scotching of its Honda engine deal are correct.

If such a scenario should eventuate, then spending two years adapting to F1 makes sense for Leclerc, and a 2020 Ferrari seat would seem sensible. Although if he can make such a splash in a category with as steep a learning curve as F2, then don't rule out an instant impact if he does make the jump to the top tier next year. ✎



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FEEDBACK

British GP relies on army of volunteers

This weekend Lewis Hamilton matched Jim Clark's record of five British Grand Prix pole positions and victories, 50 years after the great Scot's last home win in 1967. But while records come and go, one thing remains constant: the dedication and expertise of our volunteers, without whom UK motorsport's premier event could not run.

From the orange army of trackside marshals to the rescue crews and from the scrutineers to the timekeepers, the UK's volunteers are second to none. On this occasion their great efforts really shone through in readying operations for track activity on Thursday at short notice.

Our sincere thanks to everybody who contributed to yet another successful weekend that showcased the best of British motorsport.

**Rob Jones, Chief Executive,
Motor Sports Association
Ben Taylor, Managing Director,
International Motor Sports**

Fans find lots to cheer about

What a shame that Christian Horner feels Silverstone's new pits were built in the wrong place and the paddock lacks atmosphere. Maybe he would like to come across to the other side of the track and find some atmosphere among the spectators? He could join us scrambling across unpaved surfaces to the general admission areas from which the low

elevations mostly afford a meagre view, or spend up to £400 on a seat in a primitive scaffold stand.

Despite this, spectators find more to cheer than grumble about. Silverstone does the best it can with the resources it has, and the off-track activities are much improved. From where I am sitting (Club, as it happens), hearing this whining from one of the beneficiaries of an investment that took all the money the circuit could afford and more, is galling.

**Stephen Chipping
By email**

'Hard and fair' is just dangerous

Watching the antics of Vettel and Verstappen in the British GP, I find myself increasingly with a minority opinion. Running people off the road when they are trying to overtake is not hard, fair racing – it is dangerous and has no place in top-flight motorsport.

It is a manoeuvre facilitated by modern track design for safety. No-one wants to see a driver hurt, but equally drivers are taking advantage. If a driver has done well enough to get alongside and can hold the car there, then the driver being overtaken should give them room.

Forcing someone off circuit is not fair, it is intimidation, and a refusal to accept that another driver has got the better of you at that moment. It sets a poor example to drivers in lower formulas and encourages drivers to ignore their



The dedication and expertise of volunteers makes the British Grand Prix possible

mirrors – it is always the other driver's fault as long as you are on the racing line. It needs to stop, before a driver decides not to be intimidated, wheels interlock and we see a huge accident.

**Darren Galpin
Bristol**

Nothing 'unhuman' about this

I can't quite understand what Sebastian Vettel thinks is "unhuman" (sic) about Valtteri Bottas's reaction time of 0.201 seconds (Austrian GP report, July 13). Way back in 1968 (I think) at the Scottish Motor Show in Glasgow's Kelvin Hall, I set a time of 0.23s on the braking reaction machine. Having paid a few shillings to have a go, I was then asked by the agent to do it again for free – which I gladly did, setting the same time. He looked at me thoughtfully and said: "Only Graham Hill has been faster than you – 0.21."

**Rev John MATHomson
Hamilton, Scotland**

Sixty years ago today...

No doubt there is much to celebrate in this week's magazine, but please find space to remember the British GP at Aintree on July 20 1957, won by Stirling Moss in a Vanwall, the first win by a British car in a world championship grand prix!

**Ray Strutt
Crawley Down, West Sussex**

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How the home hero put Ferrari on the ropes

By Edd Straw, Editor-in-Chief [@eddstrawF1](#)

PIRELLI







FOR NINE MINUTES AND 19 MILES OF THE BRITISH GRAND PRIX, LEWIS

Hamilton showed the crushing advantage that made dupes of those who thought Mercedes was just a little ahead. Ferrari will have been terrified not only by its most comprehensive defeat of the season, but one out of phase with the relatively small margins that decided the previous nine races.

Hamilton's 0.547-second advantage in qualifying was one thing – Ferrari knows it's usually on the back foot on Saturdays. But when Hamilton put the hammer down for his only sustained attack of the race from lap 18 to 23, he extended his lead over Kimi Raikkonen from 4.3s to 10.6s – that's an advantage of a fraction over one second per lap. Ferrari's defeat was total, even before tyre problems in the final laps made a bad weekend even worse.

After finishing fifth in Azerbaijan and fourth in Austria, no matter that these were the consequences of a loose headrest and a struggle to bounce back from a gearbox penalty, Hamilton might have been forgiven for thinking that his championship challenge was beginning to unravel. If it was, Silverstone was the perfect place to put it back together.

Hamilton's head did appear to drop during that period, during which Vettel built a handy points lead. But with the Silverstone crowd behind him, invulnerable Hamilton seemed to find it impossible for a negative thought to enter his head.

"Imagine going to work and everyone loves you – there's this positive energy and you have a much better day," said Hamilton of the advantage of having a home crowd behind him.

"I'm an energy person, I think the fans create an energy that is unlike any other grand prix and I'm just very fortunate to be one of

the focal points of that energy. So it's like lightning striking, that's the strength that you feel. You carry that in the car – when I get in the car it's motivating. These guys are really with me and I've got to deliver for them. It's not nervous or worrying, it just wills you on."

Physics has plenty to say on this vague deployment of the word 'energy', not to mention the suggestions that a home crowd can be worth lap time in a literal sense (Hamilton claimed after qualifying that Silverstone's was worth half a second per lap). But as a tool for an elite sports person to focus entirely on doing what they do best, it can be second to none.

This was a Hamilton, mind cleared, at his best, in a Mercedes that was the strongest it had been all season against a Ferrari that looks to be flagging slightly in the development race. The fast sweeps of Silverstone mean it is not a normal grand prix track, and this is not necessarily symptomatic of what will follow, but the momentum swung more decisively than it has at any other race in 2017 – and in favour of Mercedes.

Hamilton's race was relatively straightforward. He converted his pole position into the race lead, pulling well clear of Raikkonen before the intervention of the safety car to allow Carlos Sainz Jr's car to be cleared from Becketts. Raikkonen stuck with Hamilton briefly at the restart, but at the end of lap five the deficit was 1.4s.



LAT IMAGES

Hamilton led from the start (above). Raikkonen (right) should have taken second, but tyre trouble gave it to Bottas (far right)



When Raikkonen pitted at the end of lap 24 of 51 to switch from super-softs to softs, he was 11.3s behind. Hamilton followed suit a lap later, emerging with an advantage over the Ferrari that was increased by a few tenths. With Valtteri Bottas – who had lined up ninth in the second Mercedes, and who was the only driver to start on the soft Pirellis having used them in Q2 – in second and between the two, Hamilton soon built his advantage to just above 14s.

While Raikkonen was occasionally able to take time out of Hamilton, and moved back up to second place when Bottas made his only stop on lap 32, the gap was carefully managed by a driver and team knowing their superiority allowed them to win at the proverbial slowest pace possible. When the tread of Raikkonen's front-left separated from the rest of the tyre with two and a half laps to go, the gap was 17 seconds. It might as well have been 17 laps.

As a delighted Hamilton explained after the race, neither Mercedes, in a bid to downplay its chances, nor Ferrari, in a bid to talk itself up, can simply shrug this one off entirely as a track-dependent swing in the direction of Mercedes. Even if it is exaggerated by high-speed Silverstone, the pendulum has swung away from the red corner and towards the silver one.

“This weekend we’ve been able to exploit the full performance of our car, more so than any other race we’ve done this year,” explained Hamilton. “It gives us a strong platform to start from for the second half of the season.

“The car has been a little trickier to get used to and get the set-up right [than in previous years]. We didn’t get the car in the perfect window and didn’t exploit its performance earlier in the year, but Ferrari really hit the nail on the head from the >>



beginning. But with a lot of work, and a lot of analysis, we've started to move forwards, particularly in the last two races, and started off immediately on the right foot.

"Qualifying pace is looking strong, and today our race pace was a lot higher than Ferrari's, probably for the first time this season. That's very good to see."

Bottas's drive underlined this. From ninth, he recovered from a mediocre start to get ahead of Sergio Perez and Stoffel Vandoorne before the safety car appeared. He then quickly dispatched Esteban Ocon's Force India before passing Nico Hulkenberg's high-flying Renault into Stowe with the assistance of the DRS on the third lap after the restart.

He then started to chip away at the frenetic battle for third place between Max Verstappen and Sebastian Vettel, which had raged from the start. Verstappen initially passed Vettel when the red lights

went out and threatened Raikkonen's second place through Abbey. The Red Bull was forced to take a wide line through the Farm kink, allowing Vettel back past.

But after Raikkonen inadvertently boxed Vettel in through the Village right-hander that leads into The Loop, which launches the cars onto the Wellington Straight, Verstappen was able to go around the outside and reclaim third place. This proved vexing for Vettel, who spent the whole first stint behind Verstappen before pitting at the end of lap 18.

But there were flashpoints. Vettel's determined attempt to dive past Verstappen up the inside of Stowe resulted in the two

emerging from the corner side by side. Verstappen, who had been crowded wide at the exit, was still on the inside of Vettel at the entry to the left/right Club corner.

Verstappen got to the corner just ahead and on the inside line, then didn't hold the Red Bull as tight as Vettel would have liked him to, forcing the Ferrari to take to the asphalt runoff. A wave of the arm followed, along with a query over the radio from Verstappen asking whether Vettel "wants to play bumper cars".

There were also complaints from Vettel about Verstappen moving around in the braking zone, but the stewards showed what they thought and there was no investigation. After the

race, Vettel was less feisty, suggesting that Verstappen was a little jumpy in battle and will calm down as experience builds. The fact was that Verstappen knew exactly how much Vettel had to lose – the championship lead – and took advantage

“Our race pace was a lot higher than Ferrari's, which was good to see”

of the fact that he himself had nothing more at stake than the vague chance of a podium finish.

All the while, Bottas was closing in. Vettel undercut his way past Verstappen during the stops to take de facto third place with ease. Even without some wheelnut trouble at the rear-left of the Red Bull, which cost Verstappen around a second, Vettel would likely have got ahead of the Red Bull. The battle for the final podium spot behind Hamilton and Raikkonen was now a potentially crucial one in the world championship.

Bottas ran 14 laps longer than Vettel before his own stop, emerging just under six seconds behind the Ferrari. It took



LAT IMAGES



Vettel struggled to pass Verstappen (top) in the early stages, then had a late-race puncture

only 10 laps for Bottas to diminish that gap and make his first attempt to pass around the outside at Stowe. That didn't work, and Vettel stayed ahead at the cost of suffering a major lock-up, but a lap later Bottas was closer onto Hangar Straight and able to complete an effortless DRS-assisted pass.

"The lap when Sebastian and Verstappen pitted, my tyres were still feeling good," said Bottas. "When I was in clean air I could really focus on just making the most out of the situation. Once we stopped, I was on a much fresher tyre than them and I could really attack. That allowed me to get Sebastian, and put pressure on Kimi."

That was as much as Bottas could do, for he had eight seconds to make up with just over seven laps remaining. After a request for "minimal talking" to the pitwall, he was within three seconds when Raikkonen's front-left tyre tread fell apart on lap 49. >>

QUALIFYING



JUST OVER THREE HOURS AFTER LEWIS HAMILTON CLAIMED HIS fifth British Grand Prix pole position, a Williams-Renault FW14B of the type Nigel Mansell used to secure the most famous of his Silverstone victories in 1992 took to the track in the hands of Karun Chandhok. Hamilton's margin of 'victory' in qualifying – 0.547 seconds – may be dwarfed by the 1.919s by which Mansell took pole 25 years ago, but it belongs alongside it among the mightiest of home pole positions for this race.

"We got the car in a real good sweet spot today, it's unbelievable," said Hamilton, who suggested Mansell's famous 'people power' might have been worth a romantic but physically impossible half a second to him. "It was a headwind out of Copse, through Maggotts/Becketts and down Hangar Straight, that's when you have the max downforce. There was one area I could have made a little bit more speed, but we'll save that."

The only concern was the threat of a grid penalty for impeding Romain Grosjean at Club on the first runs in Q3. Grosjean claimed this cost him 0.3s, but while there's no doubt Hamilton, who said he was given no warning that there was a Haas bearing down on him, certainly did get in the way it would have been an ill-fitting way to have lost pole. The stewards either felt the same, or followed the recent trend for leniency. Either way, Hamilton was soon cleared and Grosjean was very unhappy.

As Sebastian Vettel admitted, Ferrari didn't have the pace to threaten Hamilton's pole position. But he also failed to get the best out of the machinery, with team-mate Kimi Raikkonen second on the grid and 0.209s faster. Silverstone has never been the happiest of hunting grounds for Vettel, who has 'only' two pole positions and one win in the British GP, and it was in the fast middle sector, including Copse and Maggotts/Becketts, where he struggled most.

Valtteri Bottas, in the other Mercedes, blamed a lack of grip in low-speed corners – perhaps caused by a different warm-up strategy to that used by his team-mate – for managing only fourth, which became ninth thanks to a gearbox-change penalty. He also perhaps suffered by not experiencing super-softs in Q2.

Q1 featured a cameo from Fernando Alonso, who was fastest by 1.3s. He had yet to set a time using intermediates in a session interrupted by a five-minute red flag caused by Daniel Ricciardo losing power when he dived into the pits for slicks.

He completed his out-lap *just* before the chequered flag was waved, jumping to the top of the timesheets. Not that Alonso was delighted about this crowd-pleasing but pointless heroism, given he knew he was going to start last thanks to a 30-place grid drop for yet more engine-component changes.

"No, I have been racing 17 years in F1 and 14 years in the first three positions," he reflected. "I'm used to that, I'm not used to where I am now."

"We got the car in a sweet spot today, it's unbelievable"

Lewis Hamilton



“VETTEL IS CLEARLY FASTER THAN RAIKKONEN”



BROOKLANDS IS A QUICK left-hander that opens out immediately into the long, slow right-hander of Luffield. You see a variety of approaches here, but generally the quickest way round is to brake late while turning, and then take a late apex. To do that you need confidence in the back end.

The conditions during FP3 weren't especially conducive to fast laps – it was blustery, and the drizzle intensified towards the end – so it was especially revealing to see the variation in lines and styles deployed by different drivers, even team-mates.

The difference between Ferrari team-mates Kimi

Raikkonen and Sebastian Vettel is probably the biggest I have ever seen between two drivers in a top team.

Without recourse to a stopwatch Vettel is clearly faster. He takes the conventional line: hard on the brakes, then applying the lock to get the car into the corner, taking the late apex. Raikkonen turns in earlier and more aggressively and gets to a far earlier apex, hugging the inside kerb, even using it on a couple of occasions (almost as if he's still in a rally car with his co-driver urging him to 'take the cut').

Not only is Vettel's way quicker, the disparity of



Ferrari's drivers exhibited very different styles

approach means the team has to try and set the cars up for such very different driving styles. Vettel needs a stable rear end so that he can have the car loaded up for a long time as he gets to the apex, whereas Raikkonen will need a more positive front end to turn the car when he's finished braking. It's very difficult within the same car concept to produce both characteristics efficiently.

Valtteri Bottas is also impressive, attacking the

corner correctly and with no hesitation between getting off the brakes and onto the throttle. Lewis Hamilton does a similar thing, but on his two fastest laps on super-softs he is a little wide of the apex both times, which suggests he isn't as happy with the front end of his Mercedes as Bottas.

Further down the field there's a big difference between the Haas drivers, Romain Grosjean and Kevin Magnussen. Grosjean does it right, while Magnussen

has a wide moment on one lap, then starts to get sucked in to attacking the apex too early. Eventually he's taking an even earlier apex than Raikkonen.

Every team has its car fairly well sorted at this time of the season because they've built up enough knowledge of how it behaves. Because of this, all 20 cars look as though they're on rails thanks to the increased downforce and tyre grip in 2017.

GARY ANDERSON



Hamilton was in a class of his own all weekend



By his own admission, he was desperately unlikely to have been able to attempt a pass had Raikkonen not had the problem, but he was very grateful for second place.

Ferrari's race fell apart in short order. While Raikkonen was on his out-lap after his unplanned stop, Vettel's front-left punctured and he ran off the track at Luffield. This allowed Raikkonen to retake third place from his team-mate, who made it back to the pits and eventually came home seventh.

Verstappen could have taken third place briefly had he not been called in for a precautionary stop in response to Raikkonen's woe. But there's little doubt that Raikkonen, on fresh rubber, would have repassed the Red Bull with ease since the gap would have been small.

"From about lap 40, the front tyres were starting to go away," said Red Bull team boss

Christian Horner. "We didn't feel it was dangerous until the end of the race because he had not locked the front tyres at all, and had done a good job in looking after them. And we wanted to be within [range] of any action that may happen with Bottas.

"Then Sebastian started to look like he'd got some issues, then Kimi had his delamination. If we would have been able to stay ahead we would have stayed out. At the safety-car line, including the stop, we were three seconds behind including a standard pitstop, so we decided it was better to stay safe and pit. Then Sebastian's tyre let go and we benefited from that."

"If we would have been able to stay ahead we would have stayed out"

All of this must surely have made Hamilton, who was on his way to a record-equalling fifth British GP victory, feel like all of his Christmases had come at once. Not only had he won, not only had Bottas come through to take second, not only had Ferrari not been at the races, but the tyre drama had relegated his title rival to seventh and allowed him to close to within one point of Vettel in the drivers' championship.

To say he was entirely without worries in the race wouldn't be accurate. He did have a blister on his front-right Pirelli in the second stint, and, despite there being no other worrying signs, he

took it easy on the final two laps, using what he described as 50-60% throttle just to make sure that what might prove to be a turning point in the world championship battle was not threatened by misfortune.

"I wasn't looking for a relief, and I don't feel like it's a relief," said Hamilton. "Points-wise, it's nice to be only one point behind, but when I came across the line, winning my home grand prix was the most important thing and also the way we did the whole weekend. That's the thing I'm solely focusing on right now."

The way Mercedes did the whole weekend will be on Ferrari's mind too. The next race in Hungary is a very different circuit, one that should play to its strengths – and, based on the pattern established early in the season, it should be favourite for. But all the signs are that the Silver Arrows are getting ever sharper. 🏆



MERCEDES WENT TOO FAR WITH GEARBOX SETTINGS

THE GEARBOX CHANGE that earned Valtteri Bottas a five-place grid penalty at Silverstone, and Lewis Hamilton the same setback at the Austrian Grand Prix, was caused by Mercedes being too aggressive with its shift settings in a bid to improve performance.

Mercedes technical director James Allison confirmed that the problem was easily solved by modifying the way the gearbox was run, after the more aggressive settings were adopted for the Azerbaijan Grand Prix weekend in June.

"You can do seamless shifts gently, or you can do them really aggressively," said Allison. "The more aggressive, the better the lap time but the harder it is for the equipment.

"We did all of our normal process to prove off a layer of greater aggression with the shift settings than we had used previously. But despite the fact that everything looked fine in our sign-off process, sadly that particular plan didn't survive contact with the enemy on track where things were a little different, where the g-loads moved the oil around the 'box differently than you can simulate in a dynamometer.

"So we just overstepped the mark by the tiniest of margins and paid a price. Fortunately, we know exactly what we did to cause it and it's very easy to undo."

Pirelli investigates Ferrari tyre issues

PIRELLI HAS LAUNCHED AN investigation into the front-left tyre problems that struck Kimi Raikkonen and Sebastian Vettel late in the British Grand Prix.

Raikkonen was running second when the tread of his soft-compound Pirelli came away from the carcass with two and a half laps to go, ultimately relegating him to third. Vettel had moved up to third when he went off at Luffield having suffered a front-left puncture a lap later, making it back to the pits and finishing seventh to hang on to his world championship lead over Lewis Hamilton by just one point.

Initial analysis at the circuit was inconclusive, save to confirm that the two failures had different causes – the tyre remained inflated in Raikkonen's case – but as Autosport closed for press Pirelli was continuing to investigate at its Milan base.

"We are working together with the team to better understand what happened," said Pirelli motorsport manager Mario Isola, who also said

he did not believe a lock-up suffered by Vettel on lap 42 was a contributing factor.

"We had a failure on Kimi's tyre [tread] because the tyre was already inflated; there was a part of the tyre that was damaged. Sebastian had a different issue with a loss of air. We will provide a report."

Neither driver had advance warning of the failures, with no other teams suffering similar problems. But Red Bull did call Max Verstappen into the pits after Raikkonen suffered his problem amid concerns about the condition of his tyres.

"I don't know what happened," said Raikkonen. "Just before Turn 6 the front tyre didn't explode but the rubber part came off suddenly in the middle of the straight. Everything felt normal before that and luckily I came back [to the pits] quite fast."

Vettel, whose tyres were six laps older than Raikkonen's, lost more time thanks to the deflation, but insists there was no warning that a problem was imminent.



Vettel unhappy with 'jumpy' Verstappen

SEBASTIAN VETTEL BELIEVES Max Verstappen is still "a bit jumpy" when defending his position after complaining about the Red Bull driver's tactics.

Vettel and Verstappen briefly fought a fierce battle for third place at Silverstone in the first stint of the race, each going off track once through Stowe and Club, with Vettel complaining over the

radio that he felt Verstappen moved in the braking zone for the latter and waving his arm at the Red Bull driver while off the track as a consequence.

"It's not right to say I expected it, but we know he is a bit jumpy on that," said Vettel. "He is trying to defend as hard as possible, but at some point you need to stick to your line.

"I'm sure he will calm down;

it's still not that many races he has done."

Verstappen insisted he drove fairly, although he suggested that the battle went too far when the duo made light contact at Stowe.

"The fight with Sebastian was good," said Verstappen. "It was hard but fair. That little bit of contact maybe not, but for the rest everything was OK."





SUTTON

Kvyat takes out team-mate Sainz

DANIIL KVIAT WAS HIT WITH a drive-through penalty after an opening-lap collision that put Toro Rosso team-mate Carlos Sainz Jr out of the race.

Sainz passed Kvyat for 13th on the outside at the entry to Copse, with Kvyat getting a much better exit and drawing alongside at the entry to the fast Maggotts/Becketts sequence.

Kvyat ran wide while leaving Sainz space into the right-hander, running across the kerb then having to correct a rear-end twitch as he came back onto the track. This spat him to the right into the left-rear of Sainz, pitching him into a spin.

Sainz was unable to rejoin, while Kvyat went on to finish 15th. His penalty was awarded for rejoining the track in an unsafe manner, rather than causing a collision.

Kvyat accepted a share of responsibility, but believes Sainz could have helped to avoid the



LAT IMAGES

collision. "The racing driver knows when he sees what happens to me — he's never going to be on the perfect line," said Kvyat. "So when you put yourself there you know the collision is 90% unavoidable.

"If the other car had been more anticipating of things, he would have tried to get me back on the next straight. But he just put himself there, and say to your team-mate, 'OK, you can crash into me.' We should both feel responsible."

Sainz described the incident as "out of my control".

It's Kvyat's second penalty in two races for causing a lap-one incident.

Vandoorne misses out on first point

STOFFEL VANDOORNE NARROWLY MISSED OUT on his first point of 2017, with a slow pitstop costing him a position to Felipe Massa.

Vandoorne started a career-best eighth on the grid, running ninth after falling behind Valtteri Bottas early on. While the recovering Daniel Ricciardo inevitably passed him, Vandoorne was ahead of Massa in the battle for the final point before losing position in the pitstops. He finished four seconds behind Massa in 11th place, but had he retained track position there was a good chance he would have been able to keep the Williams driver at bay.

Q&A

STOFFEL VANDOORNE McLAREN DRIVER



Is it frustrating to be just outside the points?

It's a shame, but there are plenty of positives this weekend. Not everything went perfectly in the race, but the pace we showed was encouraging. To finish so close to both Force Indias and the Williams, on a circuit like this, is very encouraging. Unfortunately no points, but our time will come.

Your pitstop cost time?

Our pitstop didn't go super-smoothly, but we came out side by side with Felipe [Massa]. I think there was definitely a chance to finish ahead of him, because our pace was very similar.

Should the Hungaroring better suit the car?

It should do, definitely. Hungary is one of the least power-sensitive circuits. I think our car is going to perform very well there with the higher-downforce package. I'm looking forward to Hungary and to carrying this momentum forward.

Qualifying was a great result...

It was a very good result for us. To be in Q3 at Silverstone was a little bit unexpected. We had always been hoping to get a bit of rainy, mixed conditions and in those we were very strong, and then when the track got drier we maximised our chances.

And to outqualify Fernando?

I've been working well the last couple of races and we've clearly seen the improvements. It's obviously a good feeling to have made that extra step.



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- ◇ Brazil



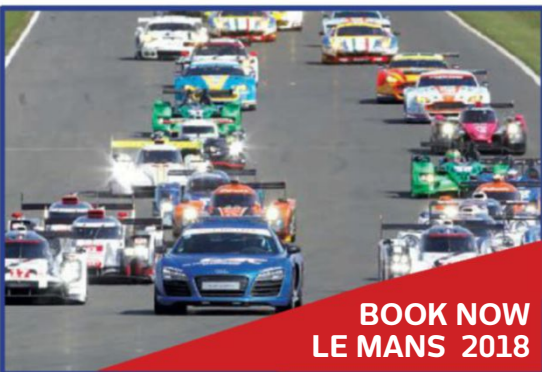
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Ricciardo pips Hulkenberg for fifth place

DANIEL RICCIARDO, WHO STARTED 19TH after suffering an engine problem in the first segment of qualifying, passed Renault driver Nico Hulkenberg on the penultimate lap to secure fifth place at Silverstone.

Hulkenberg, boosted by a new floor understood to be worth around 0.15 seconds per lap, started fifth and held the position early on before being passed by Valtteri Bottas on lap

seven. But his attempts to hold off the charging Ricciardo for what was then sixth place were stymied by an exhaust leak that compromised his MGU-H's ability to harvest energy.

Both drivers then gained a position when Sebastian Vettel pitted to replace his punctured left-front tyre. Ricciardo's result was the culmination of a charging fightback in which the Red Bull star twice had to come from the

back, the second time thanks to an off at Luffield early on while trying to pass Romain Grosjean.

"I probably got over-optimistic on the outside of Grosjean, and he didn't give me much room, but I probably shouldn't have been there," admitted Ricciardo. "It wasn't the smartest place for me to put the car.

"The whole race I was pushing and got back up to fifth – it was fun, good times!"



LAT IMAGES

Hamilton escapes penalty for impeding Grosjean

LEWIS HAMILTON HUNG ON to his pole position after the stewards opted not to penalise him for impeding Romain Grosjean during Q3.

Hamilton was hanging back at Club Corner on a warm-up lap while on his first run when Grosjean arrived on a flier. Grosjean claimed he lost up to four tenths of a second, later suggesting Hamilton escaped a penalty thanks to being a world championship contender.

The stewards acknowledged that Grosjean "may potentially have been affected by the presence" of

Hamilton, but they concluded "he was not impeded" and allowed the qualifying result to stand.

"If losing 0.35-0.4 seconds in one corner is not being impeded, I am very surprised," said Grosjean.

"Maybe if it was another driver there would have been something. It does feel sometimes that there are two types of decision."

Hamilton said he was unaware the Haas driver was closing in on him. "I don't know if I got in the way, and if I did I apologise," he said. "I had no indication from the team that there was anyone coming."



Pre-start calamity for Palmer

JOLYON PALMER WAS UNABLE to start his home grand prix after suffering a hydraulic leak on the formation lap.

The Renault driver, running without the new-specification floor used by team-mate Nico Hulkenberg, had qualified 11th but stopped on the Hangar Straight. The subsequent recovery forced an additional formation lap, and the race to be shortened by a lap.

"Going out at the start of the race is really frustrating," said Palmer. "We had a hydraulic leak on the first lap, which was pretty gutting as I think we were in a good position.

"Eleventh with new tyres, a car that was working really well with lots of different options on strategy: all was looking good to get some points."

Palmer has yet to score in 2017, although he has finished 11th on three occasions.



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DRAWING BOARD

BY GIORGIO PIOLA

FORCE INDIA'S BIG UPDATE

Force India targeted Silverstone for a big update package and brought a new front wing to the VJM10.

It differs from the old version in that the leading element is now a longer chord, while the team has also made the wing more complex.

Overall, the main wing section is still a five-element component, but it will have very different aerodynamic characteristics. It should produce more downforce, but the aerodynamic stall on that increased-chord-length leading element will be more severe.

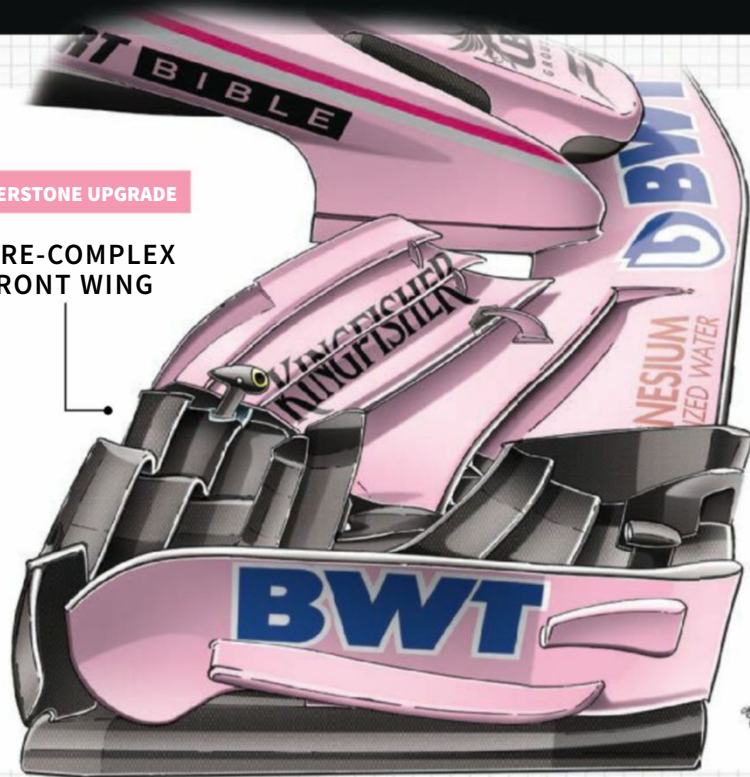
It depends on the balance of the car and what the driver wants from it as to which direction you need to go with front-wing aerodynamic stall characteristics.

If you have a driver who turns in on the brakes, then more front-wing stall is advantageous as the rear of the car will be more stable. If you have a driver who brakes more in a straight line and then turns the car, less front-wing stall is important because he needs more front grip to get the car turned in.

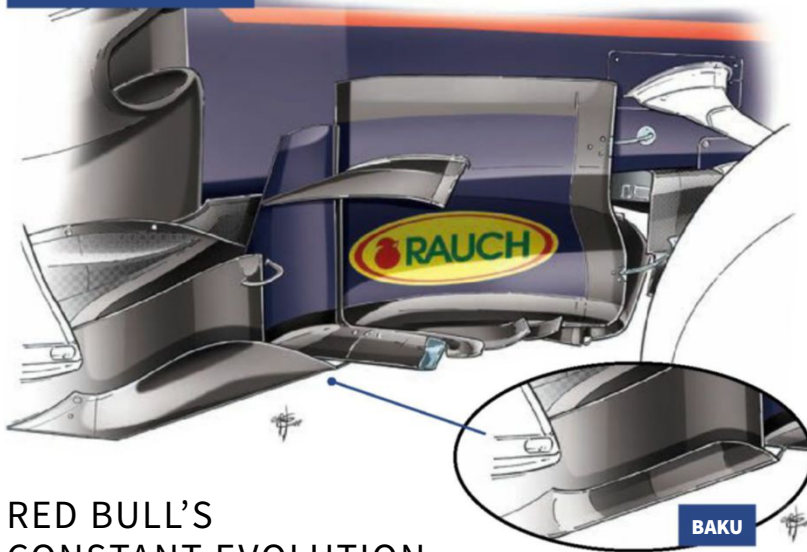
GARY ANDERSON

SILVERSTONE UPGRADE

MORE-COMPLEX FRONT WING



SILVERSTONE UPGRADE



RED BULL'S CONSTANT EVOLUTION

Red Bull brought a couple of small modifications to the RB13 for Silverstone. The outer upper corner of the front-wing flaps now has an extra slot gap. The design in this area does not produce a massive amount of downforce and is more used as a front-wheel fairing. Consistency in airflow around the tyre is very important, as it allows the more-inboard front-wing components to work more efficiently and produce consistent downforce.

Red Bull also added some more detail to the bargeboard arrangement, mainly on the second and third elements. The second

element was a simple rectangle, but now has an angled upper trailing edge, and the third element is reduced in height with a slot gap in the lower foot.

Instead of trying to split the airflow with the horizontal foot, which in turn will create a horizontal vortex that spills down the outer side of the underfloor, this new design will induce a more-powerful vortex spilling down the side of the floor, improving the underfloor performance as it acts like a skirt sealing the underfloor.

GARY ANDERSON

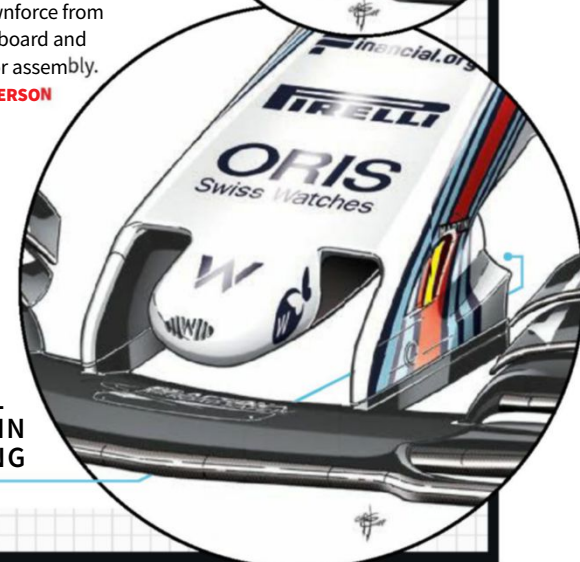
WILLIAMS TROUBLE-SHOOTS UPDATE KIT

Williams struggled in Austria to get the best from its update kit and at Silverstone the team spent the practice sessions trying to hone components that might not have correlated with the windtunnel results.

Williams also brought a small development to the front-wing-mounting pillar fairing. The new fairing has a small duct through the vertical section and the trailing edge is now more inboard, with a sharper intersection to create a more-powerful vortex.

These two developments will be aimed at pulling more of the mass airflow into the centre of the car, to produce more downforce from the bargeboard and underfloor assembly.

GARY ANDERSON

NEW
SMALL DUCT IN FAIRING

F1/BRITISH GRAND PRIX RESULTS

STARTING GRID

1 Hamilton #44 1m26.600s	2 Raikkonen #7 1m27.147s	3 Vettel #5 1m27.356s	4 Verstappen #33 1m28.130s	5 Hulkenberg #27 1m28.856s	6 Perez #11 1m28.902s	7 Ocon #31 1m29.074s	8 Vandoorne #2 1m29.418s	9 Bottas #77 1m27.376s	10 Grosjean #8 1m29.549s	11 Palmer #30 1m30.193s
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Race results / 51 laps – 186.611 miles

Fastest laps

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS	POS	DRIVER	TIME	GAP	LAP
1	Lewis Hamilton	Mercedes	1h21m27.430s	51	○●	27.733s	1	Hamilton	1m30.621s	-	48
2	Valtteri Bottas	Mercedes	+14.063s		●●	27.858s	2	Verstappen	1m30.678s	+0.057s	51
3	Kimi Raikkonen	Ferrari	+36.570s		○●●	57.533s	3	Bottas	1m30.905s	+0.284s	46
4	Max Verstappen	Red Bull-Renault	+52.125s		○●●	57.203s	4	Raikkonen	1m31.517s	+0.896s	44
5	Daniel Ricciardo	Red Bull-Renault	+1m05.955s		●●	27.910s	5	Vettel	1m31.872s	+1.251s	38
6	Nico Hulkenberg	Renault	+1m08.109s		○●	30.841s	6	Ricciardo	1m31.874s	+1.253s	47
7	Sebastian Vettel	Ferrari	+1m33.989s		○●●	1m03.567s	7	Grosjean	1m32.290s	+1.669s	45
8	Esteban Ocon	Force India-Mercedes	-1 lap		○●	29.194s	8	Hulkenberg	1m32.577s	+1.956s	43
9	Sergio Perez	Force India-Mercedes	-1 lap		○●	28.942s	9	Magnussen	1m32.683s	+2.062s	41
10	Felipe Massa	Williams-Mercedes	-1 lap		●●	27.583s	10	Ericsson	1m33.119s	+2.498s	30
11	Stoffel Vandoorne	McLaren-Honda	-1 lap		○●	29.337s	11	Wehrlein	1m33.342s	+2.721s	34
12	Kevin Magnussen	Haas-Ferrari	-1 lap		●●	28.099s	12	Stroll	1m33.400s	+2.779s	44
13	Romain Grosjean	Haas-Ferrari	-1 lap		○●●	57.359s	13	Vandoorne	1m33.464s	+2.843s	43
14	Marcus Ericsson	Sauber-Ferrari	-1 lap		●●	28.825s	14	Perez	1m33.504s	+2.883s	42
15	Daniil Kvyat	Toro Rosso-Renault	-1 lap		●●●○	1m37.063s	15	Ocon	1m33.521s	+2.900s	39
16	Lance Stroll	Williams-Mercedes	-1 lap		●●●	58.184s	16	Massa	1m33.562s	+2.941s	39
17	Pascal Wehrlein	Sauber-Ferrari	-1 lap		●●●	1m31.052s	17	Kvyat	1m33.594s	+2.973s	29
R	Fernando Alonso	McLaren-Honda	32 laps-fuel pump		●●	28.269s	18	Alonso	1m34.263s	+3.642s	22
R	Carlos Sainz	Toro Rosso-Renault	0 laps-collision		●	-	19	Sainz	-	-	-
NS	Jolyon Palmer	Renault	hydraulics		●	-	20	Palmer	-	-	-

WEATHER Cloudy; air 22C WINNER'S AVERAGE SPEED 137.448mph FASTEST LAP AVERAGE SPEED 145.416mph

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

0.547

Lewis Hamilton's advantage over second place in qualifying was the largest of the season so far

3

Hamilton is the first driver to take three consecutive British GP poles since Damon Hill in 1994-96

5

This was the fifth 'grand slam' – setting pole and winning without losing the lead – of Hamilton's F1 career

5

Mercedes has now won five consecutive British Grands Prix

35

Hamilton now shares the record for most turbo-powered world championship race wins with Alain Prost on 35

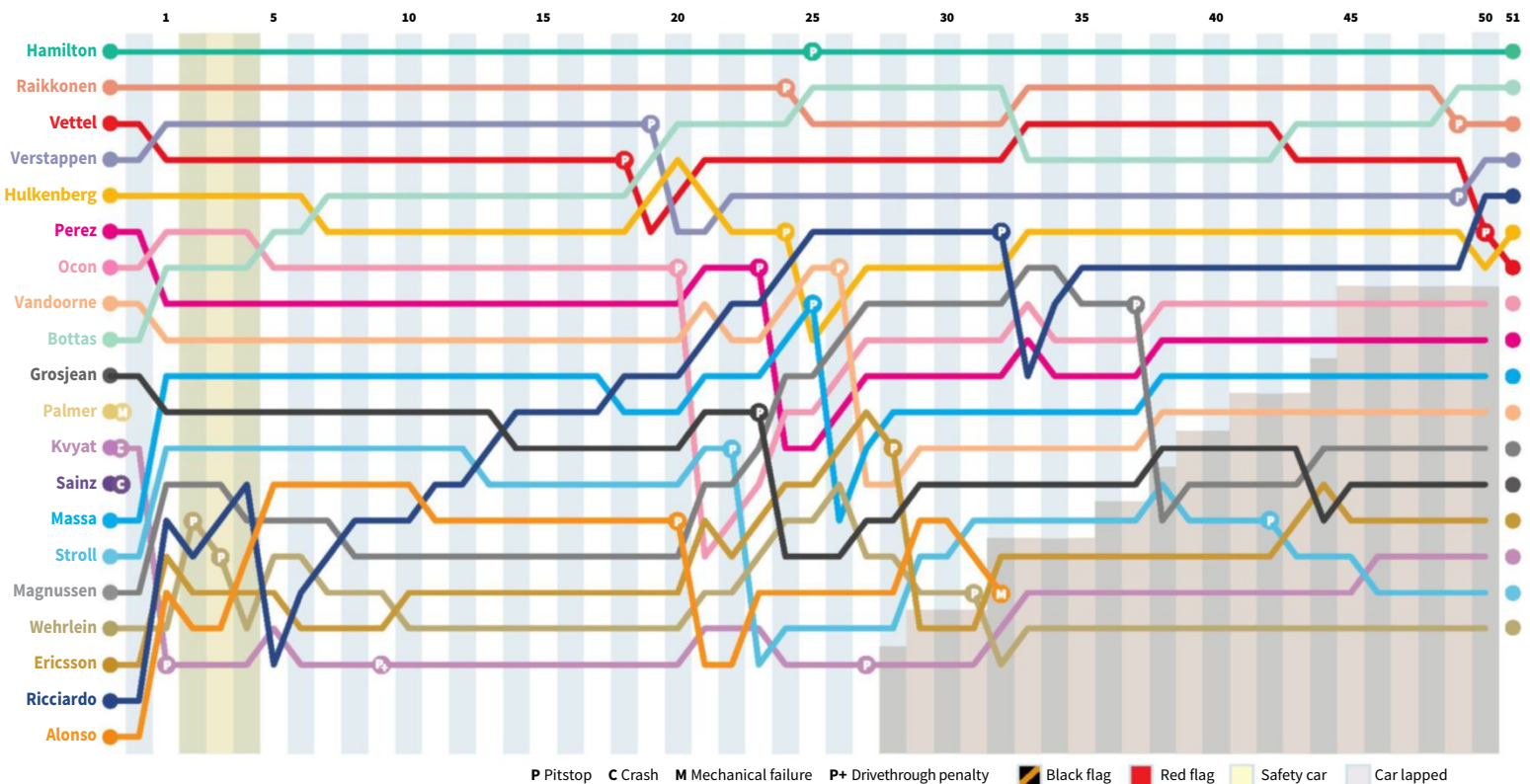
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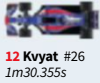
Max Verstappen, Kevin Magnussen and Carlos Sainz each notched up their 50th grand prix starts

2013

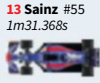
When Alonso topped Q1, it was the first time a McLaren had been fastest in a session since the 2013 Indian Grand Prix

Lap Chart / What happened, when





12 Kvyat #26
1m30.355s



13 Sainz #55
1m31.368s



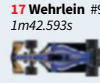
14 Massa #19
1m31.482s



15 Stroll #18
1m42.573s



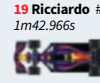
16 Magnussen #20
1m42.577s



17 Wehrlein #94
1m42.593s



18 Ericsson #9
1m42.633s



19 Ricciardo #3
1m42.966s



20 Alonso #14
1m30.600s

Qualifying 1

POS	DRIVER	TIME
1	Alonso	1m37.598s
2	Verstappen	1m38.912s
3	Hamilton	1m39.069s
4	Hulkenberg	1m39.201s
5	Bottas	1m39.698s
6	Ocon	1m39.738s
7	Vettel	1m39.962s
8	Vandoorne	1m40.011s
9	Raikkonen	1m40.455s
10	Sainz	1m41.114s
11	Palmer	1m41.404s
12	Kvyat	1m41.726s
13	Massa	1m41.874s
14	Perez	1m42.009s
15	Grosjean	1m42.042s
16	Stroll	1m42.573s
17	Magnussen	1m42.577s
18	Wehrlein	1m42.593s
19	Ericsson	1m42.633s
20	Ricciardo	1m42.966s

Qualifying 2

POS	DRIVER	TIME
1	Hamilton	1m27.893s
2	Bottas	1m28.732s
3	Vettel	1m28.978s
4	Raikkonen	1m28.992s
5	Hulkenberg	1m29.340s
6	Verstappen	1m29.431s
7	Ocon	1m29.701s
8	Perez	1m29.824s
9	Grosjean	1m29.966s
10	Vandoorne	1m30.105s
11	Palmer	1m30.193s
12	Kvyat	1m30.355s
13	Alonso	1m30.600s
14	Sainz	1m31.368s
15	Massa	1m31.482s

Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m26.600s
2	Raikkonen	1m27.147s
3	Vettel	1m27.356s
4	Bottas	1m27.376s
5	Verstappen	1m28.130s
6	Hulkenberg	1m28.856s
7	Perez	1m28.902s
8	Ocon	1m29.074s
9	Vandoorne	1m29.418s
10	Grosjean	1m29.549s

Race briefing

RACE PENALTIES
KVYAT Drivethrough penalty and two licence points for rejoining the track in an unsafe manner

Race briefing

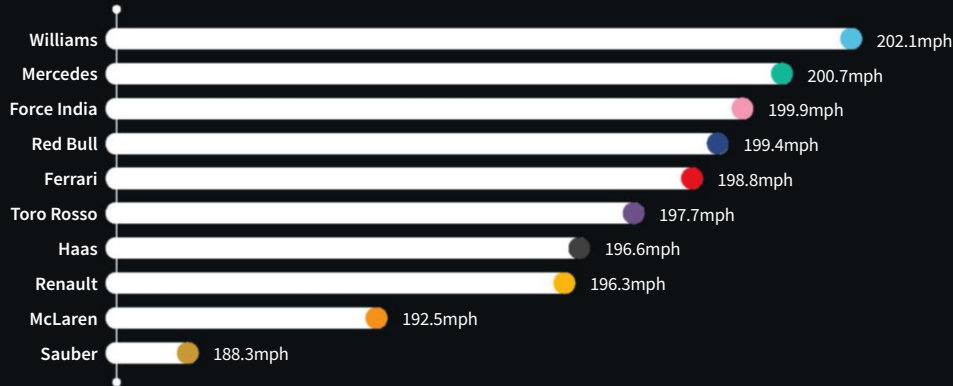
FRIDAY PRACTICE
ANTONIO GIOVINAZZI replaced Magnussen

GRID PENALTIES
ALONSO 30-place penalty for additional power elements used
RICCIARDO Five-place penalty for replacement gearbox and 10-place penalty for additional power elements used
BOTTAS Five-place penalty for replacement gearbox

WEATHER Damp/cloudy; air 16C

SPEED TRAP

Fastest for each constructor in qualifying



Free practice 1

POS	DRIVER	TIME
1	Bottas	1m29.106s
2	Hamilton	1m29.184s
3	Verstappen	1m29.604s
4	Ricciardo	1m29.942s
5	Raikkonen	1m30.137s
6	Vettel	1m30.517s
7	Kvyat	1m30.895s
8	Alonso	1m30.993s
9	Massa	1m30.999s
10	Vandoorne	1m31.041s
11	Sainz	1m31.200s
12	Ocon	1m31.210s
13	Perez	1m31.297s
14	Grosjean	1m31.610s
15	Stroll	1m31.684s
16	Giovinazzi	1m32.031s
17	Hulkenberg	1m32.171s
18	Palmer	1m32.450s
19	Wehrlein	1m33.029s
20	Ericsson	1m33.399s

Free practice 2

POS	DRIVER	TIME
1	Bottas	1m28.496s
2	Hamilton	1m28.543s
3	Raikkonen	1m28.828s
4	Vettel	1m28.956s
5	Verstappen	1m29.098s
6	Ricciardo	1m29.586s
7	Hulkenberg	1m29.936s
8	Massa	1m30.006s
9	Alonso	1m30.238s
10	Ocon	1m30.383s
11	Sainz	1m30.555s
12	Kvyat	1m30.562s
13	Perez	1m30.624s
14	Grosjean	1m30.661s
15	Stroll	1m30.695s
16	Vandoorne	1m30.782s
17	Magnussen	1m30.835s
18	Palmer	1m30.879s
19	Ericsson	1m31.616s
20	Wehrlein	1m31.929s

Free practice 3

POS	DRIVER	TIME
1	Hamilton	1m28.063s
2	Vettel	1m28.095s
3	Bottas	1m28.137s
4	Raikkonen	1m28.732s
5	Hulkenberg	1m29.480s
6	Ricciardo	1m29.612s
7	Grosjean	1m29.819s
8	Verstappen	1m29.904s
9	Massa	1m29.959s
10	Vandoorne	1m30.088s
11	Alonso	1m30.138s
12	Ocon	1m30.172s
13	Magnussen	1m30.270s
14	Palmer	1m30.302s
15	Perez	1m30.416s
16	Kvyat	1m30.504s
17	Sainz	1m30.515s
18	Wehrlein	1m30.621s
19	Ericsson	1m30.630s
20	Stroll	1m31.358s

WEATHER Cloudy; air 16C

WEATHER Cloudy; air 17C

WEATHER Cloudy/late rain; air 15C

SEASON STATS

Drivers' championship

1	Vettel	177
2	Hamilton	176
3	Bottas	154
4	Ricciardo	117
5	Raikkonen	98
6	Verstappen	57
7	Perez	52
8	Ocon	43
9	Sainz	29
10	Hulkenberg	26
11	Massa	23
12	Stroll	18
13	Grosjean	18
14	Magnussen	11
15	Wehrlein	5
16	Kvyat	4
17	Alonso	2
18	Palmer	0
19	Ericsson	0
20	Vandoorne	0
21	Giovinazzi	0
22	Button	0

Constructors' championship

1	Mercedes	330
2	Ferrari	275
3	Red Bull	174
4	Force India	95
5	Williams	41
6	Toro Rosso	33
7	Haas	29
8	Renault	26
9	Sauber	5
10	McLaren	2

Wins

Hamilton	4
Vettel	3
Bottas	2
Ricciardo	1

Fastest laps

Hamilton	6
Raikkonen	2
Perez	1
Vettel	1

Pole positions

Hamilton	6
Bottas	2
Raikkonen	1
Vettel	1

Qualifying battle

HAM	6	4	BOT
RIC	4	6	VER
VET	7	3	RAI
PER	9	1	OCO
STR	1	9	MAS
VAN	1	8	ALO
VAN	0	1	BUT
KVY	5	5	SAI
GRO	6	4	MAG
HUL	10	0	PAL
ERI	2	6	WEH
ERI	2	0	GIO

Three's a crowd-pleaser

Master of Silverstone Lewis Hamilton heads a trio of British GP top-scorers
 By Edd Straw, Editor-in-Chief

[@eddstrawF1](#)

MERCEDES



10 LEWIS HAMILTON
 As close to perfection as is possible, looking every bit the favourite throughout practice, taking pole by a huge margin and then controlling the race. Only occasionally did he let his true advantage show, notably when he started pulling a second or more per lap on Raikkonen towards the end of the first stint. Unstoppable.

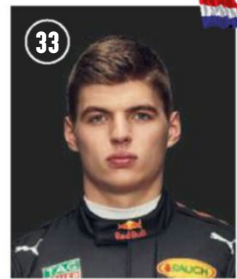


8 VALTTERI BOTTAS
 Hit by a five-place grid penalty for a gearbox change and the fact that he struggled for grip, but not balance, in Q3 and was only fourth fastest, Bottas faced an uphill task in the race. But as the only frontrunner to start on softs, he executed his race well, and came through to second with a little help from Raikkonen's misfortune.

RED BULL



9 DANIEL RICCIARDO
 Did exactly what he needed to do by coming from last to take fifth from Hulkenberg on the penultimate lap, with some incisive passing along the way. On the downside, by his own admission the decision to go around Grosjean at Luffield that led to him being pushed into the gravel and back to last "wasn't the smartest".



9 MAX VERSTAPPEN
 Was frustrated that Red Bull didn't make good on its early-weekend promise, but was at his feisty best in the race, briefly threatening Raikkonen's second place before repassing Vettel with an opportunistic move. Fought hard with Vettel in the first stint, but the Red Bull simply didn't have the pace to stay ahead.

FERRARI

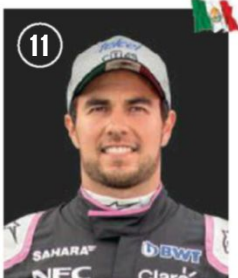


6 SEBASTIAN VETTEL
 Even factoring in Ferrari's struggles, he didn't get the best out of the car. Without the late puncture, Vettel would have finished behind Bottas and, given Raikkonen showed that finishing ahead of the second Mercedes would have been possible, this has to go down as probably Vettel's most lacklustre race of 2017.



9 KIMI RAIKKONEN
 On the basis that he outqualified his team-mate and would have finished second but for the tread of his front-left tyre separating from the carcass, this was a strong weekend. There were a few areas to criticise, such as a so-so out-lap, but the fact is he would have got the best possible result of second in the race and qualifying.

FORCE INDIA



7 SERGIO PEREZ
 Didn't look at his most fluent through the weekend, but he kept at it and managed to outqualify Ocon. In the race they were relatively evenly matched, with the battle between them decided in the opening seconds as Ocon jumped ahead. Thereafter, drove a decent race but there's a suspicion there was more pace to find in the car.



8 ESTEBAN OCON
 Looked to have a better feel for the Force India than Perez early in the weekend, but didn't manage to turn that into outqualifying his team-mate. But he made up for that by making a flying start to get ahead, then keeping Perez behind him. Given Hulkenberg's pace, it's hard to see how he could have finished higher.

WILLIAMS



5 LANCE STROLL
 Was seven tenths slower than Massa in intermediate conditions as he was eliminated in Q1, but this was apparently his first time in the wet in an F1 car, so it's forgivable. While slower than Massa in the race, the gap was exaggerated dramatically by some unexplained bodywork damage that appeared in the second stint.

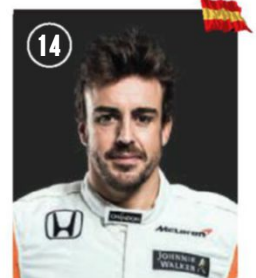


7 FELIPE MASSA
 How to judge Massa depends on whether or not you think he could or should have beaten the Force Indias, who he appeared to be quicker than in the closing stages. A stronger qualifying would have made that easier, and indications are that the pace was in the car. This was perhaps the area that cost him the most.

McLAREN



10 STOFFEL VANDORNE
 Has taken a little time to adapt mentally to the challenges of an uncompetitive package and the high bar set by Alonso, but this was a breakthrough weekend. Had he not had a slow pitstop and so not lost a place to Massa, he'd have had a fighting chance of holding the Williams driver off for 10th place.



8 FERNANDO ALONSO
 Stymied by another stack of grid penalties, he did his usual battling job. Setting the fastest time in Q1 was the highlight, and arguably what was so impressive about that was not the lap, nor the gamble to take slicks, but the out-lap that got him round quickly enough – by the skin of his teeth – to post a time at all.



Total control racing: Hamilton was the man in charge

TORO ROSSO

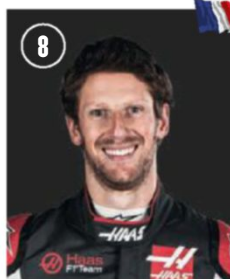


4 DANIIL KVIAT
Kvyat should be finding it easier to string together trouble-free weekends now he's in his fourth season. While outqualifying Sainz was helped by his team-mate's suspension issue, Kvyat's pace was not a problem. But running off at Becketts on the opening lap trying to get back past Sainz, then clattering him while rejoining, definitely was.



7 CARLOS SAINZ JR
Early exit, combined with the fact that a suspension problem didn't allow him to have a serious crack at Q2, makes it hard to draw definitive conclusions. But he did outpace Kvyat in Q1, and had passed his team-mate into Copse before being collected by him at Becketts. Inconclusive, but pace looked decent enough.

HAAS

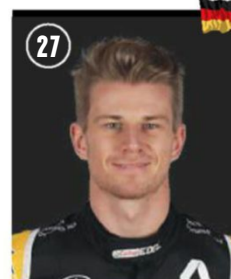


6 ROMAIN GROSJEAN
Seemed happier having switched to Carbone Industrie brake material. Did well to make Q3, but even factoring in the fact that his first run was compromised by Hamilton, his second should have been better. Race pace was underwhelming, and contact with Ericsson led to a fruitless gamble on an extra stop.

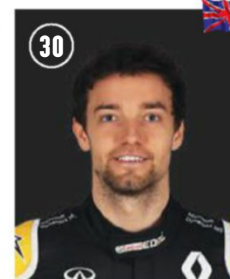


6 KEVIN MAGNUSSEN
Looked a little less confident in the Haas than Grosjean, albeit with the caveat that he went into qualifying and the race using Brembo rather than Carbone Industrie brakes. Showed better race pace and did finish ahead of his team-mate, although he wouldn't have done so without Grosjean's extra stop.

RENAULT

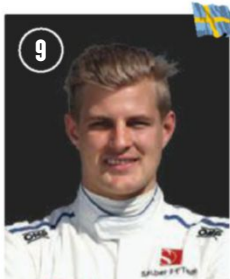


10 NICO HULKENBERG
Bolstered by a new floor, he had a stellar weekend, delivering Renault's best qualifying performance since returning as a works team and matching its best race result with sixth. Would likely have kept Ricciardo at bay, but for the effectiveness of the MGU-H in harvesting ERS power being hurt by an exhaust leak. Outstanding.



5 JOLYON PALMER
While Hulkenberg grabbed the headlines, Palmer generally did an improved job. Without the upgraded Renault floor, reckoned to be worth about 0.15s, he was within a tenth of making Q3. The downside is that the gap to Hulkenberg was still a massive 0.853s. A hydraulic failure put him out on the formation lap.

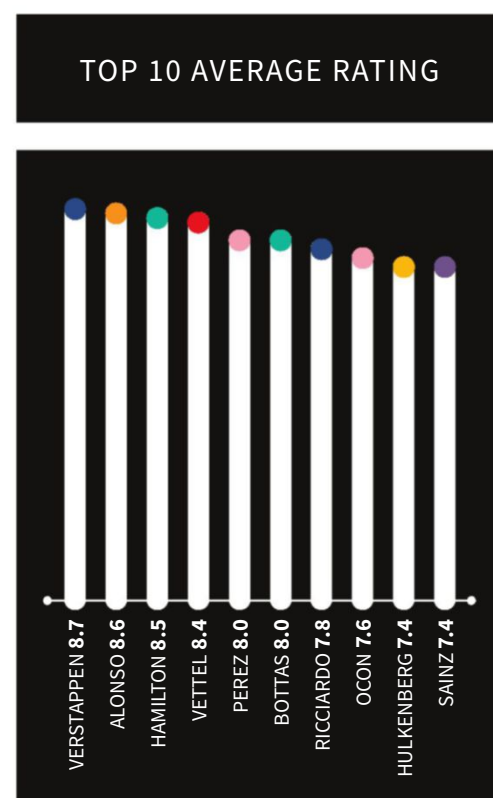
SAUBER



7 MARCUS ERICSSON
Looked like he might have the legs of Wehrlein in Q1 before being pipped late in the session. After surviving his early battle with his team-mate, Ericsson had a straightforward race. Probably couldn't have finished any higher given Sauber's pace and, while on a different strategy to his team-mate, his times looked respectable.



7 PASCAL WEHRLEIN
Had a messy race after shading Ericsson in qualifying. Decision to use the early safety-car period to get onto mediums for one lap then back onto softs in a bid to go to the end didn't come close to working and compromised his Sunday afternoon. His pace on comparable tyres in the final 20 laps was very similar to Ericsson's.



Grand-slam Leclerc makes F2 his court



Even a fire, a cloud of smoke and a mirror falling off couldn't stop the Monegasque. In fact, a mirror is the last thing F2's star driver needs

By Alex Kalinauckas, Assistant Editor

[@Nauckas](#)

Game, set and match; practice, qualifying and the feature race: Charles Leclerc topped them all at Silverstone. The event's early start – on Thursday rather than Friday because of a Formula One Management timetable

experiment that was aided by the twin-paddock layout at the Northamptonshire track – gave the Monegasque plenty of time to channel his inner Roger Federer, and even work on his forehand thanks to the temporary court Prema Racing had erected outside its truck.

A calm run to a sixth consecutive pole came in qualifying – Leclerc has now equalled Stoffel Vandoorne's record from what was then GP2 and looks unlikely to

stop anytime soon. But things got much more animated in race one.

Even before the lights went out Leclerc's chances were shrouded in smoke. His brakes briefly caught fire on the way to the grid but he still led comfortably away from pole and set about establishing a commanding gap over Norman Nato and Oliver Rowland, who had slipped back to third from second off the line.



LAT IMAGES

Then, for a few short moments, it looked like it was all over for Leclerc. As he carried on for one more lap after his rivals had pitted to switch their fading soft tyres for fresh hards, smoke began to pour from the rear of his engine cover with all the hallmarks of a serious powerplant problem. “I was looking at the screens on the straight and I saw my car with smoke behind it,” he said. “I thought it was strange – I looked in the mirrors and I thought the engine would blow up.”

Leclerc radioed his Prema crew, who had not noticed there was a problem until they were alerted to it by a number of sources, including their concerned driver. “I was not looking at the car because I was looking in the pitlane to give the clearance to the guys [for the pitstop] and I didn’t see the smoke,” said team boss Rene Rosin. “When I turned I just saw

the guys from Mecachrome [F2 engine supplier] coming to me and saying, ‘Your car is on fire’. Then I received a phone call from Laurent [Mekies, FIA safety director] in race control - ‘Rene could you please check your car because it seems to have a problem.’”

So Prema looked at its data but could not find anything seriously wrong and Leclerc therefore “just carried on”. The problem, a small oil leak that stopped when enough had burnt off, went away and he resumed his charge to the fifth win of his rookie season. “It was a really good race, probably the most positive of the season,” he said, despite the fire, oil leak and a wing mirror falling off and clouting his grubby engine cover as it went by in the closing stages.

Arden driver Nato led home the DAMS machine of Rowland – who was to have a rather controversial second >>

PORSCHE SUPERCUP

PORSCHE SUPERCUP ROOKIE DENNIS OLSEN weathered early pressure from Lechner Racing stablemates Dylan Pereira and Michael Ammermuller at Silverstone to record his first victory of the season. The Norwegian Porsche Junior led from pole position, shadowed initially by Pereira, but pulled clear in the second half of the race to win by two seconds.

Series leader Ammermuller broke through from fourth on the grid, passing third-place qualifier Josh Webster in the starting melee and then mugging Pereira for second on lap five. He was unable to challenge for the lead, though, as Olsen (pictured below) dug deep and began to eke out a margin by a tenth of a second – sometimes more – per lap.

Behind the leading trio, another three-car battle for position raged over the opening laps as Fach Auto Tech team-mates Webster and Matt Campbell disputed fourth place with each other and Dan Cammish, who recovered well after a poor start. By lap five Cammish had deposed both of them and the two-time Carrera Cup GB champion set off in pursuit of Pereira, but although he quickly reeled in his rival he couldn’t find a way past to snatch the final podium spot.

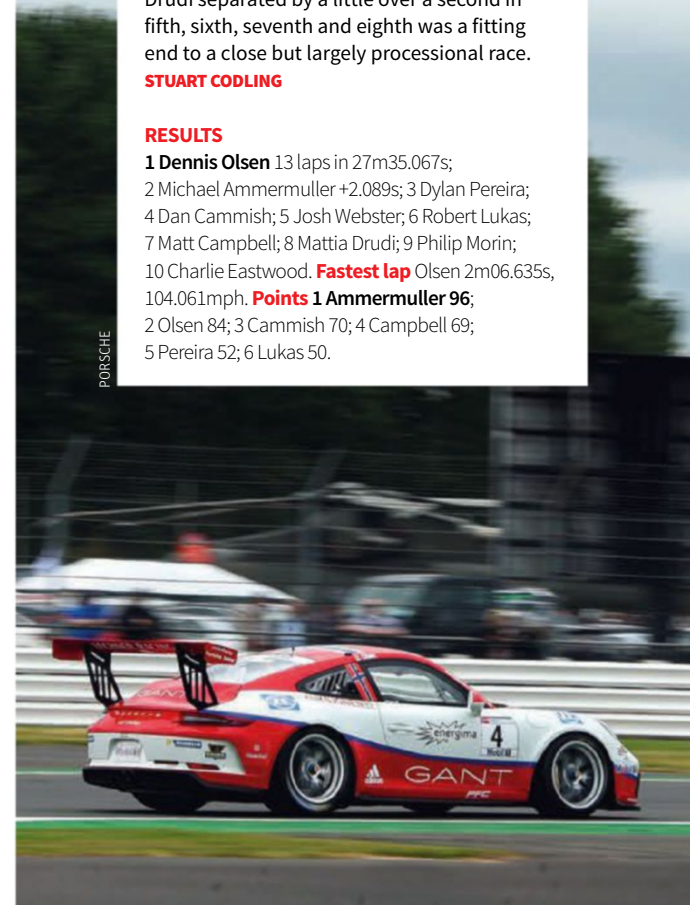
Australian Campbell, a winner at the Red Bull Ring last time out, briefly lost two positions when Robert Lukas and Philip Morin barged past in the Complex on the seventh lap, but recovered to cross the line on Lukas’s tail.

Having Webster, Lukas, Campbell and Mattia Drudi separated by a little over a second in fifth, sixth, seventh and eighth was a fitting end to a close but largely professional race.

STUART CODLING

RESULTS

1 Dennis Olsen 13 laps in 27m35.067s;
2 Michael Ammermuller +2.089s; 3 Dylan Pereira;
4 Dan Cammish; 5 Josh Webster; 6 Robert Lukas;
7 Matt Campbell; 8 Mattia Drudi; 9 Philip Morin;
10 Charlie Eastwood. **Fastest lap** Olsen 2m06.635s,
104.061mph. **Points 1 Ammermuller 96**;
2 Olsen 84; 3 Cammish 70; 4 Campbell 69;
5 Pereira 52; 6 Lukas 50.



PORSCHE

Nato, leading Rowland and King, was second in the feature race



race – with Artem Markelov fourth for Russian Time, while Rapax newcomer Sergio Canamasas scored his best result of the season so far in fifth.

Nicholas Latifi started the reversed-grid race two on pole after finishing eighth in the feature. The Canadian, who entered the Silverstone weekend having scored three podiums in the previous four races, including a double in Baku, converted his starting spot into an early lead, which he extended to hold a sizeable advantage after just a few laps.

Behind Latifi, DAMS team-mate Rowland made up for the lack of grip that scuppered his launch the day before by making a lightning-fast getaway from sixth. “Yesterday we only put the tyres on on the grid, whereas for the sprint we did laps through the pits so I had more grip,” he explained.

Rowland went straight past Canamasas on the row in front and then quickly attacked Jordan King, who had made a slow start from second place, around the outside of the first corner. The Renault F1 development driver then fought his way

in front under braking at Village and appeared to have sealed the move on the slower run through the left of the Loop.

But King kept his foot on the power around the outside and they touched, Rowland claiming that he was unaware of his compatriot’s presence. King went wide and retired at the end of the lap

Below: grinning Rowland with Latifi, but their countenances were reversed on Sunday when Latifi (below right) won



with damage, while Rowland lost momentum heading onto the Wellington Straight. That allowed Markelov the chance to nip up his inside but Rowland came across fast, forcing the Russian onto the grass.

Both incidents were investigated by the stewards, who absolved Rowland of blame for the first one, but handed him a five-second time penalty for the second. “I was in the wrong; I pushed him [Markelov] a bit too far,” he said. “I was frustrated with the King thing because I didn’t even know he was there. That lost me a lot of time because he caught my rear wheel. I don’t know if it damaged anything but it felt a bit weird after that, a bit bad around left-handers.”

If his car was handling poorly after the lap-one contact, Rowland didn’t show it. After going over the line in rebuffing Markelov he set off on a long pursuit of Luca Ghiotto, who had moved up to second at the start from third on the grid.

With Latifi in control and Rowland trying desperately to get past Ghiotto, the race settled into a furious rhythm.

Behind the leading four ran Canamasas and Leclerc, who had made a rare enforced error to the tramlines when he got “a lot of wheelspin” at the start and had to fight his way back through.

On three occasions Leclerc put his front wing in peril by going inside the Rapax driver at the Loop, but eventually got past after a thrilling side-by-side blast through Aintree and down the Wellington Straight.

The race, which Latifi had all but won, was neutralised just before the end when Ralph Boschung got onto the grass trying to pass Alexander Albon at high speed on the approach to Stowe. The Swiss driver speared into the wall on the outside of the track and required a trip to the medical centre after he climbed out of the wreckage. “The impact was not very big but my hand was on the steering wheel and I didn’t take it off – straight away it hurt a lot,” he said after reappearing in the paddock with his arm in a sling. “We did a medical check and the muscle is damaged at the tricep. But it’s OK, no broken bones or anything. It’s going to be fine.”

It looked as if the race would end behind the safety car that had appeared while the Campos Racing car was cleared, but race control opted to bring it in just in time for a final-lap shootout.

In order to try to give himself the best chance of pulling out his five-second-penalty gap on as many cars as possible, Rowland “tried to orchestrate my own restart” by hanging back from the Russian Time machine of Ghiotto, who did not have the tyre life left to stop a “really happy” Latifi winning by 1.7s. “He has been so dedicated and has done so much progress over the last month,” said DAMS boss Francois Sicard. “We knew it was coming and I’m sure it’s not the last one.”

Rowland’s backing-up antics did not work out for him as Markelov still found a way by to take third on the road. The Briton came home fourth – in front of Canamasas, who opportunistically stole fifth from Leclerc at the penultimate turn – before his time penalty dropped him to 10th. That also allowed Canamasas to

again improve his best result of 2017. Rowland was given an additional 20s time penalty in lieu of a drivethrough for the restart saga, which left him 17th in the final results.

“I’m disappointed I didn’t get third because we probably deserved it,” he reflected. “But it was just a bit of a mess the whole race so I’d rather just forget about it and move on.”

Nato finished race two in sixth ahead of Nyck de Vries, who rose rapidly from the very back of the grid to take seventh. “From where we started I think we can be happy with our performance,” said Rapax’s McLaren F1 junior, who was disappointed that a driveshaft failure ended his feature race before it had even begun.

De Vries’s grid problem also cost Albon and Callum Ilott, the Formula 3 European Championship racer who was making a one-off appearance at Silverstone for Trident. They both got stuck on the feature-race grid behind the stranded Rapax car and had to take the delayed start from the pitlane.

“It’s been a really tough weekend,” said Albon, who struggled with the unpredictable handling of his ART car on Silverstone’s bumpy surface. Boschung also sought out the Thai driver in the paddock to shake hands and apologise for his “mistake” at the end of race two.

Ilott had decided to view his F2 debut purely as a learning experience. He reckoned he could have qualified higher were it not for a broken rear wing and then was gentlemanly in getting out of his rivals’ way in race one following his start troubles. “I was there to learn, nowhere near the points, and so there was no point annoying people and getting in their way,” he said. “I would’ve liked to have been higher up but ultimately I came here to figure out some stuff.”

Leclerc – although clearly annoyed with Rowland’s restart and Canamasas’s late race-two pass – leaves Silverstone with a 67-point lead over the ever-present Markelov. If things don’t change, championship point is going to up in the air, waiting to be smashed into history. 🏆



RESULTS ROUND 6/11, SILVERSTONE (GB), JULY 15-16, RACE 1 (28 LAPS – 102.411 MILES)

POS	DRIVER	TEAM	TIME
1	Charles Leclerc (MC)	Prema Racing	49m23.075s
2	Norman Nato (F)	Arden International	+8.866s
3	Oliver Rowland (GB)	DAMS	+9.605s
4	Artem Markelov (RUS)	Russian Time	+17.743s
5	Sergio Canamasas (E)	Rapax	+18.715s
6	Luca Ghiotto (I)	Russian Time	+24.284s
7	Jordan King (GB)	MP Motorsport	+26.498s
8	Nicholas Latifi (CDN)	DAMS	+27.805s
9	Sean Gelael (RI)	Arden International	+28.904s
10	Nobuharu Matsushita (J)	ART Grand Prix	+34.560s
11	Ralph Boschung (CH)	Campos Racing	+44.764s
12	Louis Deletraz (CH)	Racing Engineering	+46.536s
13	Sergio Sette Camara (BR)	MP Motorsport	+47.050s
14	Gustav Malja (S)	Racing Engineering	+50.673s
15	Nabil Jeffri (MAL)	Trident	+56.457s
16	Antonio Fuoco (I)	Prema Racing	+1m01.355s
17	Robert Visoiu (RO)	Campos Racing	+1m09.543s
18	Alexander Albon (T)	ART Grand Prix	+1m12.549s
19	Callum Ilott (GB)	Trident	-1 lap
NS	Nyck de Vries (NL)	Rapax	driveshaft

Winner’s average speed 124.424mph.

Fastest lap Matsushita 1m42.512s, 128.548mph.

QUALIFYING

1 Leclerc 1m38.427s; **2 Rowland** 1m38.885s; **3 Nato** 1m38.906s; **4 King** 1m38.988s; **5 Markelov** 1m39.062s; **6 Latifi** 1m39.138s; **7 Canamasas** 1m39.368s; **8 Matsushita** 1m39.405s; **9 Sette Camara** 1m39.413s; **10 de Vries** 1m39.594s; **11 Malja** 1m39.879s; **12 Ghiotto** 1m39.959s; **13 Albon** 1m39.566s*; **14 Deletraz** 1m39.966s; **15 Ilott** 1m39.996s; **16 Boschung** 1m40.394s; **17 Jeffri** 1m40.454s; **18 Gelael** 1m40.478s; **19 Fuoco** 1m40.568s; **20 Visoiu** 1m40.412s*. * = grid penalty.

RACE 2 (21 LAPS – 76.787 MILES)

1 Latifi 37m17.053s; **2 Ghiotto** +1.717s; **3 Markelov** +5.300s; **4 Canamasas** +7.698s; **5 Leclerc** +7.943s; **6 Nato** +8.279s; **7 de Vries** +8.801s; **8 Matsushita** +9.484s; **9 Malja** +10.618s; **10 Albon** +13.262s; **11 Visoiu** +13.535s; **12 Fuoco** +13.825s; **13 Deletraz** +14.386s; **14 Ilott** +14.665s; **15 Sette Camara** +14.925s; **16 Gelael** +15.871s; **17 Rowland** +32.263s; **18 Jeffri** +45.918s; **R Boschung** 17 laps-accident; **R King** 1 lap-accident damage.

Winner’s average speed 123.570mph.

Fastest lap Leclerc 1m43.219s, 127.668mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Leclerc 188; **2 Markelov 121**; **3 Rowland 117**; **4 Latifi 91**; **5 Ghiotto 86**; **6 Nato 67**; **7 Matsushita 66**; **8 Albon 59**; **9 King 49**; **10 de Vries 47**.



Russell passes Hubert for glory at home

Mercedes F1-contracted driver wins at British GP Silverstone event. A step forward for GP3's starlet successor to Hamilton?

By Alex Kalinauckas, Assistant Editor

[@Nauckas](#)

Lewis Hamilton wasn't the first to enjoy hearing *God Save the Queen* blaring out from the podium as a British race winner at Silverstone last weekend; it was his Mercedes stablemate, George Russell.

The 19-year-old Merc development driver, one week on from claiming his maiden GP3 pole and win to make the

hills of Austria's Red Bull Ring come alive with the sound of that anthem, repeated his success at his home race.

Russell, still only three weekends into his GP3 career, came out on top of the third consecutive ART Grand Prix one-two in qualifying by 0.106 seconds over Anthoine Hubert. The Briton had also topped practice by 0.361s but his advantage was eroded once his team-mates had been able to study his data see any tricks he had at the 3.661-mile circuit, where he'd also won in BRDC

Russell claimed honours on Saturday, before Alesi (far right) triumphed in reversed-grid race

Formula 4 and European Formula 3.

"I was able to see where I was quick," he said after qualifying. "Coming out of the box, having a lot of experience here helped for practice, and probably giving a few things away for my team-mates to work on, [but] not in a bad way."

Qualifying in GP3 is critical due to the close performance of drivers up and down the field. "It really defines your weekend," said Russell's fellow Brit, Jack Aitken, who was not able to enjoy the same success as his team-mate due to

Britain
16 JULY 2017



“a struggle” of a weekend where he chased a set-up that suited him.

Russell explained in Austria that he had been working hard adapting to GP3's hand-clutch starts and, although he made a decent getaway in race one, Hubert's was better. The Frenchman, also a GP3 rookie, claimed the lead on the run to Abbey and tried to break clear of the one-second DRS-detection margin to Russell. But that proved difficult as his team-mate stuck with him and then used the first of his six DRS activations to get close to the rear of Hubert's car on lap three of 20. One tour later and Russell repeated that trick to blast back into the lead on the outside of Hangar Straight.

For much of the rest of the race Russell marshalled the gap to Hubert as the pair traded fastest sectors at the head of the pack. Arden's Red Bull Junior Niko Kari, who had put a bold move on fast-starting Aitken at Brooklands on the opening lap, ran third ahead of Alessio Lorandi, with Renault F1 protege Aitken back down to fifth after a scintillating first lap.

The top four remained unchanged until the virtual safety car neutralised the race with five laps remaining. Race control had deployed the measure to allow the marshals time to clear the stricken car of Ryan Tveter.

When the race resumed, Lorandi took advantage of the unpredictable nature of the VSC – something Arden boss Julian

Rouse called “categorically not fair for the drivers” in light of what happened next. The Jenzer Motorsport driver capitalised at the restart to seize third from Kari, and would not lose it as he came home behind Hubert, who claimed his first GP3 podium, and the triumphant Russell.

There was drama even before race two got under way as reversed-grid polesitter Dorian Boccolacci – only in that privileged position because of a penalty for clashing with Kari late in race one, which dropped him to eighth behind Aitken, Kari, Arjun Maini and Giuliano Alesi – did not take up his grid spot.

A suspected gearbox problem that struck just as Boccolacci tried to leave the pits left his Trident team-mate Alesi in a net pole position. The Ferrari F1 junior converted that into the lead of the race, while Aitken stole the spotlight with a dramatic launch from fifth (net fourth) to steal second with a decisive move on Maini under braking for Village.

Aitken pressured Alesi hard and looked to have the faster car but was robbed of momentum by the appearance of the safety car, which had been deployed after an incident between Steijn Schothorst and Julien Falchero that left them both in the gravel at Abbey, with Falchero's front-left suspension broken.

Aitken could not keep up the same relentless pace when the race resumed but he held on to take his second podium of 2017 behind a delighted Alesi, who hugged clearly emotional father Jean before heading up to the podium. After losing out on Saturday, Kari was able to hang onto third having followed Aitken up the order early on for his first GP3 podium.

Only just behind them came Russell, who had put the move of the race on Maini at the approach to Stowe on lap nine of 15. Russell sold his rival a dummy as they approached the fast right-hander, feinting to the outside before quickly sealing the move by nipping up the inside. He closed in rapidly to make it a four-way scrap for the lead in the closing stages but ran out of time to make a pass for his second rostrum visit of the weekend.

Lorandi was sixth behind Maini after being cleared by the stewards of causing contact with Hubert, who took eighth.

ART's final driver Nirei Fukuzumi had a tough weekend as an unspecified mechanical problem put the pre-weekend points leader out as he fought for third early in race one, and then a 10s penalty for overtaking under the safety car left him last in Sunday's race.

The Japanese's struggles combined with Russell's success meant the Briton left with a 35-point lead over Hubert and the adoration of his home crowd.

“I was expecting most of the guys to have gone home or gone to the parties,” he said after his win. “But it was amazing to see how many British people there still were in the grandstands watching and supporting, and all giving me a wave when I crossed the line.” ❄

**RESULTS ROUND 3/8, SILVERSTONE (GB), JULY 15-16
RACE 1 (20 LAPS – 73.127 MILES)**

POS	DRIVER	TEAM	TIME
1	George Russell (GB)	ART Grand Prix	40m20.435s
2	Anthoine Hubert (F)	ART Grand Prix	+1.128s
3	Alessio Lorandi (I)	Jenzer Motorsport	+1.555s
4	Jack Aitken (GB)	ART Grand Prix	+8.316s
5	Niko Kari (FIN)	Arden International	+10.134s
6	Arjun Maini (IND)	Jenzer Motorsport	+10.731s
7	Giuliano Alesi (F)	Trident	+10.990s
8	Dorian Boccolacci (F)	Trident	+14.183s
9	Kevin Jorg (CH)	Trident	+15.205s
10	Julien Falchero (F)	Campos Racing	+17.329s
11	Leonardo Pulcini (I)	Arden International	+19.371s
12	Marcos Siebert (RA)	Campos Racing	+26.859s
13	Steijn Schothorst (NL)	Arden International	+28.536s
14	Tatiana Calderon (CO)	DAMS	+30.283s
15	Bruno Baptista (BR)	DAMS	+45.967s
16	Raoul Hyman (ZA)	Campos Racing	+58.289s
R	Ryan Tveter (USA)	Trident	13 laps-electrical fuel system
R	Santino Ferrucci (USA)	DAMS	7 laps-floor
R	Nirei Fukuzumi (J)	ART Grand Prix	0 laps-lost power

Winner's average speed 108.763mph.

Fastest lap Alesi 1m49.838s, 119.974mph.

QUALIFYING

1 Russell 1m46.608s; 2 Hubert 1m46.714s; 3 Fukuzumi 1m46.833s; 4 Lorandi 1m47.082s; 5 Aitken 1m47.090s; 6 Kari 1m47.259s; 7 Boccolacci 1m47.052s*; 8 Maini 1m47.412s; 9 Tveter 1m47.412s; 10 Falchero 1m47.473s; 11 Hyman 1m47.571s; 12 Alesi 1m47.588s; 13 Jorg 1m47.658s; 14 Pulcini 1m47.677s; 15 Schothorst 1m47.823s; 16 Ferrucci 1m47.898s; 17 Siebert 1m47.977s; 18 Baptista 1m48.544s; 19 Calderon 1m48.893s.
* = grid penalty.

RACE 2 (15 LAPS – 54.824 MILES)

1 Alesi 30m04.801s; 2 Aitken +0.724s; 3 Kari +1.431s; 4 Russell +1.857s; 5 Maini +5.900s; 6 Lorandi +7.257s; 7 Jorg +8.099s; 8 Hubert +8.447s; 9 Ferrucci +10.744s; 10 Siebert +11.712s; 11 Hyman +12.387s; 12 Pulcini +17.079s; 13 Tveter +17.645s; 14 Baptista +22.595s; 15 Calderon +23.280s; 16 Fukuzumi +28.539s; R Falchero 3 laps-accident damage; R Schothorst 3 laps-accident; NS Boccolacci-gearbox/hydraulics.

Winner's average speed 109.356mph.

Fastest lap Russell 1m48.862s, 121.050mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

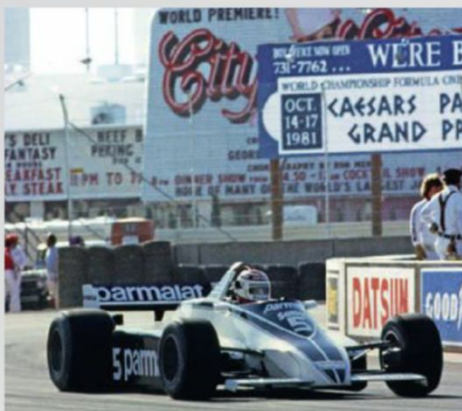
1 Russell 92; 2 Hubert 57; 3 Fukuzumi 54; 4 Aitken 52; 5 Lorandi 51; 6 Alesi 43; 7 Maini 36; 8 Boccolacci 28; 9 Hyman 25; 10 Kari 20.





F1'S GREATEST TITLE SHOWDOWNS

There have been some great world championship finales over the years. In the second of a two-part piece, we look back at three of the best



1981 Las Vegas Grand Prix

Reutemann v Piquet v Laffite

Possibly the strangest finale, if not the most thrilling race action. It was apt for an odd year; one that started with us thinking there wouldn't be F1 as we knew it.

Once the season did get under way, cars mostly ran in flagrant breach of the rules. Then, in its three-driver title showdown, all three fell over the line. And the championship winner did so almost in spite of himself.

Williams's enigmatic Carlos Reutemann started the season superbly, but faltered from mid-summer. Brabham's Nelson Piquet did roughly the opposite. Reutemann was a point ahead for the decider; six shy, Ligier's Jacques Laffite was an outsider.

But the new venue for the finale – winding around the Caesars Palace car park in Las Vegas – changed the game. The heat sapped, and it had a twisting left-handed layout. Stamina would count. "I think Carlos is going to be world champion," Gilles Villeneuve said, "because he is much stronger than Piquet."

Reutemann's effortless pole cemented the apparent inevitability. Piquet was fourth; Laffite 12th.

But Reutemann's race drive was inexplicable. He faded to nothing in a way never fully explained. He was fourth at the first corner; seventh after three laps. Not long later Piquet passed him with little resistance. The Argentinian finished a lapped eighth.

Reutemann afterwards talked about poor handling, mismatched tyres, gearbox problems... But they don't explain his lack of fight. He was one indeed notorious for dropping off when things weren't perfect.

Laffite drove tenaciously to second, then his tyres went off. This left Piquet needing only sixth place for the title. Yet he was, as Autosport's Jeff Hutchinson explained, "on his last reserves of strength". He faded to fifth and with another lap could have lost everything. But, driving by instinct, he got home with two seconds to spare.

While all this was going on, Reutemann's team-mate Alan Jones disappeared into the distance to win, in what was his last race before he walked away from the sport for the first time.



1997 European Grand Prix

Schumacher v Villeneuve

"If it had been in a movie, the audience would have groaned at the corniness of it all," mused Autosport's Andrew Benson, "but then 1997 has been a bit like that." It was a season apart. Adam Cooper called it "unarguably the closest and most open for many a year". And likely since.

The title fight was Jacques Villeneuve in the Williams against Michael Schumacher in the Ferrari. Yet even that was odd – they were together on track scarcely; they never once shared a podium. The title picture had extraordinary ebb and flow.

Villeneuve seemingly had it in the bag late on, but in Japan's penultimate round Schumacher won and Villeneuve was disqualified. They entered the finale – at incongruous Jerez – with Schumacher a point ahead.

The year hit its crescendo in qualifying when Villeneuve, Schumacher and Villeneuve's team-mate Heinz-Harald Frentzen set exactly the same best time, sorted by the order in which they set it.

So the two contenders finally had a head-to-head from the front row. Schumacher leaped past Villeneuve off the line, and swiftly was four seconds clear.

Frentzen ran long before his first stop, and backed the pitted Schumacher into Villeneuve. But soon afterwards backmarker Norberto Fontana of Sauber (using Ferrari engines) did a similar thing to Villeneuve. The gap was three seconds again.

Both made their final stops, emerged in the same order, and most thought that was that. Not so.

Villeneuve was soon all over the Ferrari, aimed down the inside of Dry Sack hairpin, and in Nigel Roebuck's words "had him clean". Or he would have, had Schumacher not driven into the side of him. But, as Roebuck said, "it was the biter who got bitten", beached in the gravel. Villeneuve was hobbled but continued, needing sixth to be champion. He got third.

"Yes, it was a big risk," Villeneuve said. "I knew Michael was capable of taking me out, but there was no point in just being second. It was better to try. Now I just feel wonderful."



2016 Abu Dhabi Grand Prix

Rosberg v Hamilton

Nothing should be ruled out in a title finale. Yet this one has surely a unique facet: one of its protagonists sought to prevail by driving slowly.

The year was a Mercedes walkover, yet in a minor variation Nico Rosberg led for most of it, aided by technical failures and off days (or should that be off starts?) for his team-mate Lewis Hamilton.

With four rounds left Hamilton needed snookers. He won the next three, but Rosberg did all he needed by following him home. In Abu Dhabi for the last round Rosberg's task was even simpler: third was enough.

Hamilton was on another level and took pole. But Rosberg's second place was comfortable, a whole half second clear of Daniel Ricciardo's Red Bull in third. All he needed. Yet in the race Hamilton's game became clear – as leader he was 'backing up' second-placed Rosberg, often to the tune of two seconds a lap, hoping others could vault him. F1 became Dutch auction.

A snake formed behind the Mercedes. It wasn't thrilling, but it was tense. Very. The radio calls to Hamilton escalated; eventually technical head Paddy Lowe issued an urgent proscriptio. Hamilton was unflinching.

But no-one did him his favour. The Red Bulls were close but, on older tyres, unable to strike. Then the resurgent Ferrari of Sebastian Vettel attacked late on new rubber and hounded Rosberg in the final four laps. But Rosberg repelled him. He finished second, more than required for the crown.

Hamilton's actions, typically, divided opinion but given the circumstances, as Ben Anderson explained, "no-one can blame Hamilton for doing what he did".

Ultimately it allowed the new champion to shine too. "Rosberg showed a champion's resilience to cling on with everything at stake," Anderson concluded. Indeed he even threw in an aggressive overtake of Max Verstappen that his team called "critical" for his title.

He threw in something even more surprising a few days later. Having reached the mountain peak, Rosberg blindsided all by walking from F1.

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2017 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX



Racing's best-kept secret



Tired of watching pay drivers making it into Formula 1 or IndyCar? Then why not turn your attentions to Super Formula in Japan, where every driver is there on talent, not the size of their budget

By Marcus Simmons, Deputy Editor

[@MarcusSimmons54](#)

The world's only single-seater championship in which all the drivers are there purely because of their ability is not Formula 1. It's not IndyCar either. Try looking to the east, because it's Japan's Super Formula championship.

You don't have to take our word for it. This is what long-time category superstar Andre Lotterer — one title, 24 race wins and counting — says: "The standard is good in Japan because the teams kept the habit of having their own sponsors, and being able to choose who they want in 80 or almost 90% of cases. In combination with help from the manufacturers, it means they take talents, and they keep them. So the field has always been filled up with people who are not there because they have money, it's because they have been picked, and the

ones that were good have stayed and got better and better."

But what is Super Formula, and why is it something of a mystery in the west? Initially called Formula 2000 in 1973, it adopted Formula 2 rules in '76, then followed Europe in switching to Formula 3000 in '87. When F3000 became one-make in '96, Japan stayed with open competition and the series was redubbed Formula Nippon. The collapse of chassis constructor Reynard and withdrawal of rival G-Force meant that from 2003-05 FNippon went single-spec with Lola-Mugen Hondas. A new Lola was produced for 2006, with Honda and Toyota providing the engines. Then it was American constructor Swift that provided the cars from 2009-13. With the series now renamed Super Formula, Dallara produced the SF14, which was introduced in '14 and is still used today. Honda and Toyota remain as the engine manufacturers (Nissan continues to resist overtures), providing two-litre, >>



turbocharged, in-line four-cylinder powerplants similar to those used in the fantastically successful Super GT series.

With the engines producing 550bhp and the cars weighing just 660kg (including driver), and high-quality control tyres provided by Yokohama, that adds up to the world's fastest single-seater series bar F1. But with TV coverage scarce, and no on-line streaming, it has been difficult to follow Super Formula from outside Japan. This has been addressed in the past few weeks by promoter JRP, whose president Akira Kurashita knows the importance of getting the message out there – no surprise when you learn that JRP is a division of Fuji TV. So, from the recent Fuji round onwards, you can catch the action on motorsport.tv's on-demand streaming service.

And you should do, because Super Formula is racing's best-kept secret when it comes to ultra-competitive, super-fast racing. Autosport was invited to the round at the remote Okayama (formerly TI Circuit, which hosted the Pacific Grand Prix in 1994-95) by Dallara importer Le Mans Company, which has a history in the category dating back to the 1970s when it brought in Chevrons, then subsequently represented constructors such as March, Reynard and Lola. Apart from Lotterer, ex-Formula 1 drivers Kamui Kobayashi, Kazuki Nakajima and Narain Karthikeyan compete, along with recent 'western' imports of the calibre of Red Bull junior

Pierre Gasly, Felix Rosenqvist, Jann Mardenborough and Nick Cassidy. Ranged against them are the ultra-quick local stars.

Their battles play out in front of an appreciative audience. While Super GT gets Japan's biggest crowds – such as you'd find at, say, NASCAR, the BTCC or the DTM – Super Formula's fans are more purist, the same kind of people who, in Europe, might go to watch a World Endurance round or, in the States, attend a road-course IndyCar event. Kurashita tells Autosport that they really don't care who wins – there's little interest in a partisan cheering of, for example, Yuhi Sekiguchi (who shared the victories with Lotterer at Okayama, which was a rare double-header event). They just want to enjoy watching a top-level sporting contest.

So this is a very pure form of motorsport, and it's what keeps Lotterer coming back for more. When he went full-time in the WEC with Audi, and now Porsche, he dropped his Super GT programme, but continued in Japanese single-seaters with Toyota powerhouse TOM'S. "I wanted to keep this on the side," he explains, "because it's just so much fun to drive, so much joy, and I don't need that the championship is popular or big on the radar. It's not about money or anything – I live at the core of my passion and I keep racing these cars because they're the fastest you can find and the most fun.

"The Dallara has been the best chassis so far – it's like

Above: Lotterer is in his 15th season in the Japanese series

Centre top: Gasly now knows how to write his name in Japanese

Right: Rosenqvist has become a podium finisher in rookie year



Formula 3 on steroids. And with the four-cylinder turbo engine, which is quite small, there is not a lot of inertia in the back and that makes the car very agile.”

Gasly, too, loves the car. With no room at Red Bull’s inn in F1, the 2016 GP2 champion was sent to Japan, as was title-winning GP2 predecessor Stoffel Vandoorne by McLaren last year. Red Bull lined him up a drive with leading Honda squad Team Mugen, and he instantly enjoyed the car. “The overall grip was really high, and I felt really good even from testing,” smiles the Frenchman. “For me that [the grip] suits me. It’s great to know as a driver, ‘What do you want to do?’ In my case what I love is to push entry speed like crazy, and carry a lot of speed through the corners. Suzuka for example in testing was unbelievable; the first sector with that car was heaven.”

For Rosenqvist, meanwhile, Super Formula is something he tried to break into after taking his first Macau Grand Prix win in 2014. Mentor Stefan Johansson, runner-up in the 1984 Japanese F2 series, pushed to get Rosenqvist a test, but the Swede got passed over. Two years later, with his reputation sky-high, it proved the ideal programme to combine with his Formula E exploits, via a seat with Team Le Mans.

“I had a sort of empty spot I wanted to fill in my career because I never did Formula Renault 3.5, GP2 or IndyCar, and when this came along it was like the perfect thing,” explains Rosenqvist, who took his first podium at Fuji last week. “It matched also with the Formula E schedule – there were no clashes. I wanted to drive something where you could really *drive*, and you get up to speed and your brain is in race mode, because Formula E you drive, like, one day every month and you get a bit rusty.

“This is back to basics, which I kind of like. It’s more old-school and just trying to be quick, like F3, and that’s something that’s really good for you as a driver because you’re always working on your driving, not, like, saving tyres and >>



THE ‘AMAZING’ LOCAL STARS



Ishiura: the 2015 champion is leading the points this year

KAZUKI NAKAJIMA AND KAMUI Kobayashi are well known to a European audience, but there are other top Japanese drivers – think Cerumo Inging pair Hiroaki Ishiura and Yuji Kunimoto (the Super Formula champions of 2015 and ’16) or Team Impul’s Yuhi Sekiguchi – who are tough to beat at home.

Sekiguchi, in just his second Super Formula season, appears to have a strong, jokey rapport with the media; Ishiura has a deadpan countenance that belies a wickedly devastating turn of pace on the track.

“They [the locals] are amazing in qualifying,” says Andre Lotterer. “I don’t know how they do some of the times. They put a lap together and I’m like, ‘What?!’ I’m usually better in racecraft but sometimes it’s difficult to overtake, so you race where you

qualify. It’s a shame you don’t get a lot of these guys doing well in Europe. I think that, for them, they lose a lot of confidence when they go to Europe; they are a bit lost.”

Why is that? “I think the thing that is not so easy is we’re a bit spoiled here with the quality of the cars and the tyres and everything,” adds the German. “It’s stuff that allows you to drive fully on your instinct and natural abilities without needing to apply yourself too much. It’s more like, let’s say, a courage type of driving style because you have so much grip from the tyres and lateral grip, and you can combine braking and turn-in all the time. In Europe we don’t have that. You don’t have this type of tyre; you have to apply yourself in a different way – a much more technical driving style.”

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“Hoshino pushes us to the maximum. ‘If you crash or spin, no problem’”



Top left: Mardenborough is living the dream

Top right: Kazuki Nakajima, the 2014 champ, is a race winner this season

Above left: future F1 leads past F1? Gasly and Kobayashi

Above right: Cassidy feels comfortable now in Japan

lift-and-coast. It's exactly what I was looking for.”

That ‘old-school’ comment is echoed by pretty much everyone in the paddock. Mardenborough, for example, is revelling in running as team-mate to Sekiguchi with Toyota-powered Team Impul, the squad run by six-time F2000/F2/F3000 champion Kazuyoshi Hoshino, arguably Japan’s greatest ever driver (older readers may remember him starring in the 1976 Japanese GP with a privateer Tyrrell). The Welshman’s single-seater career never quite caught light in Europe, but his move to Japan last year by employer Nissan paid dividends, as he took runner-up in the Japanese F3 points and starred in the lower GT300 class of Super GT, sharing a Nissan GT-R with Hoshino’s son Kazuki. Impressed, Hoshino Sr elevated him to his senior GT500 team and Super Formula.

“It’s a very different mentality to what I’ve experienced before with team principals,” declares Mardenborough. “Previously, if you make a mistake or have a shunt it’s very bad, whereas with Hoshino, he was a driver, and he pushes us to the maximum. He says, ‘If you crash or if you spin it’s no problem, as long as you’re pushing 100%’. It’s a nice atmosphere but also he expects a lot. To be one of his drivers in the blue [Calsonic Nissan GT500] car... it’s kind of iconic!”

Mardenborough was always known as Nissan’s GT PlayStation Academy protege, but plying his trade in single-seaters too – as he did in European F3 and GP3 – has always appealed: “I think it was the first race in F3 last year, where we got to race on the same weekend as Super Formula, just looking at the cars and saying, ‘Wow, these cars look sweet – fat rear and massive tyres, and the racing is ace’. So I really pushed for that.”

Far from his Cardiff background, Mardenborough now shares a flat with Cassidy in the Tokyo district of Shinagawa – handy, because that’s where the main Shinkansen bullet-train station is. For Cassidy that’s a relief after 2016, where he dovetailed his

first season in Super GT at the TOM’S Lexus squad with a European F3 campaign. His Toyota paymasters this season found the Kiwi a berth in Super Formula with the second-string Kondo Racing team alongside his mate, reigning Japanese F3 champion Kenta Yamashita.

“Last year I was just living in hotels,” he grimaces. “That just sucks, man. Now to actually have a base feels good. I’ve entered the championship probably in a bit of a different situation to the others [such as Gasly and Rosenqvist] because it feels very natural for me to be racing in Japan, not just in terms of the tracks or the tyres, but the people and the way of working. It’s normal for me now.”

Kondo, the team owned by former pop star and Le Mans 24 Hours racer Masahiko Kondo, is a tiny operation but both Cassidy and Yamashita have punched above its weight, the rookies respectively taking a podium and a front row at Okayama. “I’ve got to start somewhere,” says Cassidy, “and in terms of working it’s probably one of the most honest relationships [with Yamashita] that I’ve had. We are completely open, which drives it forward better. I’m pretty set here right now, although I’d never say never to bucket-list races like Le Mans and Daytona 24 Hours.”

Such a mentality never harmed Lotterer, who sits above Cassidy and co in the Toyota hierarchy alongside Nakajima at TOM’S. He, of course, belatedly got a Le Mans chance that turned into WEC stardom, but never wanted to leave Japanese single-seaters behind. “The atmosphere is really good, the teams are nice and they have a good motorsport culture here,” he asserts. “And what is also fun is, you’re kind of on an island and after the race everyone goes back to Tokyo. In Europe everybody spreads out and goes home, but here we all hang out and there’s this cool camaraderie. It’s nice because it’s simple.”

And that’s just how racing should be. 🍀

Porsche pit shuffle turns 1-2 into 2-1

Timo Bernhard, Brendon Hartley and Earl Bamber won Le Mans. Therefore they were the chosen trio to win at the Nurburgring

By Gary Watkins, Special Contributor

[@gazzasportscars](#)

Another year, another new high-downforce kit and another victory for Porsche. The German manufacturer last weekend maintained its tradition of pitching up at the Nurburgring round of the World Endurance Championship with revised aerodynamics and more or less winning as it pleases.

Porsche wasn't as dominant as it had been in 2015 when the now infamous 'kit 5' bodywork was blooded at the 'Ring, but it was a little more in control than 12 months ago, when Audi posed a threat for a good part of the German round of the championship. This time Toyota's challenge faded after one-third distance, which meant Porsche had enough in hand to fix the result in favour of Le Mans 24 Hours winners and championship leaders Timo Bernhard, Brendon Hartley and Earl Bamber.

The two Porsche 919 Hybrids, now running in the high-downforce configuration in which they will complete the season, were evenly matched throughout the Nurburgring 6 Hours last weekend. Either Bernhard and co or the sister car shared by Andre Lotterer, Neel Jani and Nick Tandy might have been in the lead as the chequered flag approached.

Each had taken turns in front over the course of a race in which they were barely ever separated by more than 10 seconds.

Bernhard had led the Porsche train at the beginning, only for Jani to emerge ahead after taking over from Lotterer at the first round of pitstops.

Hartley quickly outdragged his teammate on the start-finish straight, before Jani got him back in a copycat move 30-odd laps later when they were deep into their second stint on a set of Michelin tyres. That cycle was repeated when Bamber and Tandy went against each other: the Kiwi was quicker on fresh rubber and the Briton had the edge when the tyres were older.

Tandy moved ahead late in his second stint when Bamber had to go off track at the chicane – or rather negotiate his way through the cones in the alternative, faster version not in use last weekend – to avoid a stationary LMP2 car. Lotterer was able to extend the lead over Bernhard during the run to the flag to just over 10s, only to be given an extra 20 seconds' worth of fuel compared with Bernhard when the cars came in to make splash-and-dash stops in the final 10 minutes.

"I thought Andre was going to drive the car back home, it had so much fuel," joked Jani after the race. "It was back and forth through the race, but I think at the end we had the edge. Le Mans came back to haunt us. The problem is that Le Mans is double-points and it comes early in the year. When you don't finish there, you're done for the rest of year."

Bamber wasn't sure it was quite so clear-cut as Jani suggested. "We were >>





Porsches were rarely far apart, and Lotterer/Jani/Tandy car led in the closing stages...



told to back off and bring it home because we had 60 seconds on Toyota," said the new boy in the #1 Porsche line-up. "It was a case of who wanted to push more. It's not like we were a minute behind when the call came."

What was clear on Sunday was that the winning #2 Porsche was quicker at the start of a double stint and the #1 car faster later on once the tyres were past their best. There was also another

variable: the two Porsches were suffering what the team called "aero degradation" as spent rubber became lodged in the aerodynamic detailing of the cars.

Toyota suffered a similar downturn in the aerodynamic performance on the best of its TS050 HYBRIDS. The Japanese manufacturer said this explained why the pole-winning #7 car shared by Kamui Kobayashi, Jose Maria Lopez and Mike Conway faded from contention

#7 Toyota grabbed pole and led early on before fading to third position



after the first couple of hours.

Kobayashi had held a narrow lead until the first round of pitstops before handing over to Lopez. The Argentinian quickly lost out to Hartley and then Jani, but was still in touch when the cars stopped for a second time. After that, however, he haemorrhaged time and was 20s down before he handed over to Conway.

"On the #7 car we saw a big issue with the aero balance, which went rearwards, then came forwards and then went backwards again," explained Toyota technical director Pascal Vasselon. "When Jose Maria was losing time, it looked like tyre degradation, but it wasn't."

The issue was subsequently traced to the twin problems of a damaged underfloor and a hole in the rear wing, which caused cracks in the main plane to occur over the course of the race.

Toyota saw this race as an opportunity lost at a track where it has traditionally struggled. "We were competitive for the first two hours, or one third of the race," said Vasselon. "Yes, we were closer than expected, but it was a lost opportunity."

The #8 car, the winner at Silverstone and Spa with Sebastien Buemi, Anthony



CALADO AND PIER GUIDI FIGHT BACK

JAMES CALADO AND ALESSANDRO PIER GUIDI didn't look like potential GTE Pro winners for much of last weekend. Only in the middle third of the race did their AF Corse Ferrari 488 GTE emerge as a contender and after that, quite frankly, the Anglo-Italian duo walked it over the final portion of the race.

The #51 Ferrari could only line up seventh on the grid after a messy qualifying session in which Pier Guidi lost multiple lap times for track-limit infringements. And then at the end of the opening hour Calado was stuck in a queue behind Marco Sorensen's Aston Martin while Frederic Makowiecki eased away at the front in the best of the Porsche 911 RSRs.

But the Ferrari got better and better through the race and certainly had an edge on its rivals through the second stint on a set of tyres. "We hit the sweet spot on the tyres; we definitely managed them better than the others," said Calado. "We made time on the Porsches over the second stint when I could really see them sliding around."

Pier Guidi was still only fifth after the first pitstop cycle was complete, but he was up to second behind Kevin Estre in the other Porsche before handing back to Calado. The Briton then closed down the 911 to take the lead shortly before the end of the third hour, before pulling away to effectively cement the victory in the fourth.

Porsche was at its most competitive so far this season, though it ultimately didn't have anything for Ferrari. "We had good grip at the beginning of the race and could really push," said Makowiecki, who ended up second

together with Richard Lietz, albeit 50s down on the Ferrari. "At the end we were really struggling with pick-up. The Ferrari was too strong for us, but it is good to be back in the game."

Estre had closed up on Lietz in the final hour, but the pole-winning #92 car needed more fuel at its final splash after an early first stop. That allowed Lietz to take second by eight seconds.

The two manufacturers that came into this race with a revised Balance of Performance under the new automated system were left to scuffle over the minor placings.

Aston Martin took fourth with Sorensen and Nicki Thiim. They had claimed second on the grid by using two sets of tyres, unlike everyone behind them, and a fast-starting Sorensen had led the first hour, but the truth was that the Vantage GTE wasn't competitive despite twin BoP breaks. It was sliding around all weekend.

Ford picked up fifth and sixth positions with a car weighing 20kg more than when it won at Silverstone in April. That increase was compounded by a track layout that doesn't favour the long-wheelbased Ford GT.

The Dempsey-Proton Porsche took its first GTE Am victory of the year and team boss Christian Ried his first WEC win since the inaugural season of the series in 2012. The German and team-mates Matteo Cairoli and Marvin Dienst came out on top in a battle with the Aston Martin shared by Pedro Lamy, Mathias Lauda and Paul Dalla Lana in the middle hours of the race and then proved equal to a late challenge from the AF Corse-run Spirit of Race Ferrari driven by Miguel Molina, Francesco Castellacci and Thomas Flohr.

Davidson and Kazuki Nakajima, ended up five laps down in fourth position. The high-pressure fuel pump failed during the pre-race grid procedure, forcing Buemi to complete the formation lap on electrical power. Five laps had been lost by the time he rejoined.

The performance of the Toyota at the Ring bodes well for the rest of the season. The sheer number of corners on the 3.20-mile Nurburgring Grand Prix Circuit causes problems for the TS050's twin-KERS hybrid system. It actually has to be detuned, which comes with negative effect on braking in particular.

Porsche is certainly expecting a close fight over the remainder of the season. "It will be closer with Toyota," said Bamber. "We have a test at Barcelona before Mexico City [in September] to give the car another development nudge, because we know it isn't going to be easy. The championship is not over."

Not for Toyota, perhaps. But it probably is for Lotterer, Jani and Tandy, thanks to their failure to get any points at Le Mans and the spectre of team orders hanging over them for the remainder of the year. >>



JOTA'S CHAN TRIO UNSTOPPABLE AGAIN IN LMP2



LAT IMAGES

JACKIE CHAN DC RACING MADE IT three LMP2 wins from four WEC starts this year with another dominant display from Oliver Jarvis, Ho-Pin Tung and Thomas Laurent at the Nurburgring. Their ORECA-Gibson 07 was briefly embroiled in a battle with the Anglo-Swiss Rebellion team's pair of entries, but by midway through the third hour the stars of LMP2 at the Le Mans 24 Hours last month were pretty much in control.

The Jota-run Chan DC car was too good on its tyres and its driver line-up too consistent for anyone else to get much of a look-in on Sunday. The only hiccup on the way to a one-lap victory was a slightly prolonged pitstop to replace the rear deck after a tail light gave up.

Jarvis lost out to the two Rebellion ORECA's, with Bruno Senna and Mathias Beche driving, at the start and trailed them to the first stops. The Brit moved ahead of Beche during the refuelling sequence and then found a way past Senna when the Brazilian was baulked. Jarvis had a clear edge at this stage and was able to move into a four-second

lead before the end of his double stint.

Julien Canal kept Tung honest initially after the next stops, but slowly faded from contention as his tyres lost their bite. By the time they handed over to Laurent and Filipe Albuquerque respectively, the Chan DC car had a lead of over a minute and the Rebellion ORECA was down in fourth.

Senna admitted that the Chan DC car was pretty much unbeatable last weekend, though he reckoned he and his team-mates should have been closer. "We lost so much time in traffic," said the Brazilian. "The blue-flag etiquette was terrible today."

The race preparations of the #31 Rebellion car weren't helped by an incident right at the end of first free practice when Canal had a coming together with the Dempsey-Proton Porsche. A new chassis fixing for a radiator mount had to be bonded to the monocoque, resulting in the car failing to make it out for FP2.

"We were a little bit on the back foot this weekend in terms of race set-up," said team boss Bart Hayden. "They were better on tyre degradation and

Jarvis, Laurent and Tung are even third in the overall WEC points

that came with a better set-up."

The second Rebellion car was in the mix until David Heinemeier Hansson climbed aboard. Team-mates Pipo Derani and Beche hauled the car back into the podium positions after the Danish driver's double, only for Signatech Alpine ace Nicolas Lapierre to leapfrog the Rebellion ORECA in the final round of stops.

A super-fast in-lap from Lapierre, who was back in the #36 Signatech car with Gustavo Menezes and Matt Rao after his two-race return to Toyota, allowed him to get out of the pits ahead of Beche.

The G-Drive squad salvaged sixth right at the end after a difficult weekend. Not only did the car run under the TDS umbrella lose the pole position won by stand-in Ben Hanley and Pierre Thiriet for a technical infringement, but it had to take the three-minute stop-go handed to the team at Le Mans for Roman Rusinov's assault on the Dempsey-Proton Porsche. If there was any chance of G-Drive following up its 2015 title with OAK Racing after the Le Mans no-score, it surely disappeared last weekend. ❄



Senna, Canal and Albuquerque had to settle for second



Lead Signatech car took third thanks to Lapierre

RESULTS ROUND 4/9, NURBURGRING (D), JULY 16 (204 LAPS – 652.559 MILES)

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Timo Bernhard (D) Earl Bamber (NZ) Brendon Hartley (NZ)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	6h00m09.607s
2	Andre Lotterer (D) Neel Jani (CH) Nick Tandy (GB)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	+1.606s
3	Kamui Kobayashi (J) Mike Conway (GB) Jose Maria Lopez (RA)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	+1m04.768s
4	Sebastien Buemi (CH) Anthony Davidson (GB) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-5 laps
5	Oliver Jarvis (GB) Ho-Pin Tung (NL) Thomas Laurent (F)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-13 laps
6	Bruno Senna (BR) Julien Canal (F) Filipe Albuquerque (P)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-14 laps
7	Nicolas Lapierre (F) Gustavo Menezes (USA) Matt Rao (GB)	Signatech Alpine Matmut	ORECA-Gibson 07	LMP2	-14 laps
8	Mathias Beche (CH) David Heinemeier Hansson (DK) Pipo Derani (BR)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-14 laps
9	Alex Brundle (GB) David Cheng (USA) Tristan Gommendy (F)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-15 laps
10	Ben Hanley (GB) Roman Rusinov (RUS) Pierre Thiriet (F)	G-Drive Racing (TDS)	ORECA-Gibson 07	LMP2	-16 laps
11	Vitaly Petrov (RUS) Roberto Gonzalez (MEX) Simon Trummer (CH)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-16 laps
12	Emmanuel Collard (F) Francois Perrodo (F) Matthieu Vaxiviere (F)	TDS Racing	ORECA-Gibson 07	LMP2	-16 laps
13	Roberto Merhi (E) Tor Graves (GB) Jonathan Hirschi (CH)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-21 laps
14	Dominik Kraihamer (A) Oliver Webb (GB) Marco Bonanomi (I)	ByKolles Racing Team	ENSO CLM-NISMO P1/01	LMP1	-22 laps
15	James Calado (GB) Alessandro Pier Guidi (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-25 laps
16	Frederic Makowiecki (F) Richard Lietz (A)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-25 laps
17	Michael Christensen (DK) Kevin Estre (F)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-25 laps
18	Marco Sorensen (DK) Nicki Thiim (DK)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Pro	-26 laps
19	Andy Priaulx (GB) Harry Tincknell (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-26 laps
20	Olivier Pla (F) Stefan Mucke (D)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-26 laps
21	Jonny Adam (GB) Darren Turner (GB) Daniel Serra (BR)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Pro	-27 laps
22	Christian Ried (D) Matteo Cairoli (I) Marvin Dienst (D)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Am	-29 laps
23	Francesco Castellacci (I) Thomas Flohr (CH) Miguel Molina (E)	Spirit of Race (AF Corse)	Ferrari 488 GTE	GTE Am	-29 laps
24	Pedro Lamy (P) Paul Dalla Lana (CDN) Mathias Lauda (A)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Am	-30 laps
25	Davide Rigon (I) Toni Vilander (FIN)	AF Corse	Ferrari 488 GTE	GTE Pro	-30 laps
26	Keita Sawa (J) Mok Weng Sun (MAL) Matt Griffin (IRL)	Clearwater Racing	Ferrari 488 GTE	GTE Am	-31 laps
27	Michael Wainwright (GB) Ben Barker (GB) Nick Foster (AUS)	Gulf Racing	Porsche 911 RSR	GTE Am	-31 laps
R	Nigel Moore (GB) Phil Hanson (GB)	Tockwith Motorsports	Ligier-Gibson JSP217	LMP2	112 laps-clutch
R	Nelson Panciatici (F) Pierre Ragues (F) Andre Negrao (BR)	Signatech Alpine Matmut	ORECA-Gibson 07	LMP2	61 laps-gearbox

Winners' average speed 108.711mph. **Fastest lap** Kobayashi 1m40.633s, 114.433mph.

LMP2 Lapierre 1m47.794s, 106.831mph. **GTE Pro** Estre 1m55.962s, 99.306mph.

GTE Am Griffin 1m58.100s, 97.508mph.

QUALIFYING

1 Lopez/Kobayashi 1m38.118s; 2 Bernhard/Hartley 1m38.272s; **3** Lotterer/Jani 1m38.278s; **4** Davidson/Nakajima 1m38.703s; **5** Laurent/Jarvis 1m45.197s; **6** Senna/Canal 1m45.649s; **7** Beche/Heinemeier Hansson 1m45.690s; **8** Negrao/Panciatici 1m45.777s; **9** Petrov/Gonzalez 1m45.861s; **10** Menezes/Rao 1m45.940s; **11** Gommendy/Cheng 1m46.690s; **12** Vaxiviere/Perrodo 1m46.714s; **13** Merhi/Graves 1m47.325s; **14** Bonanomi/Kraihamer 1m47.485s; **15** Moore/Hanson 1m48.104s; **16** Christensen/Estre 1m54.007s; **17** Sorensen/Thiim 1m54.352s; **18** Lietz/Makowiecki 1m54.518s; **19** Pla/Mucke 1m54.694s; **20** Rigon/Vilander 1m54.757s; **21** Tincknell/Priaulx 1m54.807s; **22** Calado/Pier Guidi 1m55.037s; **23** Serra/Adam 1m55.382s; **24** Lamy/Dalla Lana 1m56.721s; **25** Cairoli/Ried 1m57.129s; **26** Molina/Flohr 1m57.958s; **27** Barker/Wainwright 1m58.027s; **28** Griffin/Mok 1m58.335s; **EX** Hanley/Thiriet 1m45.001s.

Fastest in each class **LMP1** Lotterer 1m37.886s; **LMP2** Beche 1m44.945s;

GTE Pro Christensen 1m53.779s; **GTE Am** Lamy 1m55.686s.

CHAMPIONSHIP
LMP drivers

1 Hartley/Bernhard/Bamber 108; **2** Davidson/Buemi/Nakajima 78; **3** Tung/Jarvis/Laurent 60; **4** Jani/Lotterer/Tandy 46; **5** Kobayashi/Conway 36.5; **6** Cheng/Gommendy/Brundle 33.

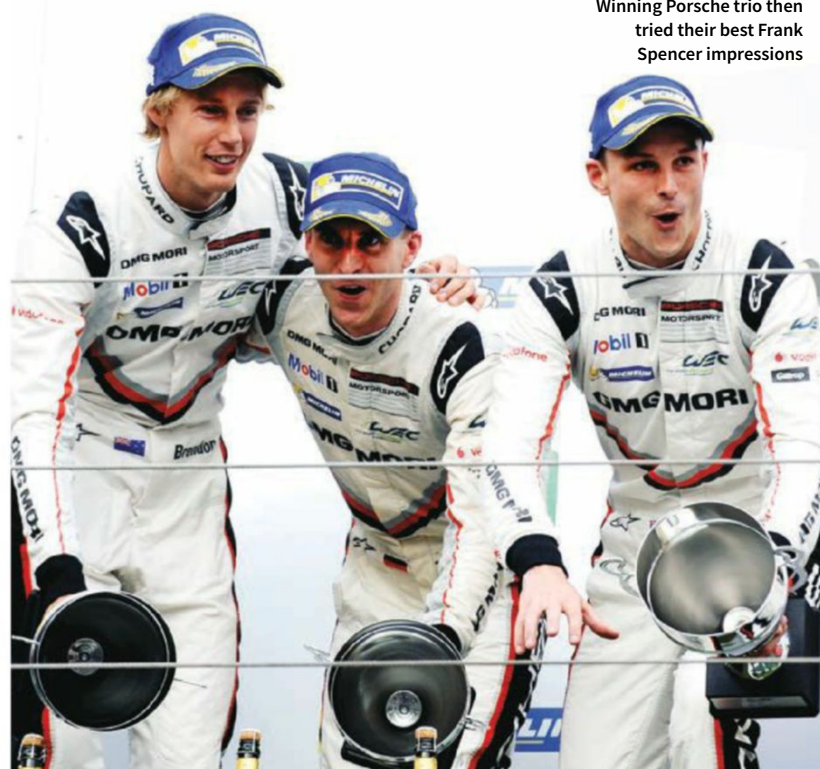
LMP1 manufacturers **1** Porsche 154; **2** Toyota 114.5.

LMP2 drivers **1** Tung/Jarvis/Laurent 116; **2** Senna/Canal 70; **3** Menezes/Rao 57; **4** Nicolas Prost 52.

GTE drivers **1** Priaulx/Tincknell 84; **2** Derani 74; **3** Makowiecki/Lietz 73; **4** Serra/Turner/Adam 69; **5** Pier Guidi/Calado 62; **6** Rigon 60.5.

GTE manufacturers **1** Ferrari 135; **2** Ford 135; **3** Aston Martin 113; **4** Porsche 106.

GTE Am drivers **1** Ried/Dienst/Cairoli 88; **2** Sawa/Griffin/Mok 88; **3** Lauda/Dalla Lana/Lamy 86; **4** Aaron Scott/Duncan Cameron/Marco Cioci 50.



Winning Porsche trio then tried their best Frank Spencer impressions



Bird's the word in the Big Apple

**FORMULAE
NEWYORK (USA)
JULY 15-16
ROUND 8/9**

THE 2016/17 FORMULA E SEASON HADN'T been going to plan for Sam Bird. It had started so promisingly, too – victory looked possible in the Hong Kong opener, before a software glitch while swapping cars wrecked his race, and he finished second next time out in Marrakech.

Then things started to turn. Smacking the wall did for him in Buenos Aires, although he was third in Mexico City. Then came two frustrating races in Monaco and Paris, where early contact ruined his chances and the only consolation (both times) was a single point for fastest lap. In Berlin, he was quick, but a combination of a slow pitstop in one race and contact with Jose Maria Lopez in the other meant he left with two seventh-place finishes.

So Bird went to New York just eighth in the points standings, winless for the season and without a podium in four races. Team-mate Lopez, a three-time World Touring Car champion but a rookie in Formula E, was ahead of him in the championship. Bird has always been an underrated driver in Formula E, but even by his standards this had been a tale of woe.

New York was a chance for him to make his mark with Lopez and points leader Sebastien Buemi on Toyota LMP1 duty in Germany. So, what happened? Well, at first, Bird was completely upstaged by a rookie. And not just a rookie, but a debutant. And not just a debutant, but Lopez's replacement: Alex Lynn.

But Lynn's shocking debut pole position went from headline to event footnote pretty quickly. And as the weekend developed, it

rapidly became one that was all about Bird.

Daniel Abt led the opening laps of Saturday's race, beating Lynn off the line as Bird got the jump on Jean-Eric Vergne into Turn 1 to run third. Bird gradually grew frustrated at Lynn's "overdefending" and, after complaining on the radio, was eventually allowed past on lap nine of 43. He swiftly started to attack Abt, and half a dozen laps later had wrested the lead from the Audi driver with an aggressive dive down the inside at Turn 1.

Vergne eventually made his way into second and put gentle pressure on Bird throughout, but the biggest test came in the closing stages. With five laps remaining, Nick Heidfeld stopped on track with a broken right-rear after appearing to clip an inside kerb too hard, sparking a safety car and a two-lap shootout.

But Bird handled that with relative ease to win for the first time in more than a year. Conversely, Lynn's race lasted barely beyond the car swaps thanks to a driveshaft failure.

"It was a tough race but after the safety car I got a decent restart," said Bird. "It was a bit nerve-racking as I knew Vergne would be pushing me, but we got there."

Bird's performance on Saturday was well-measured, but his Sunday drive in a race six laps longer was just plain nonchalant. This time Bird started from pole, but he lost the lead to Felix Rosenqvist on the run to Turn 1. He stayed glued to the Swede's rear bumper, and after a brief full-course yellow interlude – thanks to Mitch Evans stopping his Jaguar while running 10th – resumed his attack immediately.

On lap 11 of 49 he lunged past Rosenqvist at the tight Turn 6 hairpin, seizing back the lead with a superb, forceful move. Thereafter he was imperious, stopping a lap later than the majority

Bird turned his season around with double win



LAT IMAGES

of his rivals under another FCY as DS Virgin judged the caution perfectly and gave its driver a lap's extra energy over those chasing him.

That allowed Bird to ease clear when racing resumed, and he won by a dominant 11.4s. Job done, and suddenly the 30-year-old is bang in the hunt for third in the championship, trailing Rosenqvist by just four points.

"I'm still in shock," said Bird. "What a weekend it's been and what a car the DS Virgin Racing guys have given me. Being a longer race today I thought it would be hard on energy but we managed it well. The pitstop was a key point but we timed it well to just get out in front."

New York was significant in the title battle, though it didn't turn it on its head. With Buemi absent, this was nearest challenger Lucas di Grassi's big chance to get on level terms, or even in front, going to the final two races in Montreal at the end of this month. But the Audi driver failed to stand on the podium, although a fourth and a fifth place means he trails Buemi by just 10 points heading to the final round.

Buemi's replacement at Renault e.dams, Red Bull Formula 1 protege Pierre Gasly, did a damn sight better fighting his corner than experienced hand Nico Prost. As Prost floundered to eighth and sixth, Gasly was seventh (having started 19th) and fourth in the two races, starring on a Formula E debut made with minimal preparation.

He was fortunate not to throw away fourth on Sunday after attempting a final-corner lunge around the outside of Heidfeld, and actually crossed the line with a crumpled front end after slamming into the wall. But survive he did, and who knows – perhaps those two points he denied di Grassi could prove crucial to the destination of the title in two weekends' time.

SCOTT MITCHELL

Gasly starred in place of absent Buemi



RESULTS ROUND 8/9, BROOKLYN (USA), JULY 15-16 (43 LAPS – 52.182 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Sam Bird (GB)	DS Virgin Racing · Virgin DSV-02	52m29.275s
2	Jean-Eric Vergne (F)	Techeetah · Renault Z.E.16	+1.354s
3	Stephane Sarrazin (F)	Techeetah · Renault Z.E.16	+4.392s
4	Lucas di Grassi (BR)	Abt Audi Sport · Abt Schaeffler FE02	+6.155s
5	Loic Duval (F)	Faraday Future Dragon Racing · Penske 701-EV	+8.428s
6	Oliver Turvey (GB)	NextEV · NextEV TCR002	+8.952s
7	Pierre Gasly (F)	Renault e.dams · Renault Z.E.16	+9.321s
8	Nicolas Prost (F)	Renault e.dams · Renault Z.E.16	+10.036s
9	Robin Frijns (NL)	Andretti · Andretti ATEC-02	+11.019s
10	Adam Carroll (GB)	Jaguar Racing · Jaguar I-type 1	+12.073s
11	Nelson Piquet Jr (BR)	NextEV · NextEV TCR002	+12.977s
12	Antonio Felix da Costa (P)	Andretti · Andretti ATEC-02	+13.341s
13	Tom Dillmann (F)	Venturi · Venturi VM200-FE-02	+16.337s
14	Daniel Abt (D)	Abt Audi Sport · Abt Schaeffler FE02	-1 lap
15	Felix Rosenqvist (S)	Mahindra · Mahindra M3ELECTRO	-1 lap
R	Nick Heidfeld (D)	Mahindra · Mahindra M3ELECTRO	35 laps-broken wheel
NC	Maro Engel (D)	Venturi · Venturi VM200-FE-02	30 laps
R	Alex Lynn (GB)	DS Virgin Racing · Virgin DSV-02	23 laps-driveshaft
NC	Jerome d'Ambrosio (B)	Faraday Future Dragon Racing · Penske 701-EV	22 laps
NC	Mitch Evans (NZ)	Jaguar Racing · Jaguar I-type 1	18 laps

Winner's average speed 59.650mph. **Fastest lap** Engel 1m03.883s, 68.386mph.

SUPERPOLE

1 Lynn 1m03.296s; 2 Abt 1m03.534s; 3 Vergne 1m03.537s; 4 Bird 1m03.557s; 5 d'Ambrosio 1m07.203s.

QUALIFYING

1 Bird 1m02.806s; 2 d'Ambrosio 1m02.881s; 3 Abt 1m02.888s; 4 Lynn 1m03.009s; 5 Vergne 1m03.091s; 6 Heidfeld 1m03.193s; 7 Piquet 1m03.361s; 8 Turvey 1m03.385s; 9 Prost 1m03.433s; 10 di Grassi 1m03.480s; 11 Sarrazin 1m03.508s; 12 Duval 1m03.521s; 13 Carroll 1m03.555s; 14 Evans 1m03.637s; 15 Dillmann 1m03.795s; 16 Frijns 1m03.830s; 17 Rosenqvist 1m04.300s; 18 da Costa 1m04.585s; 19 Gasly 1m04.936s; 20 Engel 1m17.571s.

RACE 2 (49 LAPS – 59.463 MILES)

1 Bird 58m09.388s; 2 Rosenqvist +11.381s; 3 Heidfeld; 4 Gasly; 5 di Grassi; 6 Prost; 7 Dillmann; 8 Vergne; 9 Frijns; 10 d'Ambrosio; 11 Carroll; 12 Sarrazin; 13 Duval; 14 Turvey; 15 da Costa; 16 Piquet; R Engel 22 laps-broken steering; R Lynn 19 laps-electronics; NC Abt 18 laps; R Evans 5 laps-battery

Winner's average speed 61.348mph. **Fastest lap** Abt 1m03.898s, 68.370mph.

SUPERPOLE

1 Bird 1m02.285s; 2 Rosenqvist 1m02.322s; 3 Vergne 1m02.544s; 4 Gasly 1m03.173s; 5 Heidfeld 1m03.210s.

QUALIFYING

1 Gasly 1m02.080s; 2 Rosenqvist 1m02.164s; 3 Vergne 1m02.204s; 4 Bird 1m02.246s; 5 Heidfeld 1m02.372s; 6 Engel 1m02.579s; 7 Turvey 1m02.583s; 8 Abt 1m02.688s; 9 di Grassi 1m02.720s; 10 Dillmann 1m02.807s; 11 Frijns 1m02.820s; 12 Sarrazin 1m02.853s; 13 Evans 1m02.868s; 14 d'Ambrosio 1m02.900s; 15 Prost 1m03.038s; 16 Piquet 1m03.184s; 17 Lynn 1m03.224s; 18 da Costa 1m03.330s; 19 Duval 1m03.547s; 20 Carroll 1m03.594s.

CHAMPIONSHIP

1 Sebastien Buemi 157; 2 di Grassi 147; 3 Rosenqvist 104; 4 Bird 100; 5 Prost 84; 6 Heidfeld 78; 7 Vergne 74; 8 Lopez 50; 9 Abt 47; 10 Piquet 33.



Newgarden rides his luck to win

INDYCAR
TORONTO (CA)
JULY 16
ROUND 12/17

THERE WAS SOME ANNOYANCE emanating from a few of Josef Newgarden's rivals last Sunday afternoon, and the mood was echoed by certain members of the media.

'Newgarden got lucky; he won on strategy because of the way the cautions fell' was the gist of their complaints.

In truth, they were probably right. Newgarden's strategist, Team Penske president Tim Cindric, had summoned Newgarden to the pitlane moments before a full-course caution was called for Chip Ganassi Racing's Tony Kanaan hitting the barrier at Turn 1.

"I called Josef in just prior to seeing Tony in the tyres," Cindric told Autosport. "We had a big lead on the fifth-place car [of James Hinchcliffe] and thought it would be better to get out of synch with the others as the red [soft-compound tyres] were falling off."

Thus, the erstwhile fourth-placed #2 Penske-Chevrolet car was already in the pitlane when it was closed, stranding the top three – Newgarden's team-mates Helio Castroneves and Simon Pagenaud, and Rahal Letterman Lanigan Racing's Graham Rahal – out on track. The field bunched up behind the safety car, and when the top trio pitted, Newgarden was left sitting pretty in the lead as they emerged at the wrong end of the field. Pagenaud would go on to take fifth, Castroneves eighth and Rahal ninth. They got hosed, like the critics said.

But for as long as IndyCar maintains its 'pits closed under yellow' policy, that risk exists at every track, particularly at every street course,

and most particularly in Toronto, a race usually filled with incidents and accidents. Cindric made the exact same call for Will Power here last year, having too often seen Power's Toronto dreams shattered after making his fuel last longer than his rivals but then getting dumped to the back when yellow flags flew before he'd pitted.

So Newgarden had no real need to apologise for his victory, which lifts him to fourth in the championship, only 23 points behind Ganassi's de facto team leader, and current series points topper, Scott Dixon.

"Rick Mears told me one time, 'You'll have more days where you should have won and things go against you and you don't win, than you have days where it goes your way and you end up winning,'" Tennessee native Newgarden explained afterwards. "The days it goes your way and you get something lucky, you just take them. I'll take a lucky yellow any day of the week."

If you like your championship battles exciting,

this 33rd edition of Indycars racing in Toronto – not a real gripper as a race, but not the dumb crashfest it can also be – at least kept the points table tight.

Partly this was down to the misfortune of brilliant polesitter Pagenaud (half a second faster than his team-mates) and super starter Castroneves, who leaped from third on the grid into the lead at Turn 1 by hugging the inside line, braking late and catching Pagenaud and fellow front-row starter Rahal (another overachiever in qualifying) by surprise.

But the other crucial element to this tight title fight was that Dixon finished down in 10th.

On the opening lap, he bounced Power into the wall under heavy braking for Turn 3. It didn't look intentional, and Power seemed madder at himself for having his right-front wheel alongside Dixon's left-rear when he wasn't even attempting a pass. Dixon, in a similar position as Rahal ahead, had jerked slightly left



Dixon limped on to finish 10th after collision with Power

AT A GLANCE

RACE 1

- 1 Newgarden Penske
- 2 Rossi Andretti
- 3 Hinchcliffe SPM

→ P60 RESULTS



LAT IMAGES

when he saw the 28-year-old move the same way as they braked hard from 170mph down to 30.

The collision broke Power's right-front suspension irreparably, and 'adjusted' Dixon's left-rear suspension too. Power's brief attempt to return to the racing line at the corner exit also cut down the Ganassi car's left-rear and damaged a brake duct. He limped back to the pits under yellow but was out.

Dixon hobbled faster to the pitlane but because he had entered a closed pit and his crew carried out "more than the required work" under those circumstances, he was handed a drivethrough penalty. He spent the rest of the race playing catch-up in an imperfect car and could only salvage the final spot in the top 10.

The later yellow, for Kanaan's faux pas, not only hurt the fastest cars but also vaulted the Andretti Autosport team, which had looked terrible in Friday practice, into prominence. The team had improved substantially on Saturday but got unlucky with yellow and red flags in qualifying, but a healthy race pace allowed Alexander Rossi to pressure Newgarden for the final two thirds of the race and score his first podium since his 2016 Indy 500 victory.

Marco Andretti couldn't get on terms with Schmidt Peterson Motorsports' James Hinchcliffe, who finished his home race third for the second consecutive year, but the former still scored his best result for two years. And Ryan Hunter-Reay, despite battling an oversteery car all race, held off the charging Pagnaud until the final six laps of the race and salvaged sixth.

The next round of the IndyCar season takes place at Mid-Ohio, with Dixon in the lead on 423 points. Castroneves is three points back in second, with Pagnaud third on 404.

DAVID MALSHER

Winners push Palmer off points lead

FORMULA RENAULT EURO CUP
NURBURGRING (D)
JULY 15-16
ROUND 6/10

ERSTWHILE CHAMPIONSHIP LEADER Will Palmer fell to third in the standings after two races at the Nurburgring that had polarising weather conditions.

Going into the sixth round of 2017 following a podium in Hungary, Palmer had a slim lead over R-ace GP team-mate Robert Shwartzman and Josef Kaufmann Racing's Sacha Fenestraz, but the pair took a win apiece to leapfrog him in the points.

In race one, Shwartzman won from pole position as he managed the gap to second-placed Max Defourny. Defourny came home six seconds ahead of Fenestraz, who passed Dan Ticktum for third on the opening lap.

Palmer could only finish eighth, having started 10th, with the field bemoaning the relative lack of overtaking opportunities at the Eifel mountains circuit.



Shwartzman holds the lead in race one

Race two, held in soaking conditions, was not much better for Palmer. He took a handful of places from his starting position of seventh, but with the opening three laps run under the safety car he ran out of time to finish any higher than fifth.

Fenestraz claimed victory after a great restart from a late safety car to pull away from the pack, which was headed by Ticktum.

RESULTS

Race 1 1 Robert Shwartzman 14 laps in 27m15.992s; 2 Max Defourny +0.615s; 3 Sacha Fenestraz; 4 Daniel Ticktum; 5 Henrique Chaves Jr; 6 Max Fewtrell.

Race 2 1 Fenestraz 11 laps in 28m08.051s; 2 Ticktum +3.915s; 3 Yifei Ye; 4 Gabriel Aubry; 5 Will Palmer; 6 Defourny.

Points 1 Shwartzman 198; 2 Fenestraz 192; 3 Palmer 188; 4 Defourny 131; 5 Aubry 128; 6 Ticktum 100.



Hamlin's win puts him seventh in the playoff standings

Four-tyre stop helps Hamlin

NASCAR
LOUDON (USA)
JULY 16
ROUND 19/36

JOE GIBBS RACING'S 20-RACE WIN drought ended last Sunday as Denny Hamlin scored his third career NASCAR Cup series win at the New Hampshire Motor Speedway.

Hamlin led 54 laps and held a 0.509-second advantage over Kyle Larson as he took his 30th career victory. It came in a back-up car after the 36-year-old wrecked his primary car during practice.

With 41 of the 301 laps remaining, Matt Kenseth – with slightly fresher tyres – caught and passed then-leader Martin Truex Jr. However, Ryan Newman's spin at Turn 4 brought out a caution one lap later and completely changed the dynamic of the race.

Dale Earnhardt Jr elected to remain out on old tyres, while Kenseth was the first in to pit

for two fresh tyres, and the rest of the lead-lap cars went for four new tyres.

Shortly after the restart, Hamlin, who had opted for a full set of new rubber, swept by to steal victory. Truex finished third, with Kenseth fourth. Kevin Harvick rounded out the top five.

JIM UTTER

RESULTS

1 Denny Hamlin (Toyota Camry) 301 laps in 3h00m36s; 2 Kyle Larson (Chevrolet SS) +0.509s; 3 Martin Truex Jr (Toyota); 4 Matt Kenseth (Toyota); 5 Kevin Harvick (Ford Fusion); 6 Daniel Suarez (Toyota); 7 Clint Bowyer (Ford); 8 Kurt Busch (Ford); 9 Brad Keselowski (Ford); 10 Jimmie Johnson (Chevy).

Playoff qualifying 1 Truex 758/3 wins; 2 Johnson 552/3; 3 Larson 720/2; 4 Keselowski 564/2; 5 Ricky Stenhouse Jr 441/2; 6 Harvick 639/1; 7 Hamlin 589/1; 8 Ryan Blaney 486/1; 9 Kurt Busch 455/1; 10 Ryan Newman 428/1; 11 Austin Dillon 363/1; 12 Kyle Busch 650; 13 Chase Elliott 587; 14 Jamie McMurray 572; 15 Bowyer 526; 16 Kenseth 524.

Isaakyan took his second win of 2017



DUTCH PHOTO AGENCY

Isaakyan impresses in Eifel peaks

WORLD SERIES FORMULA V8 3.5
NURBURGRING (D)
JULY 15-16
ROUND 6/9

MATEVOS ISAAKYAN JUMPED FROM sixth in the standings to claim the lead in the championship after an impressive weekend at the Nurburgring. A win and second place meant the Russian SMP Racing by AVF driver surpassed long-time points leader Pietro Fittipaldi.

After qualifying third for race one, Isaakyan had “the best start I’ve ever made” to propel himself past Fittipaldi and polesitter Alex Palou, the latter a late replacement at Teo Martin Motorsport for Nelson Mason, who didn’t have the budget to compete in Germany.

Only moments into race one, Palou put a blemish on what was otherwise a great weekend – two poles and victory in race two – by outbraking himself going into turn three and rear-ending Fittipaldi. Both continued, but Palou had to pit for a new front wing and Fittipaldi fell to seventh behind his Lotus team-

mate Rene Binder. Fittipaldi would go on to bemoan the difficulty of overtaking at the German circuit.

Isaakyan had no such issues as he opened a healthy gap to the pursuing pack led by Alfonso Celis, who nimbly avoided the Palou-Fittipaldi clash to rise from fourth to second. Celis had been hindered by a loose exhaust during qualifying, depriving him of power, but although that had been fixed in time for the race he couldn’t catch Isaakyan. Still, he managed to keep the second SMP car of Egor Orudzhev behind him to secure the second podium spot.

In a damp second race, Isaakyan’s team put him in a position to win by choosing the right moment to move from wets to slicks just as a prominent dry line started to develop. The extra laps of slick running he had over Palou, who had made a better start and built a handy lead at the front but then decided to stay out on wets longer, allowed Isaakyan to streak into the lead. But that lasted just a handful of laps as the Russian outbraked himself at turn one and ran through the

gravel, falling to second behind Palou. Orudzhev rounded out the podium again and moved up to third in the standings.

Celis said that, after his good result on Saturday, he woke up on Sunday morning thinking it was going to be a good day. Unfortunately, he caught a damp patch going through Turn 4 and spun, falling to the back of the field. He could only recover to eighth and slipped to fourth in the championship.

While that was just a minor problem in an otherwise positive weekend, one driver who could not find a glimmer of positivity was Binder.

The Lotus driver began the weekend second in the championship, and his pace in Friday’s practice sessions suggested that he might be able to turn around his recent run of lacklustre results. However, for reasons he couldn’t explain, he dropped away to the an extent that he finished a distant sixth and ninth.

Binder’s dip in form meant he slipped to sixth in the championship, eight points behind RP Motorsport’s Roy Nissany, who had two relatively quiet journeys to fourth and fifth to bank more valuable points.

JOE HUDSON

RESULTS

Race 1 1 Matevos Isaakyan 25 laps in 43m26.086s; 2 Alfonso Celis +6.357s; 3 Egor Orudzhev; 4 Roy Nissany; 5 Yu Kanamaru; 6 Rene Binder; 7 Pietro Fittipaldi; 8 Diego Menchaca; 9 Konstantin Tereschenko; 10 Damiano Fioravanti. **Race 2 1 Alex Palou** 20 laps in 42m06.724s; 2 Isaakyan +9.541s; 3 Orudzhev; 4 Tereschenko; 5 Nissany; 6 Fittipaldi; 7 Kanamaru; 8 Celis; 9 Binder; 10 Menchaca. **Points 1 Isaakyan 163**; 2 Fittipaldi 158; 3 Orudzhev 155; 4 Celis 150; 5 Nissany 148; 6 Binder 140.

Palou (centre) claimed two poles and race two win on his series debut



DUTCH PHOTO AGENCY



Ehrlacher wins after Chilton penalty

WORLD TOURING CAR CHAMPIONSHIP
RIO HONDO (RA)
JULY 15-16
ROUND 6/10

IN AN IDEAL WORLD, LADA'S YANN Ehrlacher might well have claimed his first World Touring Car Championship victory in more conventional circumstances than the manner in which he achieved that success in the opening race at Rio Hondo last weekend.

Nephew of four-time champion Yvan Muller, Ehrlacher signed a very late deal to contest the 2017 season. Although he'd shown impressive form in his RC Motorsport Lada Vesta, big points scoring opportunities had been few and far between in the first half of the campaign.

And while Ehrlacher started the reversed-grid race from pole, his hopes of a win in Argentina seemed to be over within half a lap after Tom Chilton barged his Sebastien Loeb Racing C-Elysee past the Lada through the tight Turn 5 hairpin to take the lead.

That appeared to be the end of it as Chilton eased away while the other SLR Citroen of Mehdi Bennani filled Ehrlacher's mirrors – until, with two and a half laps remaining, race control handed Chilton a five-second penalty for the earlier collision with Ehrlacher.

Chilton floored it on the final two laps as he tried desperately to extend his 2.8-second lead into one sufficient to keep him in net first place, but those efforts proved to be futile as he crossed the line 3.427s clear of Ehrlacher – who chased just as hard to seal an unlikely win.

The penalty consigned Chilton to fourth, behind Bennani and Esteban Guerrieri, but ahead of championship leader Tiago Monteiro by a mere 0.104s.

Monteiro's Honda team-mate Norbert Michelisz failed to score a point after suffering a puncture when the two touched, but there was a hint of justice about his second victory of the season in the main race.

Michelisz and Volvo's Nicky Catsburg were the class of the field in practice, so it was no surprise that they shared the main race front row – albeit after Catsburg's lap was investigated. The Dutchman had been up a tenth on Michelisz's time through the first two sectors of his shootout run, but doubled that in sector three as he ran off the road out of the final corner on the short run to the finish line. The stewards looked at that but cleared Catsburg of any fault, setting the pair up for a straight head-to-head on Sunday.

But that ultimately failed to play out as Catsburg gradually pulled away from the Honda driver before disaster struck when his front-left tyre let go at mid-distance, forcing him to limp back to the pits.

With Monteiro for close company but never likely to risk his championship lead, Michelisz eased home to lead Honda's second one-two of the season (and the first since the Marrakech season-opener) despite feeling ill all weekend – as he had three weeks earlier in Vila Real before claiming his first win of 2017.

While that made up for Michelisz's race one nightmare, it only compounded Catsburg's woes for he had picked up a puncture in the opener too. He now trails Monteiro by 41 points, and conceded he may now have to play rear gunner to Volvo team-mate Thed Bjork – who completed the main race podium.

JACK COZENS

Ehrlacher (68) led from pole in race one before Chilton (3) hit him

AT A GLANCE

RACE 1

- 1 Ehrlacher Lada
- 2 Bennani Citroen
- 3 Guerrieri Chevrolet

RACE 2

- 1 Michelisz Honda
- 2 Monteiro Honda
- 3 Bjork Volvo

→ P60 RESULTS



IN BRIEF

NASCAR XFINITY

Brad Keselowski's pitroad penalty allowed Kyle Busch to cycle into the lead during a round of green-flag pitstops and he held on to win Saturday's NASCAR Xfinity series race at the New Hampshire Motor Speedway. Keselowski was leading with less than 30 laps remaining when he made a pitstop, but was penalised for leaving with the fuel hose still attached. Ryan Preece finished second and William Byron third.

TCR BENELUX

DG Sport Competition's Aurelien Comte claimed a pair of wins at Zolder, which were also the first ever sprint race victories in TCR for the Peugeot 308 he shares with Kevin Abbring. The other two race victories went to Mathieu Detry and Maxime Potty in their Team WRT Volkswagen Golf. The results mean Benjamin Lessennes retains his points lead for Boutsen Ginion Racing, but he is now only three points ahead of Guillaume Mondron (Delahaye Racing Volkswagen), with the Detry-Potty pair in third, 36 points adrift.

INDY LIGHTS

Kyle Kaiser restored his points lead, which had been gradually reduced in recent weeks, with a pair of victories in Toronto. In race one he triumphed comfortably from pole ahead of Zachary Claman DeMelo, while title rival Matheus Leist crashed out. In the second event Kasier took the lead late on when the long-time leader, polesitter Colton Herta, touched the wall and suffered a left-rear suspension failure. Kaiser now leads Leist, who finished fifth in race two, by 52 points.

CARRERA CUP GERMANY

Larry ten Voorde won the German series' invitation race at the Nurburgring on the undercard of the World Endurance Championship ahead of Porsche Junior Thomas Preining. It was the Dutch driver's first victory in the series. Wolfgang Triller completed the podium.

ITALIAN F4

Marcus Armstrong, Juri Vips and Job van Uitert shared the wins at Mugello. In race one, Armstrong triumphed ahead of Vips, and the results were reversed in the second event as van Uitert retired after contact with Sebastian Fernandez.

RESULTS ROUND-UP

INDYCAR SERIES

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

1	Josef Newgarden (USA) <i>Team Penske</i> · Dallara-Chevrolet	1h35m05.3522s
2	Alexander Rossi (USA) <i>Andretti Herta Autosport</i> · Dallara-Honda	+1.8704s
3	James Hinchcliffe (CDN) <i>Schmidt Peterson Motorsports</i> · Dallara-Honda	+4.7020s
4	Marco Andretti (USA) <i>Andretti Autosport</i> · Dallara-Honda	+18.7408s
5	Simon Pagenaud (F) <i>Team Penske</i> · Dallara-Chevrolet	+19.4274s
6	Ryan Hunter-Reay (USA) <i>Andretti Autosport</i> · Dallara-Honda	+27.3905s
7	Max Chilton (GB) <i>Chip Ganassi Racing</i> · Dallara-Honda	+28.3386s
8	Helio Castroneves (BR) <i>Team Penske</i> · Dallara-Chevrolet	+28.9415s
9	Graham Rahal (USA) <i>Rahal Letterman Lanigan Racing</i> · Dallara-Honda	+29.7693s
10	Scott Dixon (NZ) <i>Chip Ganassi Racing</i> · Dallara-Honda	+30.3369s
11	Sebastian Saavedra (CO) <i>Schmidt Peterson Motorsports</i> · Dallara-Honda	+32.7668s
12	Charlie Kimball (USA) <i>Chip Ganassi Racing</i> · Dallara-Honda	+36.4821s
13	JR Hildebrand (USA) <i>Ed Carpenter Racing</i> · Dallara-Chevrolet	+52.8910s
14	Esteban Gutierrez (MEX) <i>Dale Coyne Racing</i> · Dallara-Honda	+53.9858s
15	Carlos Munoz (CO) <i>AJ Foyt Enterprises</i> · Dallara-Chevrolet	+57.2777s
16	Takuma Sato (J) <i>Andretti Autosport</i> · Dallara-Honda	+1m01.8457s
17	Conor Daly (USA) <i>AJ Foyt Enterprises</i> · Dallara-Chevrolet	+1m02.3752s
18	Spencer Pigot (USA) <i>Ed Carpenter Racing</i> · Dallara-Chevrolet	-1 lap
19	Tony Kanaan (BR) <i>Chip Ganassi Racing</i> · Dallara-Honda	-2 laps
20	Ed Jones (UAE) <i>Dale Coyne Racing</i> · Dallara-Honda	75 laps-oil line
21	Will Power (AUS) <i>Team Penske</i> · Dallara-Chevrolet	0 laps-accident

Winner's average speed 95.790mph. **Fastest lap** Pagenaud 1m00.2357s, 106.741mph.

QUALIFYING

Q3 1 Pagenaud 58.9124s; 2 Rahal 59.2245s; 3 Castroneves 59.4345s; 4 Power 59.5430s; 5 Dixon 59.7970s; 6 Hinchcliffe 1m00.1415s.

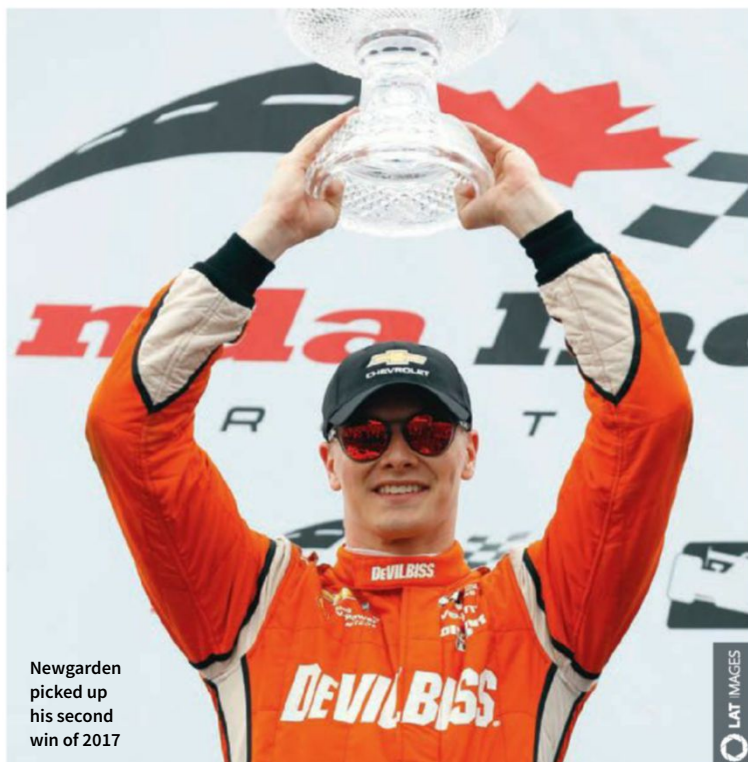
Q2 Pagenaud 59.2922s; Dixon 59.5732s; Power 59.6476s; Castroneves 59.6497s; Hinchcliffe 59.7201s; Rahal 59.7432s; 7 Newgarden 59.8992s; 8 Rossi 1m00.0114s; 9 Chilton 1m00.1202s; 10 Sato 1m00.1970s; 11 Andretti 1m00.3384s; 12 Hildebrand 1m02.3040s.

Q1 – GROUP 1 Pagenaud 59.5570s; Rossi 59.5577s; Newgarden 59.6609s; Chilton 59.7555s; Dixon 59.7578s; Hinchcliffe 1m00.0348s; 14 Kanaan 1m00.0607s; 16 Hunter-Reay 1m00.0926s; 18 Daly 1m00.2713s; 20 Saavedra 1m00.6272s; 21 Gutierrez 1m00.7441s.

Q1 – GROUP 2 Power 59.3910s; Rahal 59.3984s; Sato 59.5527s; Castroneves 59.6836s; Hildebrand 59.6967s; Andretti 59.7464s; 13 Pigot 59.7585s; 15 Jones 59.8686s; 17 Kimball 59.9820s; 19 Munoz 1m00.1650s.

CHAMPIONSHIP

1 Dixon 423; 2 Castroneves 420; 3 Pagenaud 404; 4 Newgarden 400; 5 Power 359; 6 Rahal 359; 7 Sato 351; 8 Rossi 330; 9 Kanaan 306; 10 Hinchcliffe 297.



Newgarden picked up his second win of 2017

LAT IMAGES

WORLD TOURING CAR CHAMPIONSHIP

ROUND 6/10, RIO HONDO (RA), JULY 16

RACE 1 (11 LAPS – 32.849 MILES)

1	Yann Ehrlacher (F) <i>RC Motorsport</i> · Lada Vesta WTCC	19m23.991s
2	Mehdi Bennani (MA) <i>Sebastien Loeb Racing</i> · Citroen C-Elysee WTCC	+0.726s
3	Esteban Guerrieri (RA) <i>Campos Racing</i> · Chevrolet RML Cruze TC1	+1.326s
4	Tom Chilton (GB) <i>Sebastien Loeb Racing</i> · Citroen C-Elysee WTCC	+1.573s
5	Tiago Monteiro (P) <i>Honda Racing Team JAS</i> · Honda Civic WTCC	+1.677s
6	Theo Bjork (S) <i>Polestar Cyan Racing</i> · Volvo S60 Polestar	+2.322s
7	Rob Huff (GB) <i>Munnich Motorsport</i> · Citroen C-Elysee WTCC	+3.668s
8	John Filippi (F) <i>Sebastien Loeb Racing</i> · Citroen C-Elysee WTCC	+10.369s
9	Tom Coronel (NL) <i>ROAL Motorsport</i> · Chevrolet RML Cruze TC1	+10.960s
10	Ryo Michigami (J) <i>Honda Racing Team JAS</i> · Honda Civic WTCC	+11.379s
11	Kevin Gleason (USA) <i>RC Motorsport</i> · Lada Vesta WTCC	+14.036s
12	Daniel Nagy (H) <i>Zengo Motorsport</i> · Honda Civic WTCC	+21.452s
13	Zsolt David Szabo (H) <i>Zengo Motorsport</i> · Honda Civic WTCC	+22.972s
14	Norbert Michelisz (H) <i>Honda Racing Team JAS</i> · Honda Civic WTCC	-1 lap
R	Nicky Catsburg (NL) <i>Polestar Cyan Racing</i> · Volvo S60 Polestar	7 laps-puncture
R	Nestor Girolami (RA) <i>Polestar Cyan Racing</i> · Volvo S60 Polestar	6 laps-transmission

Winner's average speed 101.596mph. **Fastest lap** Bjork 1m44.727s, 102.654mph.

GRID FOR RACE 1

1 Ehrlacher; 2 Chilton; 3 Bennani; 4 Girolami; 5 Bjork; 6 Guerrieri; 7 Monteiro; 8 Michelisz; 9 Catsburg; 10 Filippi; 11 Coronel; 12 Huff; 13 Nagy; 14 Szabo; 15 Gleason; 16 Michigami.

RACE 2 (13 LAPS – 38.822 MILES)

1 Michelisz 22m39.375s; 2 Monteiro +0.505s; 3 Bjork +1.381s; 4 Guerrieri +6.379s; 5 Bennani +14.281s; 6 Girolami +14.675s; 7 Chilton +20.386s; 8 Ehrlacher +20.750s; 9 Huff +20.999s; 10 Coronel +21.983s; 11 Michigami +22.361s; 12 Filippi +22.989s; 13 Gleason +26.701s; 14 Nagy +39.996s; 15 Szabo +40.437s; 16 Catsburg -1 lap.

Winner's average speed 102.811mph. **Fastest lap** Catsburg 1m43.480s, 103.891mph.

QUALIFYING

Q3 1 Catsburg 1m43.088s; 2 Michelisz 1m43.272s; 3 Monteiro 1m43.479s; 4 Guerrieri 1m43.704s; 5 Bjork 1m43.715s.

Q2 Catsburg 1m43.085s; Michelisz 1m43.135s; Bjork 1m43.362s; Monteiro 1m43.388s; Guerrieri 1m43.585s; 6 Girolami 1m43.690s; 7 Bennani 1m44.062s; 8 Chilton 1m44.299s; 9 Michigami 1m44.400s; 10 Ehrlacher 1m44.803s; 11 Filippi 1m44.870s; 12 Coronel 1m45.357s.

Q1 Catsburg 1m43.448s; Bjork 1m43.637s; Michelisz 1m43.747s; Monteiro 1m43.818s; Girolami 1m43.879s; Guerrieri 1m43.913s; Bennani 1m44.507s; Chilton 1m44.594s; Ehrlacher 1m44.746s; Coronel 1m44.779s; Michigami 1m44.910s; Filippi 1m45.039s; 13 Huff 1m45.178s; 14 Nagy 1m45.919s; 15 Szabo 1m46.079s; 16 Gleason 1m46.432s.

CHAMPIONSHIP

1 Monteiro 200; 2 Bjork 188; 3 Michelisz 171; 4 Bennani 164; 5 Catsburg 159; 6 Chilton 147; 7 Huff 135; 8 Guerrieri 113; 9 Girolami 68; 10 Ehrlacher 45.



Ehrlacher claimed his first WTCC win by 0.7s

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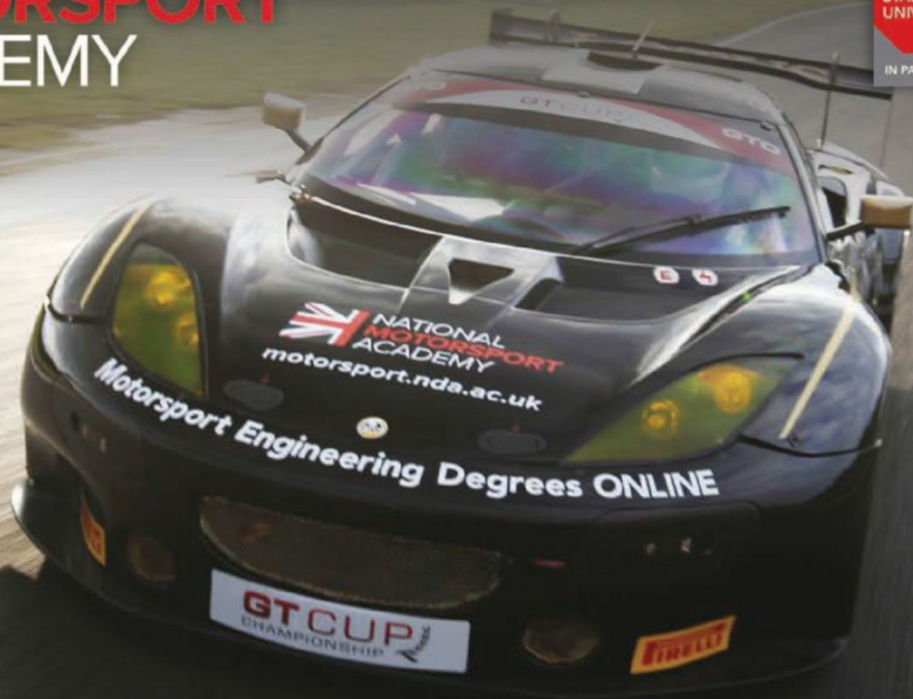


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1991	BMW E30 M3. Ex-Tim Harvey	£140,000 - £180,000	1965	Lotus Ford Consul Cortina	£35,000 - £40,000
2010	Chevron B8 #CH-DBE-100	£100,000 - £120,000	1976	March F3 763-16	£45,000 - £50,000
1964	Crosslé 7S C7/S64/18	£65,000 - £80,000	1966	Mini Cooper 'S' Spec. FIA HTP	£40,000 - £45,000
1967	Ex-works Hillman Imp	£30,000 - £35,000	1995	Mini Cooper Safari Rally Car	£18,000 - £23,000
1961	FIA Jaguar MKII 3.8	£38,000 - £44,000	1992	Porsche 911 (964) Turbo	£30,000 - £40,000
2005	Fiat Abarth Punto Super 1600 Ex-works Rally Car	£38,000 - £44,000	2003	Porsche Boxster	£18,000 - £22,000
1980	Ford Capri Group 1 FIA	£55,000 - £65,000	1993	Sauber C12A	£15,000 - £20,000
1971	Ford Capri Works Replica	£45,000 - £55,000	1951/2	Tojeiro-Jap	£90,000 - £110,000
1989	Ford Sierra RS500 Ex-Tim Harvey	£180,000 - £220,000	1985	Toleman TG185 Formula 1. 'Rolling Tub'	£18,000 - £22,000
1990	Lancia Delta HF Integrale Evolution Works Group A Rally Car - Ex-Juha Kankkunen	£120,000 - £150,000	1985	Toyota Supra Group A Touring Car (ex-Barry Sheene)	£60,000 - £80,000

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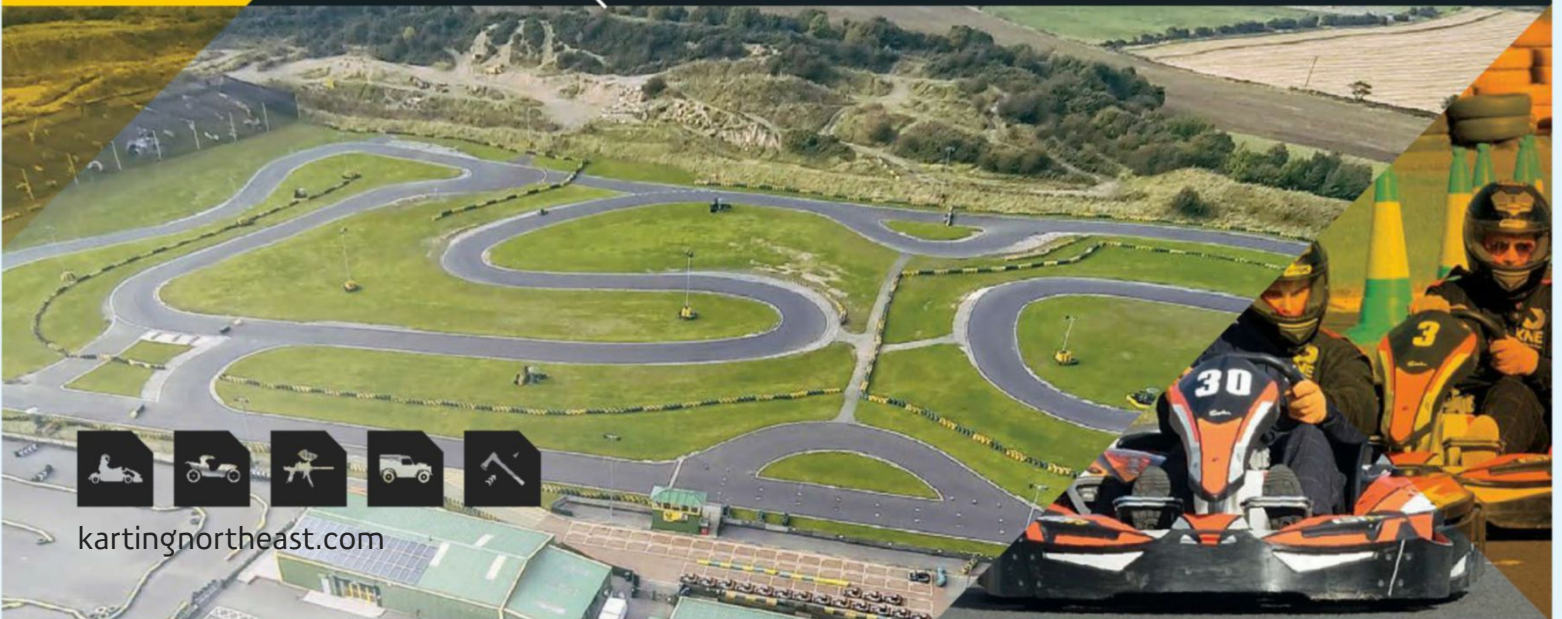
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- Configuration and maintenance of measurement systems, and measurement data evaluation
- Participation in motorsports events
- Communication with development partners
- Responsible for electronics in detail, and complete vehicle at events

Requirements

- University or university of applied sciences degree in the technical sector (focus on electrical engineering or informatics) or comparable qualification
- Very good knowledge in C/C++ programming and autocode generation
- Good knowledge in the field of controlling of electric motor
- Experience with software development for HV systems
- Additional qualification as electrically qualified person and experience in motorsports is desirable
- Fundamental technical basic knowledge
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It is essential for the successful applicant to have strong leadership and organisational skills, with the ability to work closely with other team members, and enjoy the challenge of working in a high pressured, time sensitive environment. As a requirement for this position you will need previous experience in a Motorsport (ideally Formula One) build environment, with a BTEC NC in Electrical or Electronic Engineering (or equivalent).

HR12071703 ELECTRICAL TECHNICIAN

We are currently seeking an Electrical Technician to maintain and develop our on-car wiring systems and garage based Electrical equipment. You will be responsible for the production of high quality Electrical and Electronic components, looms and assemblies using Autosport or Aerospace connectors, MIL spec wiring, and heat shrink moulded parts.

The ideal candidate will have experience in a Motorsport or Aerospace environment, and will be able to demonstrate a high level of commitment, coupled with excellent interpersonal skills. The ability to work as part of a team, in a pressurised environment, whilst ensuring that exceptional standards are maintained at all times are essential skills for this role.

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BRSCC drivers won't be seeing the purple flag anymore

WALKER

BRSCC

BRSCC abandons Code 60 after uproar

CODE 60 HAS BEEN REMOVED FROM all BRSCC meetings this year after the new regulation was deemed dangerous and unnecessary by competitors from several championships.

Fifty National Formula Ford drivers signed a petition calling for Code 60 to be scrapped following a chaotic meeting at Donington Park two weeks ago. The rule also caused controversy in Caterham Roadsport, where the top seven finishers all had penalties applied for speeding in one of the races at the same event.

Caterham chief motorsport officer Simon Lambert said: "In principle it's sound, to find a way to control the cars without eating up a lot of time. However, I think it's flawed for club racing.

"The big issue I have is the flags are practically invisible from some posts. It needs much bigger flags and some consistency in how marshals display it."

Concerns voiced about the rule included the fact that not all cars have



WALKER

speedometers, meaning it was impossible to accurately stay at 60km/h [37mph], and that difficulty seeing the flags was causing dangerous situations both when Code 60 periods began and ended.

BRSCC competitions manager Dominic Ostrowski said: "We haven't ruled out using it in the future, but we will have to change some of the aspects to make it more user-friendly.

"The colour scheme of the flags and

Fifty FF1600 drivers signed petition against Code 60 after chaotic Donington meeting

the size of them was a problem, and the green flags coming out simultaneously was catching some drivers out. The idea behind it was to save track time – by using a Code 60 you can restart races quicker than when you use a safety car."

An MSA spokesperson added: "The Code 60 flag was brought in as an optional alternative to the safety car for any clubs wishing to use it.

"If a club decides that Code 60 is unsuitable for its events and opts not to use it, that is entirely up to them – we will respect their position and listen to their feedback."

The Classic Sports Car Club is now the only organisation still using the new-for-2017 procedure during races. It has no intention of dropping Code 60 at present.

CSCC director David Smitheram said: "I won't say that it's perfect; we'll carry on using it because it's still a trial period. We've had very little negative feedback but, to be fair, very little positive."

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Pyro has previous TCR experience with Crocker

TCRUK

Leading Clio squad Pyro for TCR UK

LEADING RENAULT UK CLIO CUP SQUAD Team Pyro is plotting a multi-car entry into the new-for-2018 TCR UK Series, which was announced earlier this month.

The team has been the dominant force in the Clio Cup in recent seasons. Pyro drivers have won seven of the past nine Clio titles, and the team has already made sporadic appearances in TCR Germany and Italy.

Ex-Eurocup Clio racer Finlay Crocker will compete in two rounds of the German series this year with the team and also raced in TCR Italy at Mugello last weekend, taking a best result of 14th.

“I think we can run two to four cars if we have the interest,” said team boss Mark Hunt. “We’ve got one client already who wants to do it.”

“We’ve also got a brand-new Honda Civic that’s our own car and which hasn’t been used yet. I’m very pleased with Honda – the customer support is second to none. I can ring up any time between 0700 and 2200 and speak to them.”

Hunt believes TCR UK will be the perfect stepping stone between the Renault UK Clio Cup and the British Touring Car Championship.

“It’s between the budget of Renault Clios and touring cars, but the same speed as

touring cars,” explained Hunt. “It’s good for people who can’t afford the step up to the BTCC – I think it’s a hole in the market that needs filling.”

There are currently 20 TCR series across the world and some, such as TCR Germany, attracted massive grids for their opening seasons.

Hunt thinks TCR UK will also be a success, but that it might take “two or three years” to bed in. “It’s a global, affordable touring car formula and if something is global it makes so much more sense,” he added.

Hunt said he is now ready to start a testing programme with drivers in preparation for 2018.

FF1600

Drivers hit out at lack of racing after red-flag chaos at Combe

DRIVERS AND TEAMS IN THE NATIONAL Formula Ford Championship have questioned the BRSCC’s scheduling after only seven racing laps took place during the entire Castle Combe race meeting last weekend.

Two of the races were curtailed by incidents, while the third was due to start at 1810 – only 20 minutes before the track’s curfew – and had to be cancelled because of the earlier delays.

It will now be held at Silverstone.

Criticism towards the BRSCC centred on there being too many races on the two-day weekend (24 in total) and the timing of the final Formula Ford race.

Points leader Luke Williams, who was credited with winning race two after it was red-flagged three laps in, said: “It was probably one of my more embarrassing wins; it doesn’t feel good to win [like that]. They’ve [BRSCC]

not left time or space for a crash. This weekend has been a shambles and it’s a bit embarrassing for the championship.”

BRSCC competitions manager Dominic Ostrowski defended the scheduling. “It was achievable and was something we did at the corresponding meeting last year,” he said. “It’s always a tight schedule but we lost one hour and 16 minutes due to a Formula Ford incident.”

The first two races were both cut short

after collisions and barrier repairs, as were several other races during the meeting.

A red flag was also shown to allow an air ambulance to land and assist James Scott-Murphy and Nick Barnes, who had been injured in race two and were taken to hospital. They were both released on Sunday night.

National FF1600 Focus Group chairman Ian Wolfenden said that action needs to be taken over driving standards.

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Modsport oldies back on hallowed ground

WALKER

CSCC

Special Saloons to star at Croft

SPECIAL SALOONS & MODSPORTS, Swinging 60s and Future Classics are expected to be the centre of attention at Croft this weekend, as 200-plus competitors populate the Classic Sports Car Club's first dedicated event at the Darlington venue.

"Croft's a cracking circuit but, while Swinging 60s visited a decade ago [with DDMC], it's an unknown quantity for many drivers so that could mix the order up," said CSCC director Hugo Holder. "Traditionally

Special Saloon and Modsports were hugely popular classes there, so hopefully some old names will return to see what we're up to.

"Our ethos has always been to give competitors the opportunity to race at circuits they can't often get on. Having offered them Thruxton last year – it's become one of the most popular fixtures on the calendar – it's great to be heading north-east. We're currently looking at a couple of different places for 2018, to keep things fresh."

GOODWOOD REVIVAL

Ecurie Ecosse to be celebrated

THE HISTORY OF THE ECURIE Ecosse team will be celebrated with track demonstration sessions during the Goodwood Revival on September 8-10.

Sixty years on from the Scottish team's second victory at Le Mans, three of the 11

original long-nose Jaguar D-types, all run at Le Mans by Ecurie Ecosse, will lap Goodwood in formation in a tribute to the small team created in the early 1950s by enthusiast David Murray.

Several other Ecurie Ecosse team cars are expected to

attend. These include the Lea Francis-engined Connaught A-type F1 car, the Jaguar-engined Tojeiro that raced at Le Mans in 1959, a Cooper-Monaco entered for the French enduro in the early 1960s, an Austin-Healey Sprite and a rare Tojeiro EE-Buick.



Anniversary of team's Le Mans win to be celebrated

LAT IMAGES

FF1600

Cowley plans UK FF1600 return

US F1600 LEADER MATT COWLEY WILL return to UK Formula Ford 1600 for the end-of-season Festival and Walter Hayes Trophy.

The 19-year old, who won the Northern Pre-1990 FF1600 title in 2015, will fly in following the F1600 finale at New Jersey Motorsports Park and use the same 2013 Van Diemen he raced in National FF1600 during last season.

The Cowley family are currently considering which team will run the car, which is Graham

Carroll's 2015 WHT-winning chassis.

Although he did not earn a place on the Road to Indy scholarship shootout that the leading UK FF1600 series now feed into, Cowley did his own deal with former IndyCar squad Team Pelfrey after testing in the US during the winter.

Driving a Mygale in the Honda-engined F1600 category, Cowley leads the championship by 74 points over Zach Holden in his first year of American racing.

IN BRIEF



NEW HONDA TCR CAR UNVEILED

JAS Motorsport has revealed a new Honda Civic TCR car (above), based on the 2017 production model. The current Civic TCR has proven to be one of the most successful in the formula, and the new car will be available for the 2018 racing season. Aerodynamic, rear suspension and ECU upgrades are all intended to improve performance.

COOPER WINS COMBE KARTING EVENT

Ex-Castle Combe Saloon Car champion Jason Cooper took victory at a charity karting event, ahead of Combe Hot Hatch driver Matt Bawtree and karter Matt Hallem. The event, which was held at the Castle Combe Karting Circuit last Saturday, raised more than £2000 for the Teenage Cancer Trust.

JAMSPORT OWNER TAKES FIRST VICTORY

Jamsport owner Jamie Going claimed his first-ever circuit-racing win at Snetterton last weekend at the wheel of one of his own cars in the BRSCC Fiesta Championship. "It's all about the team at the end of the day," he said. "It's just a bonus that I can go racing. Initially, I wanted to go racing and built a couple of Fiestas. Then it turned into winning championships."

NEW GAMING SCHOLARSHIP LAUNCHED

A season of racing in the National Formula Ford Championship is on offer to those entering a new scholarship scheme. The JMR Scholarship will feature a competition between entrants to post the fastest time around the Brands Hatch Indy circuit on the video game Project Cars. The fastest driver when the competition closes early next year will win the coveted seat on the grid for the 2018 season.

WILLIAMS REWARDED WITH TROPHY

Duncan Williams was given the coveted Archie Scott Brown Trophy for his two wins in the BRSCC OSS Championship at Snetterton last weekend in his Juno (below). Based on aggregate results across the three OSS races, Williams just edged Mike Jenvey to win the trophy. "It's absolutely fantastic to get something that your name's on forever," said Williams.



STYLES



The Circuit of Wales may never be built

CIRCUIT OF WALES

End of CoW, claims Palmer

THE WELSH GOVERNMENT'S REFUSAL TO HELP fund the Circuit of Wales must mean the end of the project, according to Association of Motor Racing Circuit Owners chairman Jonathan Palmer.

After years of delays, the £433 million proposal was dealt what may prove to be a fatal blow last month when the Welsh authority decided against offering the financial guarantee needed to build the prospective MotoGP venue. It had already provided £9m of public money before opting not to offer further support.

While the Circuit of Wales developer has hit back, citing a "fundamental misunderstanding" of the risks involved and requesting a new meeting with the government, Palmer believes the project must now be over.

The AMRCO voiced its concerns about the viability of the Circuit of Wales and opposing state support in 2014. Palmer said he thought "it would be over two years ago".

When asked if the Circuit of Wales was finished after

the Welsh Government's decision, he replied: "It has to be. It's been an appalling waste of public money and it was so predictable. We as the AMRCO made our views clear. Most of the circuit association could see it was going to end in messy tears, a lot of money wasted and a negative impact on the rest of motorsport."

"It's slightly baffling. I'm the chairman of AMRCO, but despite writing to those involved on the government side I was never phoned or contacted to talk about my concerns. It means a lot of money was wasted, and it's not just the money – it's the hope people were given."

"It was massively misleading in terms of scale and in terms of employment," said Palmer. "We couldn't stand by and not raise concerns and present what we believe to be the reality of the situation to try to prevent the Welsh Government wasting the money."

The AMRCO includes Palmer's MSV circuits, Silverstone, Donington Park, the BARC's trio of tracks, Goodwood and several other British and Irish venues.

JUNIORSALOONS

SEASON IN JSCC ON OFFER FOR SCHOLAR

THE JUNIOR SALOON Car Championship is set to reintroduce a scholarship scheme to help a young driver fund a season's racing.

The Citroen Saxo-based series will hold an assessment day in late October when prospective drivers aged between 14 and 17 will have the chance to win a support package for the 2018 season.

At present the series has around 18 competitors, but championship owner David Beecroft is confident that this number will increase next year.

"We're the most cost-effective series, nothing comes close," he said. "The scholarship will subsidise the ride but not the cost of accidents, so if they don't have accidents they will be OK."

"Our biggest issue is still awareness; we still get people coming from karting saying they didn't know we existed."



HENRY SURTEES KARTING CHALLENGE

Karting fundraiser nets £81,000

THE SIXTH RUNNING OF the Henry Surtees Karting Challenge raised more than £81,000 last week.

Thirty-five teams made up of 140 professional and amateur drivers battled it out on the Mercedes-Benz World Circuit at Brooklands.

Five-time Le Mans winner Derek Bell, 1996 Formula 1

world champion Damon Hill and multiple motorcycle world champion Freddie Spencer were on hand to offer their support to the event, the first to be held since the death of founder and 1964 F1 world champion John Surtees.

The Henry Surtees Foundation was set up in

memory of John's 18-year-old son, who suffered fatal head injuries in a Formula 2 race at Brands Hatch in 2009.

A selection of cars and bikes used by Surtees, who remains the only man to win world championships on two and four wheels, was on display at Brooklands, including a Lola T70 and Surtees TS7.



Karters cheer their fund-raising efforts



ERAs at Silverstone on Grand Prix day

By Marcus Pye, the voice of club racing

[@autosport](#)

FIFTY YEARS AGO LAST SATURDAY, ON JULY 15 1967, I saw my first ERA at Silverstone. Three English Racing Automobiles featured in the Club des Anciens Pilotes de Grands Prix demo which preceded the British GP, led by five-time world champion Juan Manuel Fangio in a sensational Mercedes-Benz W196 and Stirling Moss/Denis Jenkinson in a 300SLR sports car, if not their '55 Mille Miglia winner. Little more than 30 years old, the upright ERAs from Bourne left a huge impression on me, even at nine, legs hooked over a scaffolding crossbar then locked back round an upright, immovable for the day's viewing from Stowe.

The ERA trio – Patrick Marsh's ex-Richard Seaman R1B in Leslie Brooke's hands, David Kergon's and Bill Morris's R12B 'Hanuman II' with former co-owner and Ecurie Ecosse boss David Murray up, and Tom Wisdom in Donald Day's R14B – were joined on track by ERA co-founder Raymond Mays in a shattering BRM V16 and Rob Walker in the straight-eight ERA/Delage in which Seaman had shone. Also out were Louis Chiron (Bugatti T35B), Tony Brooks (Vanwall), and Le Mans victors Tony Rolt (Aston Martin DB3S), Duncan Hamilton (Jaguar D-type) and Roy Salvadori (Aston Martin DBR4/250).

The GP itself was led by Graham Hill, until his delectably-proportioned Lotus 49 – repaired overnight following a prang in practice and famously wearing a nosecone with a simple yellow stripe, rather than one forming a noseband – dropped a bolt from its rear suspension to sympathetic groans from the crowd. Having limped to the pits, it was replaced, but an early Cosworth DFV engine failure halted the moustachioed maestro's challenge. His Lotus team-mate, Jim Clark, duly

howled on to victory, chased by Denny Hulme (Brabham-Repco BT24) and Chris Amon (Ferrari 312), after a battle with Jack Brabham's BT24.

Three support races filled the morning, each over 20 laps. We'd claimed our prime viewing spot at the end of the Hangar Straight very early, so had a clear view of the drama that defined the programme-opening Pushrod Trophy F3 event. Having spun his Lotus 41 in front of us, challenging Tony Lanfranchi (Merlyn) for the lead, the mass avoidance of which triggered polesitter Roy Pike to crash Charles Lucas's new Titan through the low blockwork wall at Stowe, Lucas himself slipstreamed sensationally back from outside the top 10. In time-honoured 1000cc screamer style, he snatched victory from Lanfranchi on the dash from Woodcote to the line.

Before the excitement of 120,000 spectators had died down the sportscars were out. Once leader Paul Hawkins's Ford GT40 fell to piston failure, Richard Attwood was able to stroke the Maranello Concessionaires Ferrari 275LM to the chequered flag, way clear of Eric Liddell (GT40) and Tony Dean (Porsche Carrera 6). Frank Gardner won the Ovaltine Trophy touring car race in Alan Mann's Ford Falcon, shading Jackie Oliver (Mustang) and Brian Muir in Sir Gawaine Baillie's supercharged Falcon. I recall wondering why Vic Elford's Porsche 911 was in this company, but the combo finished fifth.

Half a century later, and 40 years after I joined Autosport, it is a joy for me to see these wonderful cars still active in historic racing, where Attwood and Oliver are still frontrunners! They have certainly given me and fellow enthusiasts immeasurable pleasure. 🏆

'NASHTASTIC' CADWELL MEETING

Cadwell Park is mecca for Frazer Nash and GN enthusiasts this Sunday as the Vintage Sports-Car Club stages the annual marque race at the Lincolnshire circuit.

Leading narrowly when red flags stopped last year's race, Julian Grimwade and the 3.5-litre Alvis-powered FN Norris Special (right) start among the favourites to win the coveted prize, but Justin Maeers will provide stern opposition in the 6.1-litre Cirrus aero-engined GN Parker.

One third of the 21-car entry for what the VSCC's James Taylor describes as a "Nashtastic" showpiece comprises FN Supersports models, but GN Specials of Mark Walker (Thunderbug), Tom Waterfield (Dragonfly) and Dougal Cawley (Piglet) will doubtless be in the chase.



COMBE ADDS GOLD TO CARNIVAL

Castle Combe Racing Club is rebranding its traditional end-of-season Formula Ford shootout on October 14 as the Gold Cup Carnival to mark the category's 50th anniversary. Furthermore the competition's class structure has been changed and entry fees kept low to attract competitors.

The four date splits will be post-1996, '90-95, '85-89 and pre-'85, with the possibility of adding an historic (pre-'72) class should interest warrant one to bring the popular early cars in.

Combe's own FF1600 championship, which concludes on the same day at the grand finals meeting, will be run for the 50th time next season and celebrates its golden jubilee in 2019.



CASTLE COMBE
BRSCC JULY 15-16

Williams gains on rivals in title bid

ALL PICS: JONES

THERE WAS FRUSTRATION AND disappointment during the BRSCC meeting at Castle Combe as a series of red flags curtailed many races, including the cancellation of the third National Formula Ford race.

The series' other two encounters were cut short due to red flags, with Jordan Dempsey taking victory in the first, having put his Van Diemen LA10 on pole for the second time in a week. Championship leader Luke Williams (Firman RFR16) grabbed the lead from fourth at the start, but dropped back to second before a collision between Michael Eastwell (Spectrum 011) and Keith Donegan (Van Diemen JL13K) at Camp brought out the red flag.

A four-lap dash to the finish ensued, with Dempsey holding on ahead of Williams for his maiden National win.

It was roles-reversed for the second race, as Williams got the jump on Dempsey off the line and was leading when first the safety car then the red flag were brought out after a nasty clash between James Scott-Murphy (Van Diemen JL16) and Eastwell going into Tower. Scott-Murphy and Nick Barnes, who had crashed his Ray GR07 along Avon Rise on the previous lap, were both taken to hospital.

With barrier repairs being made and further delays in the schedule, the decision was made to cancel the third race, which will run at Silverstone instead.

The Castle Combe Formula Ford race would prove the highlight of the class's otherwise tumultuous weekend. A tremendous dice between Josh Fisher (Van Diemen JL14) and Michael Moyers (Spectrum 011C) ended in light contact at Quarry, with championship leader Fisher prevailing. Reigning champion Roger Orgee was absent at a family wedding and now sits 40 points adrift.

There was a titanic duel in the BMW Compact Cup between Steven Dailly and James Gornall, with the former taking first blood and winning the second race on the road, but his pass at the Esses on the final lap was deemed illegal, giving the win to Gornall.

A spin into the barrier on the formation lap in damp conditions prevented Perry Waddams (TVR Tuscan) from adding to his opening win in the

Jordan Dempsey (#49) took his maiden National Formula Ford victory at Combe

TVR Challenge, with Tim Davis taking the spoils in the second race and holding off a charging Waddam, who started from the back in his repaired car, in the third.

Rob Sayell's F1000 championship lead evaporated over three difficult races, with an oil leak consigning him to a mid-grid qualifying position from which he struggled to recover. Three fifth positions for Sayell means the advantage now sits with Michael Watton, who claimed victory in the final race of the weekend. Paul Butcher and Dan Clowes shared the first two wins, with double polesitter Lee Morgan seeing his championship aspirations hampered by a multitude of engine issues, including a water-pipe failure and subsequent soaring engine temperatures, which forced him to retire from all three races.

James Colbourne took victory in his first race aboard a Mk5 Golf GTI in the opening race of the Production Mk5 Series, but had to settle for third behind Martyn Walsh and Simon Hill in the second. Nick Porter took a brace in the Mk2 class.

Bradley John claimed his second Castle Combe GT success in a row in his Mitsubishi Lancer Evo IX, assisted by the demise of polesitter Barry Squibb's similar car due to gearbox issues that have blighted his season. Chris Southcott (MG Midget) was well placed to claim his first success of the season, but a halfshaft failure mere seconds before Squibb's



Watton (#99) leads the F1000 standings

SNETTERTON
BRSCC JULY 15-16

Priest presides over Fiesta dominance

THREE CHAOTIC FORD FIESTA Class C races at Snetterton provided reigning champion Sam Priest with two wins and a second position. Priest snatched the opener from Jamie Going, who was battling an ill-handling car after contact with polesitter Simon Horrobin's hobbled machine, which had suffered wheel-bearing failure.

A similar failure for Lewis Kent pitched him off at the Bomb Hole on the final lap of race three, allowing Priest through for a second win after the pair had earlier worked together to bump-draft past Going.

A maiden win was secured by Going in a shortened race two after a massive blow-up for Danny Harrison caused the race to be stopped, then restarted over only four laps.

Unable to start race three, regular pacesetter Harrison endured a nightmare weekend, also retiring from race one when a damper snapped.

Driving a new car after rolling his previous machine at Rockingham, Jamie White charged to three wins in the Class A, B and D races. His closest call came in race three when a slow getaway dropped him to third behind John Cooper and Stuart Robbins, but he was back in the lead before half a lap was done.

Luke Herbert narrowly missed out on another hat-trick in the Mazda MX-5 SuperCup. He dominated race two and then held off Tom Roche – revitalised after an engine change – in race three.



STYLES

Roche lost compression in race two, but had won the first after Herbert backed off to avoid a penalty for corner-cutting. That incident also impeded James Blake-Baldwin, who then suffered damage in race two, before producing the drive of the weekend to climb from the back of the grid to third in race three.

Sam Smith was successful in his quest for a hat-trick in the Mazda MX-5 Mk1 Group A races. He battled hard with Josh Jackson and Will Blackwell-Chambers in the first, with the same pair following him home in race two, albeit with positions reversed. They switched again to complete the podium in a quieter race three. Group B wins went to Kevin Brent, Paul Maguire and John Langridge.

There was a double triumph for Nick Reeve in Fiesta Junior. Jack Davidson took the win on the road in race one, but was handed a five-second penalty for making avoidable contact with Reeve when he passed. Reeve then held off Davidson in race two's

wet conditions, with Olly Turner securing a maiden podium by hunting down and passing Josh Hislop, who had earlier achieved the same feat, on the run to the flag.

Updates to his Jenvey-Gunn helped Mike Jenvey to win the first OSS race. A momentary cutout dropped him to third early on, but he passed Josh Smith's Radical PR6 around the outside at Murray's, then Duncan Williams's Juno into Brundle.

Williams won both remaining races, although Jenvey could consider himself a touch unfortunate. In race two, he moved ahead when Williams ran wide on oil, only for the race to be red-flagged and results counted back a lap. Williams pounced in race three when Jenvey had to check his pace to avoid passing the safety car as it peeled off mid-race.

Graham Seager swept to double Alfa Romeo glory in his 147 GTV, with only Paul Plant – second in race two after crashing out of the first – able to approach his pace.

MARK PAULSON



Luke Herbert (#50) had a star comeback



RESULTS

FIESTA CLASS C (9 LAPS) 1 Sam

Priest; 2 Jamie Going +3.282s; 3 Nathaniel Gollin; 4 Lewis Kent; 5 Elliot Wilson; 6 David Nye. **Fastest lap** Going 2m17.093 (77.96mph). **Pole** Simon Horrobin. **Starters** 16. **RACE 2 (4 LAPS) 1 Going;** 2 Priest +0.570s; 3 Kent; 4 Nye; 5 Lee Dendy-Sadler; 6 Gollin. **FL** Nye 2m18.621s (77.10mph). **P** Priest. **S** 16. **RACE 3 (9 LAPS) 1 Priest;** 2 Dendy-Sadler; 3 Gollin; 4 Nick Sanderson; 5 Nye; 6 Josh Watkins. **FL** Watkins 2m17.988s (77.45mph). **P** Going. **S** 15. **FIESTA CLASSES A, B & D (7 LAPS) 1 Jamie White (Zetec S);** 2 Stuart Robbins (Zetec S) +7.759s; 3 Tom Hutchins (Zetec S); 4 John Cooper (Zetec S); 5 Jack Youhill (Zetec S); 6 Shaun Andrews (Zetec S).

Class winners Tim Bennett (Si); Derek Robinson (Zetec). **FL** White 2m22.202s (75.16mph). **P** White. **S** 11. **RACE 2 (9 LAPS) 1 White;** 2 Cooper +10.181s; 3 Hutchins; 4 Robbins; 5 Youhill; 6 Penelope Jones (Zetec S). **CW** Bennett; Robinson. **FL** White 2m21.348s (75.61mph). **P** White. **S** 10. **RACE 3 (9 LAPS) 1 White;** 2 Robbins +7.651s; 3 Youhill; 4 Hutchins; 5 Jones; 6 Andrews. **CW** Bennett; Robinson. **FL** White 2m21.320s (75.63mph). **P** White. **S** 10. **MAZDA MX-5 SUPERCUP (ALL 9 LAPS) 1 Tom Roche;** 2 Luke Herbert +0.031s; 3 Steve Roberts; 4 James Blake-Baldwin; 5 Jack Harding; 6 Ben Short. **FL** Herbert 2m14.891s (79.23mph). **P** Herbert. **S** 38. **RACE 2 1 Herbert;** 2 Short +4.916s; 3 Liam Murphy; 4 Harding; 5 Jonathan Greensmith; 6 Roberts. **FL** Harding

2m16.524s (78.28mph). **P** Roche. **S** 37. **RACE 3 1 Herbert;** 2 Roche +1.945s; 3 Blake-Baldwin; 4 Short; 5 Roberts; 6 Greensmith. **FL** Blake-Baldwin 2m15.039s (79.14mph). **P** Herbert. **S** 37. **MAZDA MX-5 CHAMPIONSHIP – GROUP A (ALL 9 LAPS) 1 Sam Smith;** 2 Will Blackwell-Chambers +0.275s; 3 Josh Jackson; 4 Martin Tolley; 5 Oliver Allwood; 6 John Langridge. **FL** Blackwell-Chambers 2m21.624s (75.46mph). **P** Smith. **S** 24. **RACE 2 1 Smith;** 2 Jackson +1.061s; 3 Blackwell-Chambers; 4 Allwood; 5 Stuart Symonds; 6 Tolley. **FL** Blackwell-Chambers 2m21.620s (75.47mph). **P** Smith. **S** 24. **RACE 3 1 Smith;** 2 Blackwell-Chambers +1.898s; 3 Jackson; 4 Allwood; 5 Brian Trott; 6 Symonds. **FL** Blackwell-Chambers

2m21.863s (75.34mph). **P** Smith. **S** 24. **MAZDA MX-5 CHAMPIONSHIP – GROUP B (9 LAPS) 1 Kevin Brent;** 2 Jack Rawles +0.019s; 3 Adam Craig; 4 Anthony Hutchins; 5 Clive Chisnall; 6 Oliver Robinson. **FL** Craig 2m25.821s (73.29mph). **P** Craig. **S** 24. **RACE 2 (9 LAPS) 1 Paul Maguire;** 2 Stephen Foden +0.640s; 3 Sam Gendy; 4 Richard Collins; 5 Clive Powles; 6 Russ Lindsay. **FL** Maguire 2m24.067 (74.18mph). **P** Foden. **S** 24. **RACE 3 (8 LAPS) 1 John Langridge;** 2 Patrick Lay +0.944s; 3 Paul Stephens; 4 Simon Woods; 5 Adrian Burge; 6 Lindsay. **FL** Lay 2m24.308s (74.06mph). **P** Brent. **S** 23. **FIESTA JUNIOR (9 LAPS) 1 Nick Reeve;** 2 Jack Davidson +2.852s; 3 Josh Hislop; 4 James Waite; 5 Scott Cansdale; 6 Matthew Greenwood. **FL** Davidson

2m17.909s (77.50mph). **P** Reeve. **S** 15. **RACE 2 (7 LAPS) 1 Reeve;** 2 Davidson +0.813s; 3 Olly Turner; 4 Hislop; 5 Waite; 6 James Hillery. **FL** Reeve 2m26.238s (73.08mph). **P** Reeve. **S** 15. **OSS (11 LAPS) 1 Mike Jenvey (Jenvey-Gunn TS6);** 2 Duncan Williams (Juno Sportscar) +1.649s; 3 Josh Smith (Radical PR6); 4 Bradley Smith (Radical SR3 RSX); 5 Mark Abbott (Radical PR6); 6 Lee Torrie (Radical SR3). **CW** J Smith; B Smith; Richard Webb (Radical Clubsport); Richard Fearn (Radical RX Spyder); Paul Watson (Aquila CR1 M60); Paul Myers (Yamaha Global GT Light). **FL** Jenvey 1m46.776s (100.09mph). **P** B Smith. **S** 26. **RACE 2 (7 LAPS) 1 Williams;** 2 Jenvey +1.824s; 3 J Smith; 4 B Smith; 5 Abbott; 6 Torrie. **CW** J Smith; B Smith; Patrick

Priest scored two victories



STYLES

Car updates were the key to Mike Jenvey's win



STYLES

Sherrington (MCR Sport); Steve Owen (Radical Clubsport). **FL** Jenvey 1m47.129s (99.76mph). **P** B Smith. **S 27. RACE 3 (8 LAPS) 1 Williams;** Jenvey +0.232s; 3 J Smith; 4 Sherrington; 5 B Smith; 6 Abbott. **CW** J Smith; Sherrington; B Smith; Owen; Myers. **FL** Jenvey 1m46.405s (100.44mph). **P** Williams. **S 24. ALFA ROMEO (BOTH 9 LAPS) 1 Graham Seager (147 GTV);** 2 Simon McFie (Fiat Punto) +48.131s; 3 Ron Davidson (164); 4 Paul Webster (156 GTA); 5 Tom Hill (156); 6 Andrew Bourke (156). **CW** S McFie; Davidson; Hill. **FL** Seager 2m15.608 (78.81mph). **P** Seager. **S 19. RACE 2 1 Seager;** 2 Paul Plant (156) +10.952s; 3 Webster; 4 Chris McFie (Fiat Punto); 5 S McFie; 6 Bourke. **CW** Plant; C McFie; Bourke. **FL** Seager 2m12.934 (80.40mph). **P** Seager. **S 18.**

BOULEY BAY, VAL DES TERRES BRITISH HILLCLIMB JULY 12 & 15

Mourant's round, but Spedding takes a double

BOULEY BAY DELIVERED A FIRST-TIME championship-round winner in Jason Mourant, the first Jersey resident to win at home since Tico Martini in 1962 and the first Jersey-born driver since Mac Daghorn in '61.

Later that day, Will Hall took his first win at Bouley when final runner Mourant couldn't find that last 0.02 seconds to top the times.

On Guernsey three days later, Richard Spedding took his first ever championship victory, then followed it up with another. Guernsey drivers Darren Warwick and Nick Saunders filled the other podium places each time.

At Bouley Bay, Mourant said: "I'm really shocked to be here with this trophy, I didn't think I would succeed against the opposition."

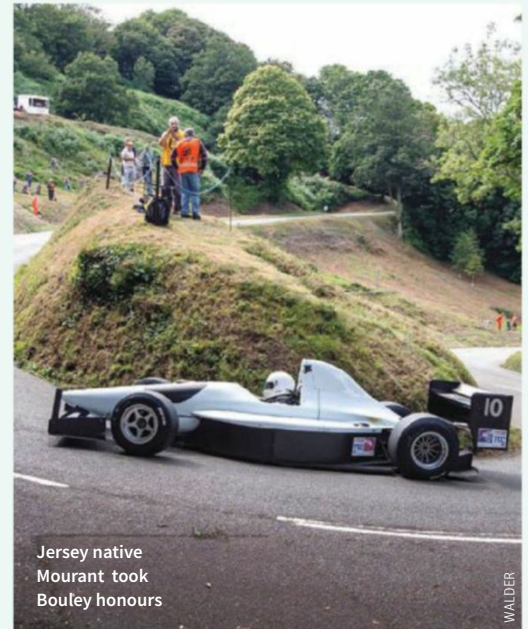
Sadly, he was unable to travel to Guernsey because of business commitments.

After his double victory, Spedding said: "I've been trying for this and getting close since I first stepped into the GWR Raptor, then just like a London bus two turn up at once."

Warwick has plenty of previous form, with eight Island podiums and two victories, but for IT engineer Saunders this was his first trip onto the podium, although he has qualified 31 times to Warwick's 24 over 12 of the last 15 seasons.

At Bouley, Dave Uren had a more than satisfactory fourth and seventh, but it all went horribly wrong on his first practice run at Val des Terres when he turned in too early for the final section of bends, became airborne and flipped the car before coming to rest the right way up. He was unhurt.

Hall was quietly satisfied with his Bouley performance and his round-19 sixth at Val des Terres, but it all unravelled in Q2 when



Jersey native Mourant took Bouley honours

WALDER

his car cut out on the top straight and he pulled up into the top paddock exit without reaching the finish.

Championship leader Trevor Willis had a subdued Bouley Bay, where he has a 23% win rate, and over the years has previously picked up seven points for bettering the outright record. Val des Terres has always been his nemesis and the 2012 champion never looked likely to break his duck, whereas he has won at every other current championship hill.

Having registered for the championship just in time for their local event, the identical-twin Le Messurier brothers Paul and Ian wheeled out their home-built Lemtech sports libre car and gave a good show against much more exotic opposition and knocked championship sponsor Graham Wynn out of the qualification spots for round 19. Unfortunately the car failed later with Paul at the wheel and was out for the day.

Jackie Le Cheminant became the third member of the Guille family to qualify for a Val des Terres run-off following her father Geoff and her brother and past victor Chris.

EDDIE WALDER

RESULTS

BRITISH HILLCLIMB BOULEY BAY ROUND 17 1 Jason

Mourant (4.0 Gould-Judd GR55) 38.09s BTD; 2 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 38.23s; 3 Trevor Willis (3.2 OMS-RPE 28) 38.55s; 4 Dave Uren (3.5 Gould-NME GR55) 38.99s; 5 Will Hall (2.0 Force-AER/XTec WH) 39.15s; 6 Alex Summers (2.5 DJ Cosworth Firestorm) 39.30s; 7 Eynon Price (1.6 Gould-Suzuki GR59) 39.91s; 8 Darren Warwick (2.0 Dallara-Opel F399) 40.33s; 9 Nick Saunders (1.6 Reynick-Suzuki) 40.39s; 10 Sean Gould (1.6 Gould-Suzuki GR59) 40.44s.

BOULEY BAY ROUND 18

1 Hall 38.45; 2 Mourant 38.46s; 3 Willis 38.67s; 4 Spedding 38.72s; 5 Summers 38.75s; 6 Wallace Menzies (3.3 Gould-Cosworth GR59M) 39.30s; 7 Uren 39.59s; 8 Warwick 39.60s; 9 Price 39.75s; 10 Saunders 39.93s. **CW** Dale Crowsley (2.0 Mazda MX-5 GT) 47.13; Richard Buchanan (2.0 Caterham 7) 50.69s; Mick Lancashire (1.6 Westfield Megabus) 46.50s; William Le Bourgeois (2.0 Ford Anglia) 52.18s; John Dunne (2.0t Mitsubishi Lancer E5) 46.44s **record;** Richard Wilson (2.1 Caterham R300) 47.51s; Len Amy (2.0 Mallock Mk32) 42.60s; Ray Rowan (2.7 Pilbeam-Hart MP43) 43.27s; Gumbley 42.34s;

Spedding 39.20s; Warwick 40.96s; Mourant 38.97s.

VAL DES TERRES ROUND 19

1 Spedding 27.43s; 2 Warwick 27.66s; 3 Saunders 27.85s; 4 Menzies 27.89s; 5 Summers 28.00s; 6 Hall 28.20s; 7 Willis 28.41s; 8 Gould 28.91s; 9 Paul Le Messurier (1.3 Lemtech DB03) 29.59s; 10 Martin Jones (1.0 Force-Suzuki TA) 29.77s.

VAL DES TERRES ROUND 20

1 Spedding 27.28s; 2 Warwick 27.71s; 3 Saunders 28.08s; 4 Summers 28.25s; 5 Menzies 28.42s; 6 Willis 28.55s; 7 Gould 28.64s; 8 Price 28.78s; 9 Lee Griffiths 30.31s; 10= Jones and Darren Gumbley (1.0 Force-Suzuki TA) 30.56s. **CW** Ian Gillespie (1.8 MG ZT) 39.40s; Harry Teal (1.8 Ford

Fiesta) 35.27s; Crowsley 35.69s; Malcolm Cole (2.0 Lancia Stratos Replica) 38.83s; Martin Dorey (1.6 Fisher Fury) 37.45s; Karl Marshall (1.8 Honda Civic) 35.59s; Ian Le Sauvage (3.2s BMW M3) 34.78s; Dunne 34.14s **record;** Lancashire 35.16s; Dave Bichard (1.8 Locost-Ford) 33.74s; Peter Clarke (5.1 Jagernought-Rover Special) 33.46s; Rowan 31.34s; P Le Messurier 29.89s; Tim Tulie (1.0 Empire-Suzuki Evo) 29.81s; Spedding 28.12s; Warwick 27.74s; Menzies 28.03s. **POINTS 1 Willis 141;** 2 Spedding 108; 3 Menzies 100; 4 Summers 96; 5 Scott Moran 86; 6 Hall 78.

Marcus Pye

40 YEARS AT

Autosport

18th July 1977 30p

It's now four decades since a certain callow youth strode through the office doors on his way to becoming Marcus Pye, the voice of club racing

Forty years ago this Tuesday, on July 18 1977, fresh from watching James Hunt win the British GP, I entered Haymarket Publishing's offices, at 76 Dean Street in London's colourful Soho district, to begin my career as a journalist on Autosport. Just 19, I'd spent 14 months learning publishing's ropes elsewhere, but this was the golden opportunity to follow my childhood passion professionally.

Four decades on, I've contributed to more than 2000 editions, exactly 1000 full-time, and then, from April 1997, on a retained freelance basis. Evidenced by bound volumes filling 10.3 metres of groaning shelves at home, beneath those of Autosport's first 27 years, I've covered 1100+ events, working under 13 of Gregor Grant's brainchild's 17 editors, through 20 Formula 1 world champions (from James Hunt to Nico Rosberg) and seven UK prime ministers, but only one monarch.

Having attended race meetings from infancy in 1958, with my father and sometime MG J4-owning godfather Michael Salmons (of East Surrey Motor Club fame), I read voraciously about the sport, even during double French lessons on Thursday mornings. I also spent evenings in an oily garage close to home, nattering and passing spanners to Hampshire autocross ace Owen Coffey as he prepared the Omian Racing Minis.

Working in the metropolis in 1977 was fortuitous, for Autosport hit the news stands at London's train stations on Wednesday evenings. The fateful advert leapt out at me as I rode the train back to East Croydon. Is this you? Indubitably it was. My excitedly scribbled application was on editor Quentin Spurring's desk en route to work the following morning...

That put me on pole, but following a productive interview – which included identifying obscure club racing cars from a sheaf

of black-and-white photos – I believe that an impromptu chance to lap chart for commentator Simon Taylor (Autosport's second editor, by then publisher) at Thruxton a short while previously underscored Q's decision, indeed may have tipped the balance.

Having marshalled with the British Automobile Racing Club, as a junior race assistant then on startline duty, I was up to speed with Formula 5000 to club racing, my training ground on the magazine under Robin Bradford, a 'proper' qualified journalist who taught me much. Soon seconded to cover European F2 rounds in Britain, I followed British F1, F3 and F3000 over many years. Uniquely, when back from far-flung events, I was as fascinated by the results of a Lydden clubbie or British Hillclimb round. I've never forgotten my roots amid Formula Ford, Special Saloons and Modsports, nor classes that have become historic.

When I started, creating magazines was still laborious. Planning issues, originating reports and stories, having them typeset, then cutting and glueing long galleys onto page boards, run around photos printed in-house or at external labs from films sent in by rail to London termini or couriered by local competitors – it made for a manic deadline Monday.

The advent of desktop publishing, email and digital photography eased the process, raising the bar, but Bank Holiday Mondays are still nightmares, even if they are no longer all-nighters, familiar to racing mechanics of yore. One Easter, I did Thruxton-Oulton Park-Thruxton-Brands Hatch-Thruxton over five days, then returned to the editorial office. My latest return home sans sleep was 1100 on Tuesday!

The shape of racing also changed radically in the 1990s with the arrival of the TOCA package, built around the British Touring Car Championship. It drew Renault, Vauxhall and >>

1. Pye interviewed by Brian Jones having driven Chester Wedgewood's Chevron B31/36 to second in the 1985 Oulton Park Gold Cup.
2. He joined Autosport the day after watching James Hunt win 1977 British GP in a McLaren M26.
3. Ahead of Johnny Dumfries's F3 Ralt RT3 while testing 'Morris' Sala's FF2000 Madgwick Reynard at Silverstone in '84

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Ford in to lucrative support series. Although Italian marque Cisitalia had built a fleet of Fiat-engined single-seaters for the purpose in the late 1940s, Formula Vauxhall and FV Junior ignited the one-make racing concept, which, while it levelled playing fields, spoiled competition, killing variety and reducing opportunities for designers and engineers.

I rue that this form of racing now prevails right up to the latest iteration of Formula 2. This business is fickle. While Dallara has played its cards brilliantly, landing most contracts, many famous manufacturers – most notably perhaps Lola Cars – have been put out of business. How many concerns that built Formula Ford cars in its early days survive? Only Crossle in its own name in the UK, although Ralph Firman, whose Van Diemen concern became the world's largest mass producer of single-seaters, is back marketing eponymous cars.

After a boom period, then a recession-enforced contraction of the contemporary scene, historic events became global motorsport's big growth area. As one who always loved the cars – while others focused on their drivers – I welcomed this and have made the genre my speciality since the 1990s, reporting and commentating as far afield as New Zealand and Australia. Goodwood's Festival of Speed and Revival Meeting have done most to broaden the sport's appeal in creating lifestyle events. The upcoming Silverstone Classic scores on sheer scale.

However, ever-greater professionalism and rising costs – reflected in much-improved venues – have pushed current racing way beyond the reach of the man and woman in the street who aspires to compete. I miss the simplicity of club racing in the 1970s and '80s, when entry fees were more affordable and you might come home with a small cheque for placing well.

I've loved 40 years with Autosport. Meeting and working with some of the sport's greatest people, on and off track, has been a privilege. I certainly didn't expect to co-found the Classic F3 championship in 1986, drive priceless racing cars or be invited to become a British Racing Drivers' Club member. If somebody had told me in '77 that I'd co-own and race the Chevron B40 in which Keke Rosberg won Enna-Pergusa's European F2 round the Sunday after I joined the magazine I would have thought them insane!

Will I get to 50? Hopefully, in some capacity, but I'd like to express my gratitude to everybody who has helped a South London lad turn his hobby into a career. Particularly my wonderful wife Fiona who has sacrificed much to share 26 years of this crazy adventure.

Favourite track tests

Open-chassis racing ruled when I started at Autosport. Inter-marque rivalry was rife and publicity-hungry manufacturers or teams regularly strapped journos into new production models. At the other end of the spectrum, big players celebrating major achievements occasionally invited hacks to saddle enormously powerful beasts for a sense of perspective.

My favourite of the latter was an Audi trip to Italy, to drive the 720bhp 90 Quattro IMSA GTO contender at Misano-Adriatico. Milan was fogged in, but following a terrifying minibus dash through a pea-souper, four hours' kip, and train and taxi journeys, snapper Michael Brown (late and much-missed) and I arrived at the track, red eyes propped open.

Buzzing after several stiff espressos, a quick lesson from Walter Rohrl familiarised me with the controls and I was let loose in the tubeframe beast, its rampant off-kilter five-cylinder engine's power tamed by four-wheel drive and massive slicks. Despite the unfamiliar anti-clockwise circuit, I sizzled it up to 167mph, loving the four-ringed driving experience I still enjoy.

Following its 1999 Le Mans victory and its US programme in 2000, BMW took one of its Williams F1-developed V12 LMRs to icy Jarama. In sub-zero temperatures there was no way anybody was going to generate proper grip levels from the Michelins on Madrid's twisty former Spanish GP circuit, but the howl of that six-litre engine down the incline onto the long start chute was as memorable as pressing the pitlane speed limiter and returning to the crew chief's feet in a flurry of staccato machine-gun fire.



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1. Pye has the best view in the house as lead commentator at the Goodwood Revival.
2. Racing John Surtees's 1962 F1 Lola Mk4 at '99 Silverstone Classic courtesy of Duncan Dayton.
3. Memorable test in Colin Bennett's Lotus 78.
4. Flying at Harewood in David Gould's hillclimb car.
5. Sharing Oulton podium with hero Brian Redman after 2005 HSCC race in Chevron B37.
6. Pounding Daytona banking in Huron 4A sportscar



Among many runs at home, two Formula 3 runs – in Pegasus Motorsport's Ralt RT30/85 and a Bowman-run RT32 in '88, both at Silverstone – were illuminating in that I worked down to representative times. Taking the old Club Corner flat there in British FF2000 champion Maurizio Sandro Sala's Reynard 84SF demanded supreme confidence in Adrian's design, honed by Paul Haigh. If slugging round the short circuit quickly in Chris Aylett's McLaren-Chevrolet M8E was another eye-opener, lapping quicker still in Ian Giles's F5000 Eagle FA74 and a new Jade-Chrysler sports-racer brought wow factors too.

But perhaps the cars that put the brightest new colours in my palette were Lotus 78/1 and ERA R5B 'Remus', which Ludovic Lindsay invited me to test for Autosport's 50th Anniversary issue in August 2000. The two-litre supercharged straight-six engine, pre-selector gearbox, relatively heavy steering and absence of belts gave me the utmost respect for the heroes who raced these bolides 65 years earlier. That our fabled technical editor John Bolster was ejected from R5B in the 1949 GP there didn't escape my attention, or spoil the voyage of discovery...

Favourite events

I've covered racing, sprints, hillclimbs, rallycross, drag racing and karting at almost 100 venues throughout Europe, the USA, the Caribbean, Brazil, Macau, Ireland, New Zealand, South Africa and Australia. But to race at the peerless Spa-Francorchamps for the first time in a Chevron B8 – my all-time favourite car – courtesy of Chris Chiles in 1991 was the ultimate red-letter day.

Nurburgring, Dijon-Prenois and Daytona's 24-hour course are also on my driving CV, as is Elkhart Lake's Road America, at the wheel of Mike Amalfitano's Porsche 917 spyder in a demo session at the Can-Am 30th Anniversary celebration of 1996. Dozens of American V8-engined leviathans – and a twister – reminded all present of awesome power in Wisconsin.

Le Mans, which I covered for Autosport in 1991 – when Johnny Herbert, Bertrand Gachot and Volker Weidler won in the shrieking Mazda – brought deeper-rooted excitement, as did visits to the Daytona 500 and 24 Hours. My favourite US showpiece, however, remains the Sports Car Club of America National Road Racing Championships (aka 'The Runoffs'), which Ralph Firman introduced me to in the 1980s.

Since this entails the top competitors in every US region going head to head on a demanding circuit – Road Atlanta and Mid-Ohio on my visits – it is for me the ultimate expression of club racing. Imagine the wonderful Formula Ford Festivals of the late 1970s and '80s, but multiplied by 20-plus classes, and you have the sporting and social gathering of the season.

Events 'down under' have been on my radar since I covered New Zealand's Peter Jackson International Series in 1990. Nowhere do racers enjoy themselves more, as I have discovered on subsequent historic racing pilgrimages. Competing at Hampton Downs's opening event in 2010, in Frank Lyons's F5000 Lola T400, was a privilege. Three visits to the Phillip Island Classic in Australia and a return to NZ for the first Taupo Historic GP this spring were special too.

In Europe we are spoiled for choice, with so many accessible events, including Historic GPs at Monaco and Zandvoort. The Spa Six Hours – the world's greatest endurance race for pre-'65 cars – is utterly compelling. I competed in 1997's soggy edition, in Bob Tabor's Lotus 23B and Gerard MacQuillan's 26R-spec Elan, and have now notched 20 successive visits to Alain Defalle's stellar event, providing the English commentary in recent years. This September's is the landmark 25th.

Goodwood's Revival meeting, run since 1998, five years after Lord March's pioneering Festival of Speed, and joined by the more relaxed (and less crowded) two-day Members' Meeting on the motor course, is the other British event I wouldn't miss. I've worked at them all and still have that tingle of excitement at the prospect of seeing 1948-66 cars raced on a period circuit while enthusiasts don their best attire to become extras at the world's greatest motorsport theatre.

But I'm always at home at the old-fashioned clubbies that have always tripped my trigger. Castle Combe (especially on Easter Monday or its relaxed annual Autumn Classic), >>

CLUB AUTOSPORT/MARCUS PYE'S 40 YEARS

Historic Sports Car Club championship events at Cadwell Park, Brands Hatch's majestic GP circuit, scenic Oulton Park and Croft that have particular cachet, and the 750 Motor Club's Birkett Six Hour Relay, Vintage Sports-Car Club Cadwell and Classic Sports Car Club Thruxton are special too.

A fan of speed hillclimbing since I was taken to Great Auclum in the 1960s, I've not forgotten it. British championship rounds are awesome, but for pure grassroots enjoyment, in traditional style, July's Chateau Impney is fast becoming the 'go-to' family event for its camaraderie and extraordinary pre-'67 entry.

Star cars

When I arrived at Autosport I had no aspirations of competing myself. It hadn't crossed my mind, so having 535 cars spanning almost 150 marques and 200+ events on my log thus seems surreal. That I drove Colin Bennett's ex-Mario Andretti/Gunnar Nilsson Lotus 78/1 at Donington Park – with Eddie Cheever out in a Tyrrell – before I'd raced was utterly incredible.

I'd reported its British F1 career (with Emilio de Villota, Norman Dickson and others), but having a Cosworth DFV engine at my right foot meant so much more to a lad whose ninth birthday was made by Jim Clark's Lotus 49 debut victory at Zandvoort in 1967, and who watched the Scot win a dramatic British GP at Silverstone a month later.

More so, perhaps, than in subsequent F1 cars I've driven – Amon, Arrows A1B, Hesketh 308E, Lotus 72, 78/4 and twin-chassis 88, two Surtees TS9Bs, six-wheeled Tyrrell P34, Williams FW06 and FW08C – I was astounded not so much by the early wing car's acceleration as by its braking. The same could be said of the DFV-powered Lola sportscars I've piloted.

Since witnessing Frank Gardner and Brian Redman racing at Brands Hatch in 1971 I've loved F5000, so I've relished shots in a great set of brawny V8 stock-block sluggers including Chevrons, Lolas and Trojans, a Lotus 70, a McLaren M10B and an Eagle. Racing the ex-John Watson Hexagon Trojan T101 on Silverstone's GP circuit in 2001 was a staggering experience.

My great friend Simon Hadfield also put me out in a wonderful Lola T330 there, and his unique Chevron B37 at Oulton Park, before we jointly acquired a stunning T332. The tiny B37 was the sweetest of them all, enabling me to run wheel to wheel with triple US champion and hero Redman (in an F2 Chevron B42) at Oulton. Pulling almost 160mph through the old Abbey at Silverstone in the 1973 T330 with its huge wing overhang left an enormous impression.





3

1. MAWP relives F5000 startline marshalling days at Brands Hatch in the ex-Clive Santo Lola T330 HU21 alongside the ex-Gary Wilson T332 HU52 he co-owns with Simon Hadfield.
2. Pole for 1982 Dunlop-Autosport Star of Tomorrow FF1600 opener's final on Brands GP circuit, having won the first of three heats in Alan Holloway's Van Diemen RF81.
3. Magical Spa debut in Chris Chiles's Chevron-BMW B8 fulfilled childhood dreams in 1991

Every driver's first win is priceless. I took mine in the opening 1982 Dunlop-Autosport Star of Tomorrow FF1600 heat on Brands Hatch's GP circuit, in a Van Diemen RF81. Others followed, at Mallory Park, Spa and Most in Chevron B19s, but Donington was kind to me in '90, with outright victories in a Caterham and AC Cobra (with Mike Freeman) and a hard-won 2-litre sportscar class in Don Wood's sublime Lola-BDG T292 HU77. Driving the works Jade-Chrysler to its first win at a torrentially wet Brands in 2007 was wonderfully poignant too.

Good Friday 1985 was my big day. Having taken over Chester Wedgewood's Chevron B31/36 – which I'd seen at Le Mans in period – I chased Tim Lee-Davey/Neil Crang's Group C2 Tiga-DFL home second in the Oulton Park Gold Cup Thundersports round, to the amusement of Nigel Roebuck.

Sixth in the 1986 RAC British Hillclimb Championship finale's run-off in David Gould's wonderful 2.8-litre Hart-powered Gould 84 and fifth in Jim Robinson's 2.5 Pilbeam-Hart MP43 in a Pembrey British Sprint remain special. Pulling more than 180mph at Thruxton in a 3.5-litre DFZ-powered Lola T91/50 en route to third in a BOSS race left an indelible impression too.

Having driven club racers to F1 cars, Lotus Elans to Group C prototypes, Aston Martin DBR2 to Lola T70s, 250cc Superkarts to Can-Am monsters, Mini Cooper S to the remarkable DAF V8 Super Saloon and shared a race track with Ayrton Senna in FF2000, what's missing? A Porsche 935 run almost happened, but the icing on my cake would definitely be F2 March-BMW 782, F1 McLaren M23 or Brabham BT44-flavoured. ✨

WHAT'S ON



FORMULA 1

Live from the streets of London

TWO DAYS BEFORE THE BRITISH Grand Prix kicked off at Silverstone, Formula 1 brought its show to the masses in London with 'F1 Live'.

The event, a well-kept secret until just a few days before it took place, brought the championship's star drivers (with the notable exception of Lewis Hamilton), cars and myriad attractions to explain motorsport's many nuances to new fans and existing supporters.

Once inside the festival area set-up around London's Trafalgar Square, attendees were met by a display of modern F1 cars (the crowds flocking to a parked Mercedes blocked much of the upper part of the venue). There was an unmarked chassis where teams of children raced to change tyres, and one such group was gatecrashed by none other than Jenson Button.

Within the dedicated 'F1 Schools and Innovation Showcase' area that opened the show in the afternoon, one stand had a 3D-scanning demonstration in which children could add parts to a freshly 3D-printed car and adjust the aero. Dare To Be Different had a fountain-side marquee containing more reaction-testing equipment and space

for visitors to chat to D2B ambassadors.

In keeping with Formula One Group's stated mandate to 'reach out' beyond the typical fanbase, a central stage flanked by huge video screens was the focus of a rolling programme of entertainment, from celebrity interviews to live music. Between live acts the screens showed a mix of pre-recorded footage and live links to the 'F1 in Schools' team and the day's pitstop challenges.

One oft-repeated video showed F1 boss Ross Brawn describing the power of data. Rather aptly he was then spotted on the nearby National

Max Verstappen demonstrates Red Bull's F1 show car on the tight London circuit (above), and afterwards many drivers waded into crowds, stopping to meet people, take pictures and chat about the day



Gallery's balcony, examining his handiwork below, while his colleagues Chase Carey and Sean Bratches worked the crowds and the VIPs.

Much like the famous F1 demo in London 13 years previously, the live car runs were a massive draw. Most fans chose a spot hours before, but since it was unclear which areas you could enter at times – perhaps an effect of the lack of 'live' rehearsal time – some were forced to move shortly before it started as security had to provide an escape road for the support vehicles.

Rene Arnoux (Renault RS01) and Stoffel Vandoorne (McLaren MP4/6) warmed up the crowds with retro sounds, while Pascal Wehrlein (Sauber C32) led the modern-era cars, followed by Carlos Sainz Jr (Toro Rosso STR8) and the ear-rattling note of his Ferrari V8, Lance Stroll (Williams FW36), who required marshals' assistance to navigate the tight turns, and Sebastian Vettel in the Ferrari SF15-T from 2015.

The blown diffuser on Daniel Ricciardo's Red Bull RB7 enhanced his Renault V8's acoustics down Whitehall, and his donuts were celebrated as they spat out hot fragments of rubber.

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Valtteri Bottas (Mercedes W06) ran last, before Button's routine in a two-seater F1 car, which ended with the car breaking down at the hairpin and the 2009 world champion lapping up the gentle heckling he received as a result.

It was then a surprise when all eight race cars ran at once, and there were cheers when Stroll made it around the course – which ran from Whitehall to Trafalgar Square – unaided.

Lewis Hamilton's no-show was the one bum note, since interest in him exceeded that of F1 itself for some. One lasting memory was a member of event staff fruitlessly explaining to a distraught child that their favourite racing driver wasn't present.

Performances from popular chart acts Tom Grennan, Little Mix and Bastille bookended the track demo, and there was a pleasant surprise when reigning world champion Nico Rosberg graced the stage, accompanied by his world championship trophy, and received a warm welcome.

A Kaiser Chiefs concert closed the day, which, remarkably considering this is Formula 1, was totally free.

ELLIOT WOOD



HOT ON THE WEB THIS WEEK

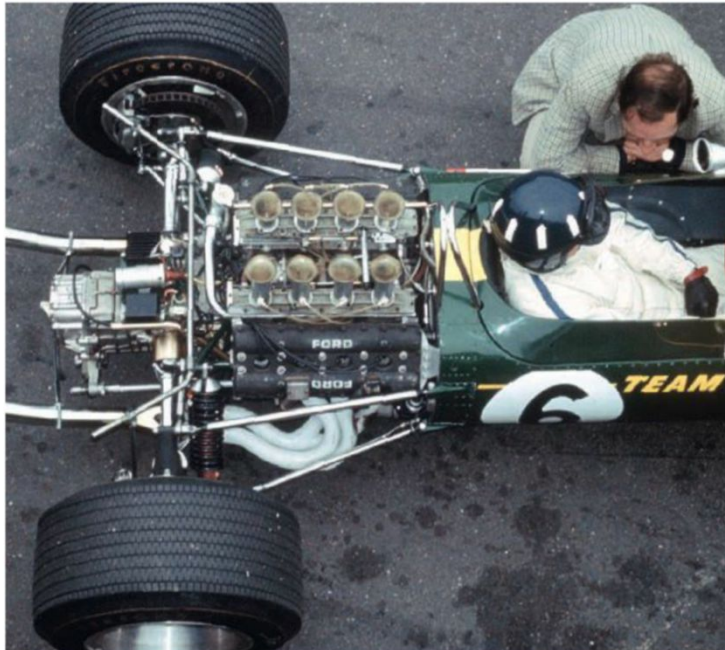
YouTube **PASTRANA MONSTERS THE MOUNTAIN**

Search for: Travis Pastrana RECORD RUN POV – Mt Washington Hillclimb 2017

Travis Pastrana obliterates the Mount Washington Hillclimb record (previously held by Subaru Rally Team USA team-mate David Higgins), reaching the summit in 5m44.72s in a 600bhp WRX STI. Look out for the wave to spectators...

NEXT WEEK

ON SALE THURSDAY



← **DFV AT 50**
We celebrate motorsport's greatest engine

PLUS FORMULA VEE

Beetle-maniacs hit half-century

PLUS SILVERSTONE

Preview of this year's Classic

INTERNATIONAL MOTORSPORT

DTM

Rd 5/9
Moscow Raceway, Russia
July 22-23
WATCH ON TV
Live BT Sport 2, Saturday 1330. BT Sport ESPN, Sunday 1230

ELMS

Rd 3/6
Red Bull Ring, Austria

July 23

FORMULA RENAULT EURO CUP
Rd 7/10
Red Bull Ring, Austria
July 22-23

SUPER GT

Rd 4/8
Sugo, Japan
July 23

IMSA SPORTSCAR

Rd 8/12
Lime Rock, Connecticut, USA
July 22

NASCAR CUP

Rd 20/36
Indianapolis, Indiana, USA
July 23
WATCH ON TV
Live Premier Sports,

Sunday 1930

ADAC GT MASTERS
Rd 4/7
Zandvoort, Netherlands
July 22-23

V8 STOCK CARS

Rd 6/12
Curvelo, Brazil
July 23

UK MOTORSPORT

CADWELL PARK MGCC

July 22
Morgans, MG Cup, MG Metro Cup, Midgets and Sprites, BCV8s, Iconic 50s, Cockshoot Cup, Triple M

CADWELL PARK VSCC

July 23

Vintage and Pre-War races, Morgans, 500cc F3, Frazer Nashes, MG Triple M

CROFT CSCC

July 22-23
Jaguar Saloon and GTs, Tin Tops, Swinging Sixties, Future Classics,

Magnificent 7s, Modern Classics, Special Saloon and Modsports, New Millennium, Open Series

DONINGTON PARK BARC

July 22-23
Classic FF1600, Clio Cup,

Mighty Minis, MGOC, Sports/Saloons, Pickups, Legends

PEMBREY BARC

July 22-23
MaX5s, Sports and Saloons, Junior Saloons, Citroen C1s

FROM THE ARCHIVE

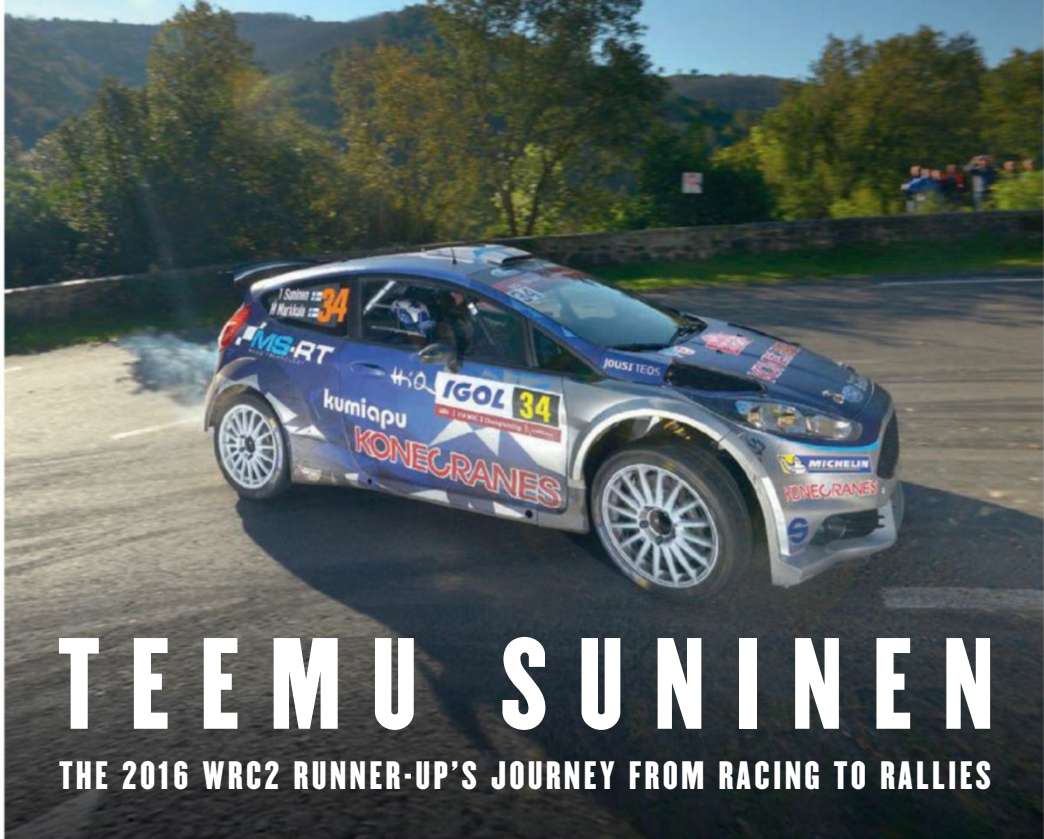
The winding dust trail left by Armin Schwarz's Skoda Octavia WRC, not to mention the sweeping backdrop, highlights the epic nature of the Safari Rally. The 2001 event was won by Tommi Makinen (Mitsubishi Lancer Evo 6.5), Harri Rovanpera (Peugeot 206 WRC) was second, and Schwarz took the final podium spot.

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INTRODUCING



TEEMU SUNINEN

THE 2016 WRC2 RUNNER-UP'S JOURNEY FROM RACING TO RALLIES

For an impressionable 13-year-old Finn, the sight of Kimi Raikkonen lifting the 2007 Formula 1 title was one Teemu Suninen wouldn't forget. That Marcus Gronholm was fighting the good World Rally Championship fight against Sebastian Loeb week in, week out wasn't nearly as interesting.

That's why, a couple of years later, Suninen set out for a life on the circuit. Three title-winning years in karting followed, but he lacked the money to go to single-seaters. Three years into his motorsport career and Suninen was already at a crossroads. Moving forward on track would be tricky, but one area he'd always excelled in was when the rain came.

"I was always able to be really fast in the wet," says Suninen. "I could slide the kart and was happy like this. At the time I thought, 'Maybe I can be fast also on the gravel...'"

Rallycross is the halfway house between circuit and stage and that's where he went in 2012. Happy with the car coming out of corners at a wide variety of angles, he stepped into the Finnish Rally Championship the following year.

Winning a rallysearch competition in 2014 landed him his biggest break: a fully paid DS 3 R3T drive in Rally Finland. A class win caught the eye of Timo Jouhki, the manager who had guided the careers of Juha Kankkunen and Tommi Makinen.

A selection of WRC rounds followed in 2015, when he was also snapped up by Toyota Motorsport's rally programme in Cologne. But TMG missed out on that deal and it was a dead end. Last season was, however, hugely impressive with him regularly placing a private Skoda ahead of Esapekka Lappi's factory car. He missed out on the title to his countryman, but Malcolm Wilson had got the message and offered him an M-Sport contract.

Suninen has picked up where he left off, regularly running at the front of this year's WRC2 field – but it was all eyes on Poland earlier this month, when he made a spectacular debut in a Ford Fiesta WRC. A fastest time and sixth overall provided proof that the right driver is more than capable of bridging the gap between an R5 car and the current rocketship World Rally Car.

But that was just the warm-up for next week's Rally Finland. "I'm looking forward to going home," says Suninen with a grin. After a speedy debut in Mikolajki, a nation awaits in Jyvaskyla. 🏆

DAVID EVANS



- Age** 23
- 2017** Joins M-Sport
- 2016** 2nd in WRC2, Skoda Fabia R5, 3 wins
- 2015** ORECA WRC programme, 2 WRC class wins
- 2014** Fiesta Trophy Finland, class win in Finland on WRC debut
- 2013** National rallying, Finland
- 2012** ERC Super 1600, 1 win
- 2011** Las Vegas KF2 race win
- 2010** KF2 Finnish champion
- 2009** 2nd in Finnish KF2 kart series

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