

HUNGARIAN GP

WRONG CALL?

Hamilton gesture gifts points to Vettel



“I hope it doesn’t come back to bite me” HAMILTON



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Fine sporting gesture or costly mistake?

WILL LEWIS HAMILTON REGRET STEPPING ASIDE FOR Valtteri Bottas on the final lap of last weekend's Hungarian Grand Prix?

Let's hope not. But even if he does lose the 2017 crown by the three points he gave away, it was still the right thing to do. Hamilton offered to hand back the place if he couldn't overcome the Ferraris and he stuck to his word, even though the close proximity of Max Verstappen's Red Bull could have provided the perfect excuse not to.

Some argue that you should – indeed need – to be ruthless to be successful. While that is true to a certain degree, there are plenty of examples of leading sportspeople doing the right thing. Hamilton is already one of the most successful drivers of all time and not winning the title – on one occasion after defending rival Mike Hawthorn and helping to prevent him getting a penalty – hasn't hurt Stirling Moss's status in motorsport. *How you win is important.*

Outside of F1, the major news is of the continuing manufacturer migration to Formula E, with Porsche (from World Endurance) and Mercedes (from DTM) the latest big names. The electric single-seater series may not be to everyone's taste, but it is hard to question its increasing relevance given the big names getting involved.

One downside, though, is what it means for the driver market, as we investigate this week in Pit and Paddock (see page 6). The quality of the drivers in FE is high but, with only two per team, clearly there are going to be a lot of very impressive talents looking for a diminishing number of seats elsewhere over the next year.



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NIGEL ROEBUCK

Looking out for number one

AFTER DECIDING TO PASS UP THE Monaco Grand Prix in favour of the Indianapolis 500, Fernando Alonso not surprisingly found driving an IndyCar around an oval very different from anything he had encountered in 15 years of Formula 1. “For one thing,” he told me at Indy, “you have to turn right on the straight, and that sends some weird messages – you arrive at a corner, and you just release the pressure in your hands, and the car starts to steer to the left...”

At the Speedway that characteristic is built into the cars’ set-up, but last Sunday, for reasons Ferrari were not immediately able to explain, Sebastian Vettel found himself dealing with something similar at the Hungaroring. The problem with his steering, he said, was there from the start, and worsened through the race, so that in right-handers he needed hardly any lock, in left-handers a great deal of it.

This necessarily compromised his pace, as also did an instruction from Ferrari to stay away from the kerbs, and thus Mercedes came into the equation to a degree the team had not anticipated. The rule of thumb this season seems to be that at fast circuits you need a silver car, at slow, high-downforce, tracks a red one. As at Monaco, for sheer pace the Ferraris were untouchable.

When one of them was hobbled, however,

it was a different matter – although it needn’t have been, for if Kimi Raikkonen had been given his head he could have disappeared. As history shows, though, that’s not how they do things at Ferrari: publicly acknowledged or not, there is always a firm *numero uno*.

Ferrari people would argue that, at any given time, one driver – be it Michael Schumacher, Alonso, Vettel, whomever – establishes himself as the natural team leader, and it makes sense to focus on the man most likely to win the world championship. You can’t fault the logic, but it can make life frustrating for such as Rubens Barrichello, Felipe Massa and now Raikkonen.

The word is that Vettel, whom Ferrari wish to commit to a new contract, is making it a condition that his pal stays aboard, and one can see why. The mood doesn’t always take Kimi, as we have known for countless years, but when it does he is still a frontrunner – and at the same time not one to make waves. Sebastian, nobody’s fool, is only too aware that his life would be rather less straightforward with a Max Verstappen or Carlos Sainz in the other car.

The Hungarian Grand Prix was a humdrum affair, although it looked like coming to life in the late laps when the Ferraris, governed by Vettel’s impaired pace, were reeled in by the



Vettel knows it benefits him to keep Raikkonen in situ

Mercedes pair. Lewis Hamilton, running behind Valtteri Bottas, felt he had a shot at them, but until the team’s communication system was repaired he was unable to tell anyone – and the fact that this was crucial says everything about Formula 1’s abiding problem: faster than his team-mate Lewis



Should Lotus 79 inspire F1’s future design direction?



might have been, but the only way he was going to pass him was if the team instructed Valtteri to let him through.

Once by, Hamilton indeed closed on Vettel and Raikkonen, but in the end there was further stalemate. Through the final right-hander the Merc was no match for the Ferraris, and thus never able to challenge on the following DRS straight.

Unlike Sergio Perez, who in Canada denied faster team-mate Esteban Ocon the opportunity to take on Daniel Ricciardo, Bottas had immediately obeyed his team's instruction to move over for Hamilton, and when Lewis found himself unable to challenge the Ferraris, he duly made good on his promise to let Valtteri past again.

Afterwards Hamilton worried about whether he had done the right thing – conceivably, after all, he could lose the championship by fewer than the points he gave up – but he might well again need Bottas's help in the future, and the two, both of whom behaved like team players, know where they stand with each other. Post-Montreal Messrs Perez and Ocon seem like strangers who happen to operate out of the same pit.

When first Formula 1 ventured to

“Hamilton worried about whether he'd done the right thing, but he might well again need Bottas's help in the future”

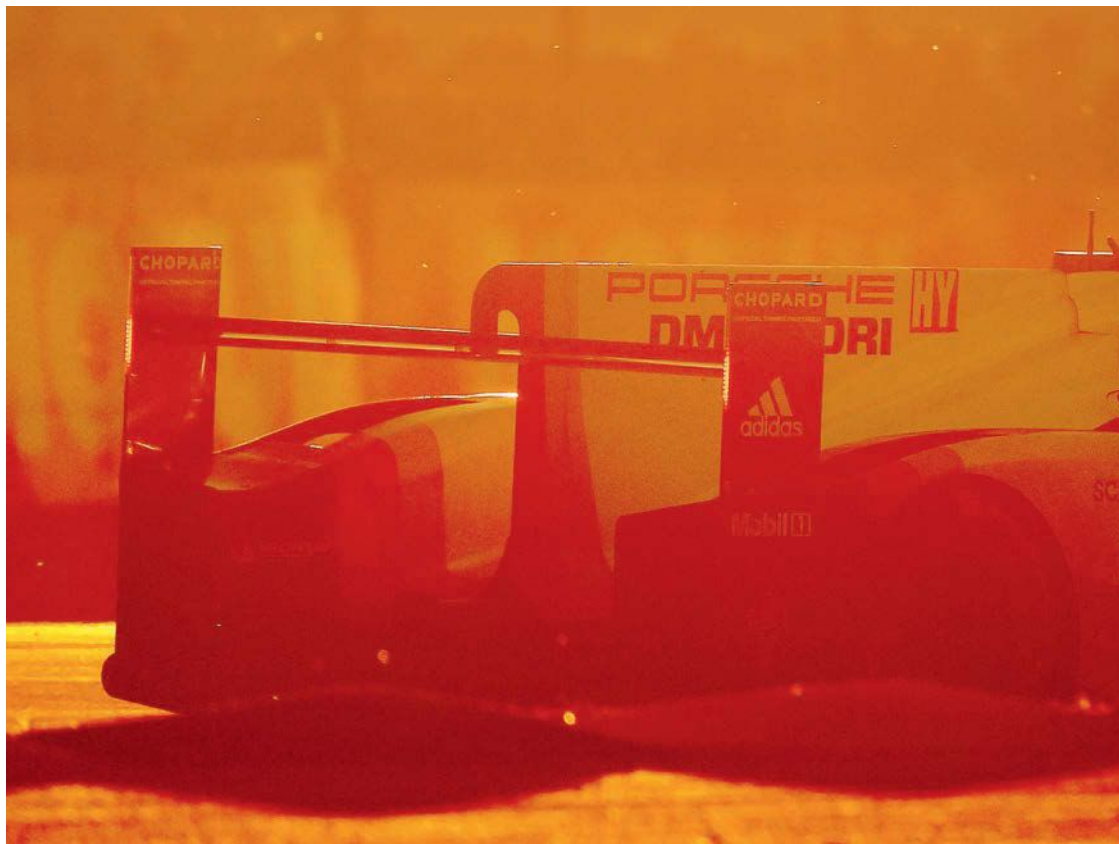
the Hungaroring back in 1986 the drivers' reaction was one of dismay. “Thank God,” I remember Alan Jones saying at the Osterreichring the following weekend, “we're back at a proper circuit after that bloody kart track...” Perhaps time has mellowed the *genus* grand prix driver, or maybe everyone has simply become inured to chicanes and fiddly corners. Whatever, the Hungaroring is these days regarded as a minor classic, a place where the driver can still make a difference.

However you want to slice it, though, overtaking has always been notoriously difficult there, and with the latest cars the problem was even more apparent: yes, they are indeed quicker – although Schumacher's V10 lap record, set in 2004, still stands! – but increased downforce inevitably comes at the cost of commensurate ‘dirty air’.

On a ‘flat-bottom’ Formula 1 car, all the downforce necessarily comes from the wings and other appendages, but in the ‘ground-effect’ era of 1977–82 much of it came from a shaped underbody, and those cars were far less affected by turbulence and ‘dirty air’. Last week I noted that, in an attempt to improve the racing in IndyCar, next year's aero rules call for 66% of the downforce to come from beneath the car, an increase of 19%.

Very well, over there everyone races the same car, manufactured by Dallara, and such a thing would be impossible to mandate in Formula 1, where every team's car is different, but as the sport's masters, notably Ross Brawn, ponder how the next generation of cars should be, would not a sound starting point be a return to downforce generated beneath the car as well as above it? There wasn't much wrong with the Lotus 79. ❄

MOTORSPORT'S SEISMIC



WORLD ENDURANCE CHAMPIONSHIP

Porsche's pullout leaves

PORSCHE'S DECISION TO WITHDRAW from LMP1 at the end of the 2017 season gives the World Endurance Championship a problem. Actually two problems – one short term and one long term.

It means that we're either going to have a single factory team at the front of the field in the WEC and at the Le Mans 24 Hours next year or no manufacturers at all. Neither is a particularly satisfactory state of affairs.

The longer-term issue is highlighted by the fact that new regulations for 2020 incorporating zero-emissions running and plug-in hybrid technology, which Porsche's P1 technical boffins helped formulate, weren't enough to dissuade its board from jumping ship to Formula E.

We can expect Toyota to dominate next year should it remain in LMP1. That's clearly not

good. Should Toyota decide it doesn't want to continue without proper opposition – or at least not for the full season – then we're left with the prospect of whoever turns up in the P1 privateer class battling it out at the front. Again, not good. The WEC and Le Mans need the prestige provided by manufacturers.

Toyota's reaction to Porsche's announcement so far has been to express sadness and disappointment in the decision. A statement from company president Akio Toyoda made no reference to 2018. It has a firm commitment to next season's WEC, but Toyota Motorsport GmbH technical director Pascal Vasselon pointed out at last month's Nurburgring WEC round that it had been made on the understanding that it would be competing against another manufacturer. One possibility is



IMSA DPi – Cadillac pictured here – could be a stopgap

SHIFT AS MANUFACTURERS GO ELECTRIC



Sun is setting on Porsche – and on LMP1?

LAT IMAGES

FORMULAE

The soaring success of FE

ROLL CALL: RENAULT? 'HERE.' AUDI? 'Present.' Jaguar? 'Here!' BMW? 'Coming!' Mercedes? 'Soon.' Porsche? 'Same!'

And so on, and so on. Formula E completed its latest major coup at the expense of a more-established rival series last week with the news that Porsche would quit the LMP1 division of the World Endurance Championship after this season to join the electric single-seater revolution in 2019. It follows Mercedes axing its DTM programme (which will come into effect after the '18 season) to do the same. And there's the increasingly likely prospect of a Fiat-Chrysler entry with Maserati.

It's only two years since the category was finishing an inaugural campaign contested by totally spec cars and no works teams. Circuits were being finished last-minute, and at least one race came extremely close to being cancelled on the day. A total of 35 drivers took part thanks to a series of one-off deals. The quality ex-F1 drivers and rising stars was offset by underprepared ringers and no-hopers.

It was a mess. And without investment in March 2015 from Liberty Global – sister company to new Formula 1 owner Liberty Media – and Discovery Communications, it's possible that Formula E would not have made it to the end of its first season. That handed the championship a second chance it has taken full advantage of.

FE's golden egg is its exclusivity deal on an electric single-seater series endorsed by the FIA. Governments and car companies are obsessed with 'electrification', which basically means they need to promote electric vehicles and increase their usage. Races are extremely unlikely to happen in city centres if they are not contested by electric vehicles; boards are extremely unlikely to sign off a multi-million-pound investment in a racing programme if it's not with electric vehicles.

That has been key to getting cities to commit to FE, which puts the racing right in front of the desired audience of car companies, which are also attracted by FE's low costs. Restricting development to the motor, gearbox and inverter helps keep budgets very small compared to F1 and WEC. While it would not be surprising if half the grid is investing €20 million or more for next season – double what Renault is thought to have put into its first powertrain in 2015 – that's small change for manufacturers.

Two and a half years ago FE probably had more critics than it did pounds in the bank. Now it has completely validated electric motorsport, and is on the verge of making its most trenchant critics look foolish.

SCOTT MITCHELL

Yes LMP1 on the ropes

that Toyota may choose not to contest the full WEC season and instead undertake a limited programme of races focused on Le Mans. And why would it want to go to Shanghai or Bahrain to win in front of only privateer opposition?

For the moment, though, it is keeping its powder dry ahead of the Mexico City WEC round at the start of September. Series bosses have promised more information about their vision of the future in a month's time.

Series sources are already stressing, however, that the WEC and its FIA world championship status are not under threat for next year. They point out that the manufacturers and drivers competing in the GT classes will again fight it out for a championship rather than the cup as in previous years. They are also insisting that the prototype drivers in LMP1 and P2 will again score points towards a pukka world crown.

There are, however, more pressing problems than the semantics of what counts as a championship and what doesn't. The WEC needs P1 cars on the grid next year and firm commitments from manufacturers for 2020. Otherwise a Plan B is required.

The ACO and the FIA can't just cull LMP1 and make P2 the top class. For a start, the ACO has made a firm commitment to the privateer P1

category to the end of 2022, which is why Ginetta, BR Engineering, Perrinn and possibly others are working on projects for next year. Would it be appropriate for something approaching a spec formula to be the top class? The idea of only one engine – the Gibson V8 – competing for Le Mans glory would not be in the great race's spirit.

That inevitably leads to questions about importing the Daytona Prototype international concept from North America. The re-engined and rebodied P2 machines from the IMSA

SportsCar Championship could actually provide some kind of stopgap solution, for Le Mans at least. They could give the race the manufacturer sheen that it requires should Toyota opt not to continue.

DPI or something similar might provide a short-term fix, but it can't be the answer

in the long term. Toyota has said that if P1 goes this route, it will stay at home. Porsche's defection to FE for season six in 2019-20 proves that manufacturers need a message if they are to sign off a motorsport programme running into tens of millions of whatever currency.

Le Mans needs to retain its place as an arena in which car makers can showcase technology. The question is how it and the WEC achieve this in the face of the growing appeal of Formula E.

GARY WATKINS

“The ACO can't just cull LMP1 and make P2 the top class”

MOTORSPORT'S SEISMIC SHIFT AS M

Q&A

JAMIE GREEN
DTM AUDI STAR



How worrying is Mercedes' pullout for the rest of those in the DTM?

It's not a good thing to happen. When Opel pulled out the series did continue with two manufacturers for six years, so it is doable. But I think it's about... firstly

you've got the show, DTM as a spectacle, how successful that is; and secondly the link to the road-car market, and what other categories the manufacturers are committed to. That's always changing, and Formula E now is an alternative. I think it's a lot cheaper than doing LMP or F1, and that's obviously the direction road cars are going.

Do you fear that BMW or Audi could pull out, or do you think there could be a new set of rules?

Any of these are possible. It's a wake-up call for the DTM in general in that there are no guarantees, especially as Mercedes were there from the inception of the new DTM in 2000. I think everyone felt they would always be there. In some ways it could be a good kickstart to people to change and improve things.

There's a rumour that DTM could go GT3 rules, but do you think this would satisfy the drivers?

As a pure driving aspect no, because it would be a lot slower than what I've been driving for the last 10 or 12 years. The difference is pretty big. From a pure driving side the DTM cars are pretty cool, they've got a lot of downforce, but at the same time I understand as a series and as a manufacturer paying the bill, a GT car would be a lot more cost-effective.

As a DTM pro, are you worried about all these out-of-work drivers coming on the market?

It's more of a manufacturer's market than a driver's market, because there are fewer programmes, and all the programmes replacing the previous ones are going to be with fewer cars and require fewer drivers. If you look at Porsche going from LMP into Formula E, that's two drivers, but they have six or seven on the books for LMP.

MARCUS SIMMONS

A lot rests on Berger's and the ITR's actions over the next few months



DTM

Berger on what's next for the DTM

THE DTM'S POSITION AS THE ONLY all-professional European-based championship – and that even includes Formula 1 – means that its survival or collapse has a massive effect on the motorsport industry as a whole.

That's why everyone is waiting with bated breath to see what the reaction of Audi and BMW will be to Mercedes' shock pullout at the end of 2018, announced on Monday of last week.

Certainly, the statements from the two Bavarian manufacturers issued last week weren't particularly comforting. "The consequences for Audi and the series are not clear at the moment," said Audi motorsport boss Dieter Gass. "For Audi, being part of international top touring car sport is a vital part of its works motorsports strategy. We now have to analyse the new situation with everybody involved in order to find a solution or possible alternatives to DTM."

Meanwhile, Jens Marquardt, his opposite number at BMW, said: "It is with great regret that we acknowledge Mercedes' departure after the 2018 DTM season. We now need to evaluate this new situation."

So Autosport put in a call to DTM chairman Gerhard Berger last Friday, to see what his feelings were about the situation. Of course, Berger only took over at the helm at the beginning of this year, and little could he have known that such a development would arise during

his first season. After all, if there is one manufacturer inextricably linked with the DTM – whose revival in 2000 was masterminded by Hans Werner Aufrecht, boss of its factory HWA team – then that's Mercedes. "For everyone it was a very big surprise," admitted Berger. "Now everybody has the feeling that it will take three or four weeks to see what we feel, to calm down and see what are the right steps to do – and of course it's the bloody holiday time at the moment!"

"But for many years the DTM was running with two manufacturers – Mercedes and Audi – and I don't see any reason why it should not be again. Also we have one and a half years to hopefully get another manufacturer."

A move to two-litre turbo engines, as used in Japan's Super GT series, for 2019 could make the DTM more attractive to Lexus, Honda and Nissan. "We were just in the final discussions about the powertrain concept, and I would say that the two-litre, four-cylinder turbo was on pole position," added Berger. "But now with this message everything is stopped for the moment – I think we will know at the end of August which direction we move in."

Berger added that he would prefer to keep the DTM as high-tech touring cars rather than entertain any switch to GT3 rules, saying that "the concept of the current DTM cars is brilliant".

MARCUS SIMMONS



DTM

MANUFACTURERS GO ELECTRIC MOTORSPORT

WORLD RALLYCROSS

Amber light for electric WRX

ELECTRIC VEHICLE TECHNOLOGY could become part of the World Rallycross Championship within the next three years, series bosses have revealed.

World RX promotor IMG is working with the FIA and a number of manufacturers on the introduction of electric technology into World Rallycross events, which could happen in time for the 2020 season.

"We're talking to a number of manufacturers and working with the FIA about what it [electric rallycross] might look like," World RX boss Paul Bellamy told Autosport. "It will be 2020 at the earliest, but we're in discussions about what format the concept might take, what the cars will be like and where it will sit in the World RX weekend."

Bellamy and the FIA have remained tight-lipped about the structure of any electric rallycross technical regulations, and how electrically powered cars would fit into current World RX events, but have stressed that electric cars would feature in a separate category to the current petrol-powered Supercars, which will remain. "The FIA's position is that electric vehicles and internal combustion engine cars will not race together," said Bellamy. "They can race at the same events, but not in the same races within those events. It's very important for us that the internal combustion engine is here to stay in World RX. We're not going to walk away from that. In the same way that Formula E

coming in hasn't changed Formula 1 – electric rallycross will not change what we currently have at the top of World RX."

Three of the four current manufacturers in this year's World RX series (Peugeot, Volkswagen and Audi, but not Ford) have publically cited interest in the prospect of electric technology in the short, sharp race format of rallycross.

"We're looking at electric rallycross because it's what the manufacturers are asking for," said Bellamy. "They understand how rallycross lends itself perfectly to electric motor racing, because the races are over quickly and the cars being used relate to the cars that you see every day on the road. Because rallycross fans are of a younger demographic than most other forms of motorsport, that demographic is more open to change and to pushing the boundaries of new technologies. The type of cars that are in rallycross are exactly the type of cars that the manufacturers want to promote to young people."

Late last year, Austrian firm STARD, owned by former World Rally Championship driver Manfred Stohl, revealed the first fully electric rallycross prototype. The four-wheel-drive car (below) boasts the equivalent of 544bhp and 560lb ft of torque, similar to that of a current Supercar. It can reach 90% of its full torque in 0.040s from a standing start and operate at full capacity for 15 minutes.

HAL RIDGE



F3 star Joel Eriksson is a BMW DTM junior...

TOUGH FOR YOUNG DRIVERS

WITH THE BARRIERS TO FORMULA 1 ENTRY ALMOST impenetrable, increasing numbers of young drivers have jumped off the single-seater ladder in recent years in a bid to forge a professional career in the sport.

But if the recent decisions of Porsche and Mercedes are to trigger a domino effect within the manufacturers, this will close off avenues for a significant number of young drivers – you only have to look at the numbers of BMW, Porsche, Mercedes and Lamborghini juniors.

"In years to come electric racing is going to be pretty cool, but right now it looks to the detriment of fantastic championships that are so successful and also give chances to young drivers coming through the system to have a professional career," said one such driver on the verge of a manufacturer deal who, understandably at such a sensitive moment, wished to remain anonymous.

"The decisions of Porsche and Mercedes get rid of a lot of professional seats, and I find that heartbreaking – for fans and everyone else. Those championships will one day become electric or become relevant in their technology, but right now the world is going through a seismic shift. Within the world, motor racing is just a footnote but, for those of us within it, it's massive."

Even if the Porsche LMP1 drivers get redistributed within the marque's Formula E and GT programmes, that could squeeze out some of the very capable existing 911 exponents. Meanwhile, Merc's DTM withdrawal could leave drivers of the calibre of Edoardo Mortara, Robert Wickens, Lucas Auer, Gary Paffett and Paul di Resta on the market. What hope for youngsters? "Without doubt those guys are ubertalented," said our source. "I really hope that the manufacturers can help young guys get drives and keep everything going."

MARCUS SIMMONS

...while James Calado is a youngster who's made it as a pro with Ferrari



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Does exit mean exit?

The departure of key German manufacturers from some of racing's heartlands sounds like the end, but could be a new beginning

By Marcus Simmons, Deputy Editor

[@MarcusSimmons54](#)

THIS IS IT: MOTORSPORT'S BREXIT MOMENT.

Although you have to assume that, in the cases of the board members deciding on Porsche's and Mercedes' departures from the LMP1 and DTM arenas respectively, this time those with a vote actually knew the nuances of what they were voting for.

The scary thing for motorsport is that Toyota is widely expected to get cold feet about continuing in the World Endurance Championship without having any manufacturer to race against, and what will BMW and Audi decide regarding the DTM? Both Porsche and Mercedes have switched their attentions to Formula E, of course, and that is because the electric single-seater series has perfectly captured the marketing zeitgeist among the manufacturers. And marketing reasons are precisely why most of them are involved in motorsport.

What next as the dominos continue to topple in this not-too-inconceivable short-term future? Manufacturers pulling out of the World Rally Championship? World Touring Car Championship? The GTE class of the WEC? We have to face the facts: the motoring world is going fully electric within the next generation, and only Trumpian climate-change deniers would claim that's a bad thing, but the difficulty for motorsport – which in itself makes only a tiny contribution to global pollution – is that it makes little sense for marketing departments to promote their brands through 19th-century internal-combustion-engine technology.

The other big problem, especially in Europe, is that over the past two decades or so motorsport has become moulded around the rise to supremacy of the German scene. Germany has the prestige manufacturers, and its motorsport co-ordinators and governing body have been extremely proactive in nurturing the sport across all racing disciplines: sportscars, touring cars and single-seaters. Audi's (up to 2016) and Porsche's presence in the WEC spread to dominate the largely French-run world of endurance racing; the DTM is umbilically linked to 'traditional' Formula 3 (which could well continue even if the FIA, as widely expected, goes the one-make route when its own F3 championship moves onto the F1 bill) and Porsche's favoured arena for its youngest juniors, the German Carrera Cup. The DTM also, of course, provides a sizeable pool of drivers for the big races on the GT3 calendar, notably the 24-hour classics at the Nurburgring and Spa.

That's why German motorsport, and the DTM in particular, has become the keystone of the European motorsport industry.

If it falls, expect the repercussions to spread far and wide, with drivers, teams, engineers and staff scrabbling for new work. After all, Formula E may be a groundbreaking new series, and on the verge of a massive rise, but it only has space for a limited number of two-driver teams.

A collapse could spread even wider. After all, plenty of young drivers have invested in LMP2 programmes because they view it as a proving ground to potentially gain works seats with LMP1 or GTE manufacturers. Further down the ladder, what of the enormously successful Formula Renault 2.0? This category, which produced 11 of the 20 current F1 drivers, has always existed largely independent of the increasing German domination, but it's a promotional class run by Renault Sport, the sporting division of a large manufacturer that will likely be wanting to ramp up its electric-car credentials.

Probably the most immune European-based international arena is GT3 and its little brother GT4. With manufacturers only involved on a team-assisting basis (and by lending drivers and staff), it's relatively cheap for the car makers, and the

bills are largely footed by wealthy individuals. On a marketing level, Audi and Mercedes are probably not in GT3 to increase sales of supercars; it's more likely a glamour exercise to sex up the image of the brand. By contrast, the DTM is

for very noisy, high-tech versions of autobahn cruisers. As our young pro from the story on page 9 said: "The person who drives one of those cars is the kind of bloke who'll go and buy a Tesla. It's frightening. What is everyone going to do?"

"I think those championships will have to go electric very soon from a relevance point of view. Without the manufacturers we won't have professional high-level racing. From that side they dictate everything."

If it wasn't for the closed shop of F1, such a situation wouldn't be so serious. But with drivers having switched their sights increasingly to pro careers, it really does put motorsport on the edge of a crisis. Formula E doesn't float the boat of some racing traditionalists, but has to signpost the way forward. If wireless charging technology develops, why not have electric cars fighting it out at Le Mans, Spa, Silverstone and the Nurburgring, soundtracked by an artificial-trad-engine-amplification system of the manufacturer's choice?

Long term, this could be the kick up the backside motor racing needs for a non-polluting future that's acceptable to manufacturers – and their marketing cash. 🏎️

“It makes little sense to promote brands through 19th-century technology”

WORLD RALLY CHAMPIONSHIP

LOEB TO TEST CITROEN. BUT WILL HE GET WRC RETURN?

SEBASTIEN LOEB IS TO TEST for Citroen's World Rally Championship squad, but team principal Yves Matton has ruled out a return to the arena for the nine-time champion – at least for this season.

Loeb, 43, will test the 2017-specification C3 WRC for the first time in the next week, but Matton says he has no room to accommodate the sport's most successful driver of all time in his squad for the next four WRC rounds. This is, of course, assuming Loeb would want to return to rally competition.

But Matton said he couldn't rule out a 2018 return for Loeb, who is competing this season in the World Rallycross Championship with sister manufacturer Peugeot.

"In 2017 I have no chance to let him drive a car because I don't have a car," Matton told Autosport. "There are none available, so there is no way to drive this year. And, on top of that, I don't think it's a good idea in the short term to let him drive an event. We know the level in WRC for the moment is quite high and that, with this kind of car, you need a quite high number of mileage to be at your level. If, one day, something like that could happen then it needs to be well prepared.

"For 2018, I am quite far away from that. I have no idea. I will not tell you no, because it's not no, but I will not say yes, because it's not yes."

This will be Loeb's first return to Citroen since he was unexpectedly dropped from the Parisian firm's WTCC squad at the end of 2015.

DAVID EVANS



OBITUARY

Leo Kinnunen 1943-2017

LEO KINNUNEN, WHO HAS DIED AGED 73, HAD AN ODD claim to fame as Finland's first grand prix driver, because it was in sportscar racing that he made his mark.

Kinnunen was picked up by the JW Automotive Porsche team for the 1970 International Championship of Makes after success in Nordic Formula 3 racing and a handful of local sportscar starts in a 908/2. He won on his debut in one of JW's Gulf-sponsored Porsche 917Ks at the Daytona 24 Hours together with Pedro Rodriguez and Brian Redman.

Further victories with Rodriguez followed at Brands Hatch, Monza and Watkins Glen. He was also second at the Targa Florio with the Mexican, setting what stands as the all-time lap record of the 44.7-mile road course aboard their Porsche 908/3 (pictured).

He also made his debut in Interserie in 1970 and went on to win a hat-trick of titles in Europe's equivalent of Can-Am in 1971-73. Driving first a Porsche 917 Spyder and then a 917/10 entered by the Finnish AAW squad, he notched up 11 overall victories in those years.

Kinnunen made his solo Formula 1 start in the 1974 Swedish Grand Prix at Anderstorp. He had found sponsorship for F1 after a move to Can-Am fell through and ended up buying a Surtees TS16 to run under the AAW banner. The car was described by Kinnunen as "a pig" and he made the grid only once in six attempts.

He continued to compete in sportscars until the end of 1976 before retiring. Kinnunen briefly raced again in local events in a wild Saab 900 Turbo in 1985.

GARY WATKINS



GT3

NSX goes on global sale for GT3

THE HONDA NSX GT3 ALREADY racing in North America with Acura badges will go on sale to customers ahead of the 2018 season.

The Japanese manufacturer reaffirmed its commitment to offer cars for sale with the announcement of its GT3 customer programme at Spa last weekend. Honda plans to deliver 12 of the mid-engined NSXs

in time for the start of next season and a minimum of 70 over the seven-year homologation of the car up to the end of 2024.

Honda Motor Europe racing boss Robert Watherston explained that the time was right to launch the customer programme during a so-far successful first season with factory Acura NSXs in the US-based IMSA

SportsCar Championship (in the GTD class) and Pirelli World Challenge in 2017.

The car will retail for €465,000 (£414,000), which Watherston described as a "competitive price". Discussions with potential customers had already begun ahead of the launch, he said.

GARY WATKINS



LAT IMAGES

FORMULA 1

Sauber drops Honda after all

SAUBER CAME FULL CIRCLE LAST WEEK when it announced that it would not be going through with its original plan to switch to Honda power next year. Instead, it has agreed a fresh deal with Ferrari for 2018, extending a partnership that goes back to 2010.

Crucially, the team will run the latest-specification power units, having had to use year-old Ferrari engines this term.

The Honda deal was pushed through by former team principal Monisha Kaltenborn, who believed the significant extra funding, technical partnership and latest-specification engines made the tie-up worth the risk, even if Honda has struggled for performance and reliability this season.

Owner Longbow Finance ultimately felt differently and, following Kaltenborn's departure, made enquiries with Ferrari about a new deal as it felt the engine was key to helping improve the team's performances.

It is believed that there is an arrangement between the two parties that will see the team develop drivers from Ferrari's junior programme. That's nothing new of course, with Sauber giving former Ferrari junior Raffaele Marciello mileage in grand prix practice sessions and using Ferrari reserve Antonio Giovinazzi when Pascal Wehrlein was injured earlier this year.

But sources suggest there is a strong chance that runaway Formula 2 championship leader Charles Leclerc will make his F1 debut with Sauber next year, with opportunities for

Giovinazzi to do Friday practice running.

For Honda, it means it is currently tied only to McLaren for next year, but the future of that relationship has been put in doubt on the back of troubles this season.

While McLaren evaluates its options – even though Ferrari and Mercedes have made it clear that they will not supply engines to the team for next year – Honda is also reviewing its plans. It is in talks with other teams about customer engine deals, with Toro Rosso believed to be the most serious candidate, even though the Faenza squad has a deal with Renault in place for next year.

“Meeting the schedule to achieve this for next year will be tough, but we still try to look for the opportunity to do so in 2018,” said Honda motorsport manager Masashi Yamamoto. “If we don't have a customer team, we want to continue with McLaren and then take on a customer team in addition for '19.”

Regarding the cancellation of the Sauber deal, Yamamoto said the Swiss team's stance changed after Kaltenborn left. “We were working in the same direction for next year,” he said. “However, some of the details had not been decided, such as running a Japanese driver or other activities. For example, they have some facilities which we could use for other categories. When the deal was agreed with Monisha, the idea of collaboration for other categories was OK, but they've changed their attitude [following her departure].”

LAWRENCE BARRETTO

IN THE HEADLINES

F1 TESTING DATES UNCOVERED

Formula 1's pre-season testing dates will again be held at Barcelona next year. The 2018 action will kick off on February 26-March 1, with the second four-day runout on March 6-9. The in-season tests will be at Barcelona (again, on May 15-16) and the Hungaroring on July 31-August 1.

BOURDAIS RETURNS TO INDYCAR SEAT

Sebastien Bourdais returned to the cockpit of an IndyCar on Monday, just 10 weeks after his horrific 118g crash in qualifying for the Indy 500. Bourdais, who said there was no date set for his racing comeback, described the outing at Mid-Ohio with Dale Coyne Racing as an “evaluation day”. Meanwhile, IndyCar's new aerokit hit the track for the first time last week at Indianapolis, with designated test drivers Juan Pablo Montoya and Oriol Servia at the wheel of the respective Chevrolet and Honda cars.

FERRUCCI STEPS UP TO F2

Haas F1 junior Santino Ferrucci has stepped up from GP3 to Formula 2 for the rest of the season. The American joined Trident at the Hungaroring last weekend, and scored points on his debut. His place in the DAMS GP3 squad was taken by single-seater returnee Matthieu Vaxiviere on what is understood to have been a one-off.

NEW ASIA PACIFIC 36 GT SERIES

GT3 svengali Stephane Ratel plans a new three-round series – named Asia Pacific 36 – for the 2018-19 off-season. The existing Bathurst and Sepang 12-hour races should be joined by a new event at Hampton Downs in New Zealand, set for late October or early November.

RENAULT ACE IN SPA F3 TEST

Formula Renault Eurocup ace Max Defourny joined Van Amersfoort Racing for last week's official European Formula 3 test at Spa. The Belgian elected not to race at his home track because he wants to preserve his rookie status for 2018 and to do that he would only be able to contest the last two rounds, and can't do the penultimate one anyway because it clashes with a Eurocup event.

PENSKO EXPANDS FOR BLANEY

Team Penske is expanding to a third Ford for next year's NASCAR Cup series after promoting up-and-comer Ryan Blaney to join Brad Keselowski and Joey Logano. As a Penske protege, Blaney has been racing for Wood Brothers, which has a technical tie-up with Penske.

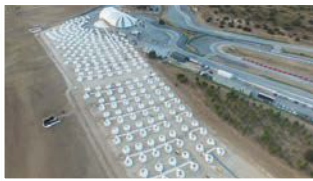
MERCEDES LAUNCHES GT4 RACER

Mercedes has become the latest manufacturer to join the GT4 arena. The Mercedes-AMG GT4 was unveiled last week, and is powered by a four-litre twin-turbo V8. Development of the car, yours for just €198,850, has been led by Merc talisman Bernd Schneider along with GT veterans Thomas Jager and Jan Seyffarth.



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FEEDBACK

Shine a light on halo's possible shortcomings

I am not an expert on racing car design, but I am a retired neurosurgeon and worked closely with Sid Watkins for many years. Some additional concerns occur to me about the halo, which I have not heard or read.

As others have pointed out, the halo would not prevent cockpit intrusion by relatively small but significant objects (such as the suspension component that killed Ayrton Senna and the spring that nearly killed Felipe Massa).

A further consideration, however, is that a flying object might actually be 'captured' by the halo, by striking its underside and being deflected downwards, impacting the driver's chest, abdomen or arm. Perhaps part of the nose assembly of another car could enter under the halo and become hooked up and wedged there, against the driver's helmet.

What about a transparent shield that was much (maybe 30-40%) lower at the front than the one trialled by Sebastian Vettel? It only has to deflect incoming objects up and away. The angle at the front could be considerably steeper, with its base closer to the driver (similar to those used in the 1970s and '80s, but now the driver sits much lower). This would not give complete protection (which could be achieved only by banning the sport) but it might be more effective and acceptable than the halo.

Neither device would completely

prevent a direct hit from above but the halo surely illustrates the principle, 'If it doesn't look right it probably isn't'.

Brian Simpson
Cardiff

'Closed' future for Formula 1?

If we are to believe that the introduction of the halo for 2018 has been driven by the fear of litigation, then how long can F1 continue as an open-wheel formula?

The risk of cars being launched into the air when wheels mesh is well recognised and relatively easily mitigated. I fear we are now firmly on the road to a closed-cockpit, closed-wheel F1.

Simon Ray
Byemail

If it saves one life it's worth it

Ben Anderson and Edd Straw were channelling Monty Python in their halo piece of July 27: 'Apart from... what have the Romans ever done for us?'

To paraphrase, it would have saved both Henry Surtees and Justin Wilson, but apart from that "the halo's benefits are otherwise dubious". Surely one life saved is justification enough?

John O'Sullivan
Cork, Ireland

Lessons from Hungary

At a time when both the automotive manufacturers' validation of Formula E



SUTTON IMAGES

Hamilton reckons he did the right thing by letting Bottas retake third place in Hungary – but will it cost him dear in the long run?

and its worldwide spectator appeal continue to grow, last weekend's uneventful race in Hungary will have done nothing to help Liberty Media's goal of expanding F1's participants and audience. What it did achieve, though, was to underline the importance and value of Silverstone, where F1 is shown in its very best light.

Richard Hayes
Oxford

Hamilton's a great sportsman

What a lovely gesture by Lewis Hamilton, letting Valtteri Bottas retake third place right at the end of the Hungarian Grand Prix. He has certainly risen very highly in my estimation.

Roger Paxton
Hitchin, Herts

IndyCar shows the way

Ross Brawn and the team looking at the way forward for F1 could learn a thing or two by studying the new Dallara IR-12.

This has almost none of the ugly fins, winglets and other aero devices currently sported by F1 cars and derives more downforce from the underbody. The car looks the part and should allow closer racing. Way to go!

Steve Tan
Runcorn, Cheshire

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Hamilton gives Vettel a bonus

By Ben Anderson, Grand Prix Editor [@BenAndersonAuto](#)



Vettel looked strong in the early stages

IF LEWIS HAMILTON HAD ANY LINGERING DOUBTS OVER FERRARI’S APPROACH to the fight for the 2017 Formula 1 World Championship, the events of the Hungarian Grand Prix would have surely utterly dispelled them.

They will also create fresh uncertainty in his mind about whether his decision to hand three extra points to his chief title rival Sebastian Vettel in the name of good sportsmanship may ultimately come back to haunt him.

In Hungary, Ferrari finished one-two for the first time since May’s Monaco GP, with Vettel again leading Kimi Raikkonen home. After Monaco, where Vettel came from behind to beat Raikkonen on a track where overtaking is near-impossible, Hamilton declared it was “clear Ferrari have chosen their number one driver”.

In Monte Carlo Vettel beat Raikkonen by staying out after the sister Ferrari pitted, then unleashing superior pace held in reserve through the opening stint. Ferrari denied it, of course, but it seemed apparent that the Scuderia had sacrificed Raikkonen’s chances of victory for the ‘greater good’ of Vettel’s title ambitions, on a weekend when Mercedes – and Hamilton in particular – struggled.

In Hungary, this approach appeared to manifest itself again, as Vettel clung on to win in an ill-handling car, while Raikkonen – who came into the weekend trailing by 79 points – played the role of faithful rear-gunner and protected the championship leader from a Mercedes attack, despite Raikkonen feeling he had the pace to win the race himself.

Mercedes has tried to maintain a balanced approach to its two drivers, certainly since Valtteri Bottas started winning races to

force his way into title contention. But with Ferrari leading the way and Bottas unable to threaten its superiority from third place at the Hungaroring, Mercedes handed Hamilton a chance to break Ferrari’s stranglehold by switching positions with 25 laps to go.

Hamilton agreed to hand the place back to Bottas should he not be able to make an impression on Raikkonen, and stayed true to his word by slowing down on the last of the 70 laps and letting the sister Mercedes back through at the final corner.

For this gesture of good faith, Hamilton received plenty of plaudits. And yet, in such a tight season, where every point won or lost is likely to matter, Hamilton’s honour – and Mercedes’ egalitarian approach to its drivers – could cost Hamilton dearly.

If Hamilton loses the world championship to Vettel by three points, he will look back on the Hungarian Grand Prix as a decisive moment in the final reckoning.

“In my mind I want to win the championship the right way,” said Hamilton. “I don’t know whether that will come back to bite me or not. But I said at the beginning of the year I want to win it in the right way, and I think today was the right way to do things.

“The team were in a difficult position. I think today shows, hopefully, that I am a man of my word, and also that I am a team player – just as much a part of this team as anyone. I think today shows unity. In life, if you do good things, good things do come



LAT IMAGES



Red Bull's challenge faded with contact at Turn 3 on lap one

back to you, so hopefully in the future it will pay dividends.”

Time will tell. Of course, none of this would have mattered had Ferrari ‘breezed’ to victory in the way Hamilton predicted after qualifying. The short straights, high temperatures and lower-speed cornering challenges of the Hungaroring played to Ferrari’s strengths and allowed the Italian team to enjoy its most competitive grand prix since Monaco.

Vettel has been saying for a while that Ferrari is stronger than Mercedes in the corners. That capability comes without a penalty on circuits like this, where drag is not important. Bottas feels Mercedes is still lacking with its high-downforce set-up and it could not make up the difference with its engine advantage here.

Once both Ferraris had made it into Turn 1 safely, with Bottas forced to defend position from Max Verstappen’s fast-starting Red

Bull rather than attack the cars ahead, the race looked to be in Vettel’s pocket. But that didn’t count on a mysterious handling problem on Vettel’s car that materialised from the earliest stages.

“I felt already there was something not right when we dropped the car on the grid,” said Vettel, who complained of his car’s steering hanging to the left. “During the opening laps I felt it wasn’t right, but it didn’t impact too much because it was only small. Towards the end of the stint it started to ramp up and gradually get worse.

“I was talking through the problem and they told me to avoid the kerbs, which I was doing already, but on a track where you use the kerbs nearly on every corner it’s obviously compromising your performance.”

Vettel led Raikkonen by almost 3.5 seconds at the end of lap 13 of 70; by the time Vettel made his sole pitstop on lap 32, that gap >>



Bottas takes third after Hamilton slowed at final corner

was down to little more than 1.2s. Raikkonen stayed out only one more lap before making his own stop for soft Pirellis, but felt he could have got ahead of Vettel by running longer.

It's telling that in Monaco Ferrari gave Vettel the opportunity to do just that and jump Raikkonen in the pits, despite trailing him through the first stint and Raikkonen losing pace as that stint wore on. In Hungary, Raikkonen was not afforded the opportunity to reciprocate, despite being "a lot faster than me for the majority of the race", according to Vettel.

Raikkonen's in-lap was 1.612s quicker than Vettel's, the pitstop three tenths quicker too, but Vettel remained ahead when Raikkonen emerged and it seems that's the way Ferrari wanted it to be.

"Once he went in I had very good speed," said Raikkonen, who felt his car was handling well and "definitely" had the pace to win the race. "I could have stayed longer out. I guess there are reasons.

"Valtteri went a lot faster with the fresh tyres so the team asked me to come in. I had good speed on the in-lap so I wanted to stay out longer, but I have to trust what the team is telling me – they see the big picture."

This was arguably the perfect outcome for Ferrari's and Vettel's big picture: maximum points for the constructors' championship; Vettel's hobbled car leading; Raikkonen's stronger one ready to protect Vettel if Mercedes mounted a challenge.

That challenge came once Bottas moved aside for Hamilton at Turn 1 at the start of lap 46, following Mercedes' efforts to

re-establish two-way communication with its drivers, after a cracked cable took down its systems on the pitwall early on and forced it to "fly blind", according to team boss Toto Wolff.

Although stressful for the team, it's unlikely this problem made a huge difference to the outcome of the race. Hamilton spent his first stint trapped behind Verstappen's Red Bull, so would have been stuck at its pace even if Mercedes had opted to extend Hamilton's first stint. Bottas was trapped in no-man's-land between Verstappen and the Ferraris.

Mercedes might have been able to engineer its late-race position swap sooner but, given Hamilton was unable to do anything about Raikkonen, it ultimately made little odds.

Bottas homed in gradually on the Ferraris early in the second stint, as Vettel managed his steering problem, but failed to make an impression. Once Hamilton was allowed

through, the Ferraris picked up pace – by roughly a second per lap – in response, Vettel taking more risk despite his difficulties.

Hamilton's chase failed to subvert Ferrari hegemony at the front, but it did eventually drop Bottas, who lapped quickly enough to sit within two seconds of Hamilton's gearbox at the end of lap 56 but 10 laps later was nearly 8s behind.

"I struggled more with the backmarkers," Bottas explained. "They [the leaders] were a three-car train – they got pretty smoothly through. For me, for some reason, they [the backmarkers] were in front of me for one or one and a half laps, and with a couple of those I lost one or two seconds each and then also lost the rhythm.

“Valtteri went faster with fresh tyres so the team asked me to come in”



LAT IMAGES



“This track is a lot about the rhythm in the race. That’s why I lost some time and why the gap to Lewis was in the end bigger than I was hoping for”

This wouldn’t have mattered too much save for the pesky presence of Verstappen’s Red Bull looming in Bottas’s mirrors. Having waited until the end of lap 42 to make his own stop for fresh tyres – the last of the leading group to pit had been Raikkonen on lap 33 – Verstappen hunted Bottas down relentlessly.

He took 17s out of the Mercedes driver in 23 laps – helped in part by Vettel’s go-slow approach at the front – and remarkably finished just 13.276s away from victory, despite serving a 10s penalty for taking out team-mate Daniel Ricciardo on the first lap.

That made the job of re-reversing positions between Hamilton and Bottas – which Hamilton engineered by backing right off >>

Raikkonen had the pace to win but played the team game

QUALIFYING



THIS WAS THE FIRST TIME SINCE MAY’S MONACO GRAND PRIX that Ferrari was the team to beat in qualifying, clearly revelling in the Hungaroring’s heat and similar high-downforce demands.

Sebastian Vettel got his car together after a difficult Friday and moved into the ascendancy in final practice. Unlike in Monaco, he stayed there this time, beating team-mate Kimi Raikkonen to pole by 0.168 seconds as Mercedes struggled to carry the fight.

Vettel set a 1m16.276s best on his first run in Q3 to take control, which proved enough to get the job done, even though he lapped fractionally slower on his second attempt, feeling he took too much from the tyres in the early part of the lap and compromised the end of it.

Raikkonen snatched a brake at Turn 1 on his first Q3 run and wound up down in fifth, but he improved dramatically on his second attempt to leap to second. And the Finn felt he really should have had pole on that second run.

“In the chicane I braked on the outside kerb and got loose and really threw it away,” Raikkonen rued.

“I don’t think there was any moment we had a shot at pole”

Lewis Hamilton

The long-wheelbase, low-rake Mercedes was always likely to be more vulnerable on a maximum-downforce circuit, where nimble cornering ability and traction pay more than pure power and aerodynamic efficiency.

Lewis Hamilton hung on in Q1 and moved ahead of Vettel by making a second run in Q2, but he ran wide (for the second time) at the high-speed Turn 4 on his first Q3 run and aborted the lap.

Hamilton’s second run was only good enough for fourth, 0.431s off the pace and 0.177s slower than Mercedes team-mate Valtteri Bottas. Team boss Toto Wolff reckoned Hamilton would have been a pole contender with a clean first run in Q3, but Hamilton felt Ferrari was out of reach regardless.

“I don’t think there was any moment we had the shot at pole,” Hamilton said. “We couldn’t match Ferrari’s time. It looks like their car maybe just suits the track more; it isn’t moving anywhere. It looks like they might have more downforce on.”

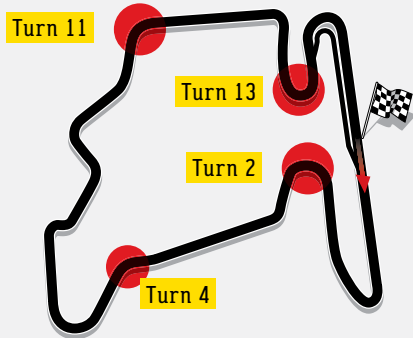
“When you drive it to a certain limit the car feels fine, but then you see Ferrari’s time, you think you need to push further, so you drive 100% and the car is more on a knife edge – you are taking it into places you don’t want to go.”

The upgraded Red Bull looked potentially capable of making it a three-way fight for pole after Daniel Ricciardo topped both Friday practice sessions, but a hydraulic problem robbed him of crucial track time in final practice, while team-mate Max Verstappen struggled to get his RB13 properly balanced through practice.

Verstappen was second fastest in Q1 and third in Q2, but faded to fifth in Q3 as the Ferrari and Mercedes engines were fully unleashed, trailing Hamilton by 0.090s. Ricciardo was only 0.021s further back, despite his FP3 woes, feeling he paid the price for having to “guess a bit” on set-up because of that earlier setback.



“THE HUNGARORING COULD NOT CONTRAST MORE WITH HIGH-SPEED SILVERSTONE”



TWISTY, NARROW, MUCH slower – the challenges of Budapest’s Hungaroring could not contrast more sharply with the cool, expansive, high-speed sweeps of Silverstone.

That creates a very different challenge – focused more on strong braking, low-speed grip and traction. But these high-grip 2017 F1 cars are still travelling very fast, requiring extreme commitment from the drivers to produce competitive lap times. There’s not much room for manoeuvre if you get it wrong.

Ferrari reserve Antonio Giovinazzi is the first to learn

this lesson the hard way, stuffing Kevin Magnussen’s Haas into the barrier at Turn 11 in Friday’s first practice session. The wild oversteer moments he had through Turn 4 in the early laps suggested he was flirting too closely and quickly with disaster...

Further back along the track at Turn 2 – a long 180-degree left-hander typical of the layout – it’s clear how poised Daniel Ricciardo’s upgraded Red Bull looks as he sets the pace. Lewis Hamilton’s Mercedes and the Ferraris of Sebastian Vettel and Kimi Raikkonen look noticeably unbalanced by comparison.



Hamilton at Turn 2, a typical Hungaroring corner

Come Saturday morning’s final practice session, the Ferrari is looking much more together. Over at Turn 13, the penultimate 180-degree corner of the lap, Raikkonen looks effortless as he glides serenely and smoothly through it lap after lap, only a trace of understeer holding him back at the apex. Vettel’s style is more dynamic, running deeper into the turn and cutting back sharply for

a straighter exit.

The Ferrari and Red Bull are outstanding here, visibly able to find an apex at speed that good midfield cars such as the Renault and Force India cannot. Hamilton’s Mercedes looks decent on entry, but struggles for traction at the exit.

The Renault looks quick but a real handful – particularly for Nico Hulkenberg, who spends most of the session sawing at the steering wheel mid-corner

and struggles to be consistent. Ditto Fernando Alonso in the McLaren-Honda, who ends up slower than team-mate Stoffel Vandoorne.

Vandoorne looks a driver transformed – accomplished, consistent, and way more confident on corner entry than earlier in the season; his McLaren noticeably grippier at the rear than that of his illustrious team-mate.

BEN ANDERSON



It was Ferrari’s first one-two since Monaco



on the last lap to allow Bottas through at the final corner – quite tricky for the Mercedes team.

But not as difficult as the decision itself, which allowed Vettel to extend his championship lead over Hamilton to 14 points rather than 11 heading into F1’s summer break.

“We discussed the risks of Max being too close and potentially ending up like fools,” Wolff said. “That was a long debate with all the pros and cons and finally we decided for the procedure we went for, with the support of Lewis.

“It was a very sportsmanlike behaviour – similar to what Valtteri did before [in Bahrain] – and certainly a very difficult call for the team; extremely difficult for the team, and very difficult for him [Hamilton].”

Mercedes is clearly minded to maintain the approach it has adopted throughout F1’s V6 era, namely that it won’t overtly favour one driver over the other unless there is zero chance for one of them to win the title. Wolff even suggested Mercedes would prefer to sacrifice this championship to Vettel rather than potentially wreck the internal harmony by altering this mindset.

“These values made us win six championships and it is going to make us win more championships in the years to come,” Wolff said. “It cost us three points and it can potentially cost us the championship – we are perfectly conscious about that, but nevertheless it is how the drivers and the team operate.

“We stick to what we say; and if the consequences are as much as losing the championship we will take it. But longer term we will be

winning much more races and much more championships with that approach than doing it the other way around.

“It was a tough call to make. Believe me, it is probably the most difficult call we had to make in the last five years. We have seen the backlash of decisions that were ruthless and cold-blooded and the effect it had on the brand. You could say, ‘Screw it, it still won them the championships, who cares? They are down in the history books.’

“But if I come back to what I think, what the purpose of us being here is, it is doing the right things and winning in the right way. And sometimes doing it the right way and standing by your values is tough. And it was today. I feel crap.”

It’s a testament to Hamilton’s character that he chose to follow this creed and sacrifice his personal ambitions for the sake of team unity – follow his heart rather than the “cut-throat” mindset and let Bottas back

through rather than bank the extra points for himself.

Hamilton is often compared to his hero Ayrton Senna, but Paddy Lowe says Hamilton lacks the late Brazilian legend’s ruthlessness – the sort of ruthlessness Vettel showed when ignoring team orders to win the 2013 Malaysian GP from Red Bull team-mate Mark Webber.

The 2017 Hungarian GP was clear evidence that Hamilton is not prepared to go to the same places Vettel has occasionally visited during his own rise to become a multiple champion.

Hamilton deserves enormous credit for his impeccable display of sportsmanship, but he may live to regret such noble sentiment should Vettel win this championship by a narrow margin. ❄

“Sometimes doing it the right way and standing by your values is tough”



SAINZ TAKES STRONG SEVENTH

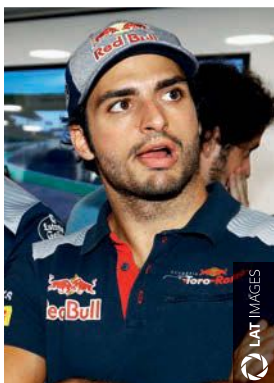
CARLOS SAINZ JR ENDED A difficult run of back-to-back retirements with a strong drive to seventh place at the Hungaroring.

The Toro Rosso driver started ninth and moved up to sixth on the opening lap. He dispatched Stoffel Vandoorne on the run to Turn 1, before going around the outside of Fernando Alonso into the right-hander. After Alonso fought back, Sainz retook his compatriot on the inside of Turn 2 and then picked up another place when Daniel Ricciardo retired.

Alonso attempted to pass him around the outside of Turn 1 at the lap-six restart, but Sainz forced him wide, with the pair briefly making contact.

"I protected the inside, and when you have the inside into a hairpin I think you can be pretty confident that the guy on the outside is not going to pass you," said Sainz. "The normal thing is to run out of road when you go around the outside."

Sainz held the advantage when both pitted on lap 35, but he was soon overtaken by Alonso. He then held off Sergio Perez for seventh by just over a second.



Ricciardo is taken out by wayward Verstappen

DANIEL RICCIARDO WAS eliminated from the Hungarian Grand Prix after sustaining sidepod damage when he was hit by Red Bull team-mate Max Verstappen on the first lap of the race.

The Australian, who had passed Verstappen for fourth after the Dutch driver ran wide at the exit of the first corner while side-by-side with Valtteri Bottas, was

ahead into the Turn 2 left-hander, with Verstappen taking an inside line just behind.

Verstappen locked up, ran wide and clattered into the side of Ricciardo's Red Bull. Ricciardo then spun at Turn 3 on fluid lost because of the damage and retired.

Ricciardo described Verstappen's move as "amateur" after the race.

"I saw I had a good run out of

T1 and there was a bit going on," said Ricciardo. "I saw Valtteri on the inside so I could brake later on the outside.

"[Verstappen's move] wasn't on and amateur to say the least. It's frustrating, it's not like he was trying to pass. Valtteri was in front, I was behind, there was no room. He doesn't like it when a team-mate gets in front of him.

Force India team-mates collide again

FORCE INDIA PAIRING SERGIO Perez and Esteban Ocon collided at the first corner on their way to eighth and ninth places respectively.

Ocon held eighth on the outside line into the first corner, with Perez braking later and diving up the inside. His front-left wheel hit the

front of the sidepod of Ocon's car, which sustained floor damage.

Perez, who suffered minor front-wing damage in the clash, blamed running three-abreast for what happened, on the basis that Stoffel Vandoorne's McLaren was on the inside of both cars at the approach

to the corner – albeit with the Force Indias well ahead.

"We went three cars into Turn 1," said Perez. "I had Vandoorne next to me, I had to avoid him. There was no more space. We had a little touch. There isn't enough room for three cars to make the corner properly."

Ocon blamed Perez for the incident, suggesting that he braked too late.

"I don't know what Sergio did, but he probably missed his braking point and ripped off my floor."

Deputy team principal Bob Fernley said of the incident: "It was very minor. One was leaning on the other and ran out of space. Fine. Move on."





It was a very poor mistake.”

Verstappen was apologetic after the race, accepting the blame for the collision.

“Everything started in Turn 1. The start was actually quite good but I got squeezed wide by Bottas and lost quite a lot of speed. We were both fighting for position in Turn 2 so we braked quite deep into the corner.

“I tried to keep it to the inside but then I just got locking, locking, and then I unfortunately touched Daniel on the weakest point of the car, in the side.”

Verstappen was given a 10-second penalty for the incident, which he served at his sole pitstop after leading nine laps thanks to pitting later than the other frontrunners, finishing fifth.

Alonso claims ‘difficult to believe’ fastest lap

FERNANDO ALONSO CLAIMED fastest lap on his way to sixth place in Hungary, which was only the fifth top-six finish of his two-and-a-half-year second stint at McLaren.

Alonso ran seventh early on after Daniel Ricciardo’s retirement, then passed Carlos Sainz to take sixth.

It is the second fastest lap for the reformed McLaren-Honda alliance after Alonso’s similar feat at the 2016 Italian Grand Prix.

“It’s probably difficult to believe,” said Alonso. “The car performed very well all through the race.

“It’s track characteristics. There are three or four races where we know that we will be competitive:

one was Monaco, this is the second, probably Singapore [is the third], so on those weekends it’s important to take the maximum points possible.”

Team-mate Stoffel Vandoorne took his first points finish of the season in 10th, giving McLaren two cars in the top 10 for the first time since last year’s United States GP.

He ran ninth in the first stint, but slipped behind Esteban Ocon thanks to a slow pitstop, caused by Vandoorne over-running his pitbox.

“Before my stop, we were looking at the gap behind and trying to ‘over-cut’ people behind us,” he said. “But I made a small mistake, locked up and stopped too long.”

Di Resta makes shock F1 comeback

PAUL DI RESTA MADE HIS FIRST GRAND PRIX start since the end of 2013 after being called up to replace the ill Felipe Massa.

Massa struggled during Friday practice with what is believed to be an inner-ear infection, but was cleared to run in FP3. After Massa again struggled, di Resta jumped into the Williams FW40, which he had never driven before, and qualified 19th, 0.766s off team-mate Lance Stroll. Chief technical officer Paddy Lowe described this as “an incredible performance”.

Di Resta retired from 18th in the race with an oil leak.

Q&A

PAUL DI RESTA WILLIAMS STAND-IN DRIVER



How did you approach qualifying with no practice and never having driven the car?

The best thing to do was a couple of quite short runs with a break in the middle to let me reset myself and so the team could give me feedback. They gave me as much as they could, they simplified it as much as they could and

it ran smoothly. The times were coming down by seconds to begin with, then six-seven tenths after that and still improving. I surprised myself a little bit – it’s not like you’ve even got a free practice session to get up there.

How did you find the race?

I thought my neck was going to be in trouble, but it’s not my neck – it’s my feet. My shoes were too small! I was in the deep end yesterday [Saturday], and even more so today. I had no high-fuel running, I didn’t know what the compounds were going to do. I didn’t make the best start and dropped the clutch too hard, but I hadn’t done a start until half-an-hour before the race. I wanted to keep my nose clean and see how it progressed. I found myself in a lot of traffic being lapped just before the pitstop and unfortunately lost out to one of the Saubers. I’ve done as much as I could; it would have been nice to get to the end, but I had a small oil leak and had to retire.

Was this a good advert for your talent?

Yesterday was exceptional. I had a lot of team principals text me and say ‘credit to what you’ve done’, so it was nice – especially for Claire Williams to have the faith in me. I go away with my head held high – with the limited running I’ve had, I’ve done all I could.



Hulkenberg and Magnussen row after race

NICO HULKENBERG AND KEVIN

Magnussen had a brief row in front of television cameras after their clash during the race.

Magnussen was given a five-second penalty for forcing the Renault driver wide onto the grass at Turn 2 with nine laps remaining when Hulkenberg was attempting to take 11th place. The penalty relegated Magnussen from 11th to 13th, behind Daniil Kvyat and Jolyon Palmer.

While Magnussen was being interviewed by

Danish TV, Hulkenberg interrupted, shook his hand and said “once again, the most unsporting driver of the grid”. Magnussen’s pithy response was “suck my balls”.

Asked by American broadcaster NBC about the incident moments later, Hulkenberg said: “Hard defending is fine but when he does this, it’s just ruthless and sending people into the wall. What he did there, opening up the steering, making me run wide, it’s

just being an arsehole basically.”

Magnussen criticised the penalty, blaming Hulkenberg for attempting a risky pass.

“I don’t really understand the penalty,” said Magnussen. “I didn’t even touch him. He could have chosen to back out, as I had the corner.

“It’s not like I moved off the racing line. We braked late, so it’s natural you go wide and push on the entry. He put himself in danger on the outside.”



LAT IMAGES

Grosjean’s race scuppered by cross-threaded wheelnut

ROMAIN GROSJEAN’S Hungarian Grand Prix came to a premature conclusion when he was sent out with a cross-threaded wheelnut after his pitstop.

Grosjean pitted from 16th place at the end of lap 20 when the team detected a slow front-left puncture. But an error on the left-rear corner meant the wheel was not correctly attached.

He parked the car at Turn 9 on his out-lap after being instructed to do so

by the team, which was given a €5000 fine by the FIA for an unsafe release.

Grosjean had already lost places at the start after being hit by Nico Hulkenberg and sustaining minor damage. He later said that “Turn 1 killed our race”.

Team-mate Kevin Magnussen finished a penalised 13th, making this one of Haas’s most difficult weekends of the season after a run of five consecutive points-scoring races.

“From FP1, we found out we were not in the sweet spot of the car,” said Grosjean. “We’ve been struggling to get the tyres in the window and get the grip. One corner it could be oversteer, the next it is understeer, so it’s difficult to put a lap together.”

The team’s weekend was further complicated by Antonio Giovinazzi crashing Magnussen’s car after spinning at Turn 11 during Friday morning practice.



Torrid weekend for pressured Palmer

JOLYON PALMER HAD A DIFFICULT RUN TO 12TH in the Hungarian GP, during which he was ordered to let Renault team-mate Nico Hulkenberg past.

Palmer was 11th on the opening lap when Daniel Ricciardo’s damaged Red Bull spun at Turn 3.

Having momentarily taken 10th, Palmer was forced to run wide in avoidance and dropped back to 11th, behind Esteban Ocon’s Force India. At the pitstops he fell behind Daniil Kvyat and Kevin Magnussen, but he benefited from Hulkenberg stopping with gearbox and brake problems, and Magnussen getting a five-second penalty, which promoted Palmer to 12th at the end.

Palmer also had a difficult Friday, running wide at Turn 4 and damaging his new-specification floor in the first session, then crashing at the final corner in the second thanks to a lairy rear end, which he said made the car “like rallycross”.





DRAWING BOARD
BY GIORGIO PIOLA

FERRARI BARGES TO THE FRONT

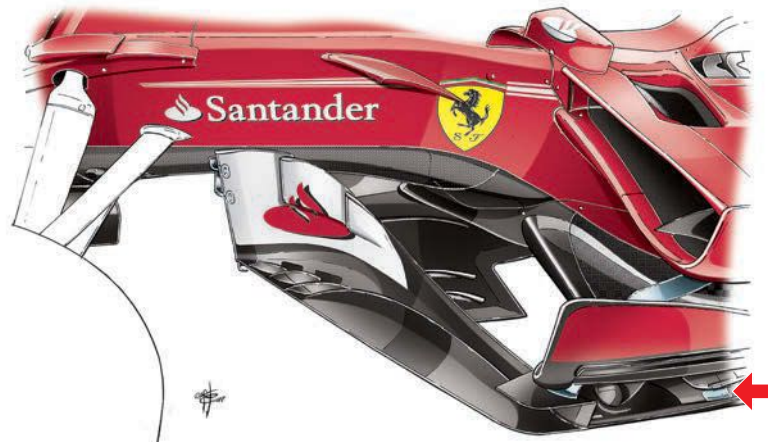
Ferrari revised its bargeboard arrangement, adding three vortex-generating fins in combination with revised profiling of the white bargeboard section to act as a sealing system to improve the performance of the underfloor.

This has all come about since Ferrari was asked by the FIA to improve the stiffness of the floor, just at the right-hand edge of the picture in the area where a blue

temperature sticker can be seen. If you can't flex the floor to improve sealing, then it has to be done with vortex generation.

This area of the Ferrari is make-or-break for deciding whether its shorter-sidepod concept is better than the standard-style solution. It has helped shorten the wheelbase, which seems to have worked well on the slower circuits.

GARY ANDERSON



RED BULL UPS DEVELOPMENT PACE

Developments are coming thick and fast from Red Bull. At Silverstone it introduced a revised turning vane under the chassis at roughly the position of the driver's feet.

This works with the bargeboards. Together they scavenge the airflow from underneath the front of the chassis, which improves the performance of the front wing and the leading edge

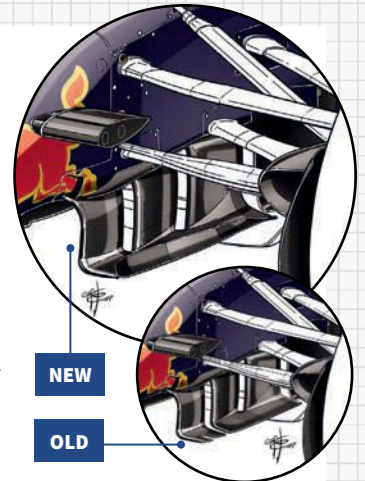
of the underfloor.

This development prepared Red Bull for Hungary, where updates focused in and around the leading edge of the sidepod and underfloor. The RB13 now has three vertical vortex generators at the front of the leading edge of the underfloor - similar to Mercedes. These will re-energise the airflow

under the car, improving underfloor performance.

Red Bull also reprofiled the radiator inlet duct, making it smaller and increasing the size of the sidepod undercut to focus on downforce rather than cooling. This follows the look of the Ferrari radiator inlet duct, which is much higher than others.

GARY ANDERSON



REAR-WING AID EXTENDED

MCLAREN JOINS MONKEY WITH GIRAFFE

McLaren has moved its 'monkey seat' rear-wing aid rearward, on what can only be called a 'giraffe-neck' mounting post. This means it is not directly under the throat of the wing, but more in the area

where the airflow gets a little tired of being asked to stay attached to the underside of the wing profile. It will also pull the exhaust plume rearward, reducing its negative effect on the wing.

The V6 regulations have largely eliminated the capacity for harnessing exhaust gases to generate downforce, but teams are still scavenging what they can with these devices.

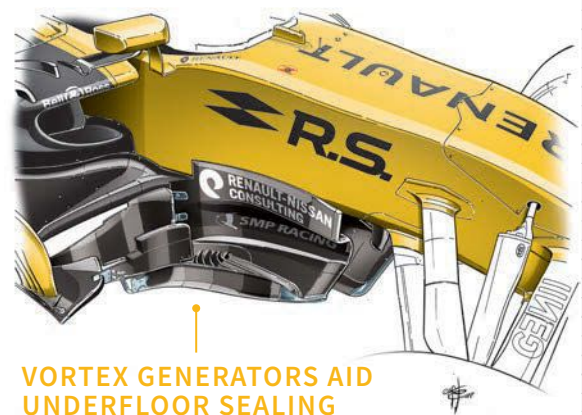
GARY ANDERSON

RENAULT GETS IT TOGETHER

Renault introduced a new multi-slotted bargeboard foot at Silverstone, and in Hungary brought a new double element to go hand in hand with this bargeboard. These vortex generators

have improved sealing along the outer edge of the RS17's new underfloor (first introduced at Silverstone), which has improved overall performance significantly.

GARY ANDERSON



VORTEX GENERATORS AID UNDERFLOOR SEALING

F1/HUNGARIAN GRAND PRIX RESULTS

STARTING GRID

1 Vettel #5 1m16.276s	2 Raikkonen #7 1m16.444s	3 Bottas #77 1m16.530s	4 Hamilton #44 1m16.707s	5 Verstappen #33 1m16.797s	6 Ricciardo #3 1m16.818s	7 Alonso #14 1m17.549s	8 Vandoorne #2 1m17.894s	9 Sainz #55 1m18.912s	10 Palmer #30 1m18.415s	11 Ocon #31 1m18.495s
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Race results / 70 laps – 190.540 miles

Fastest laps

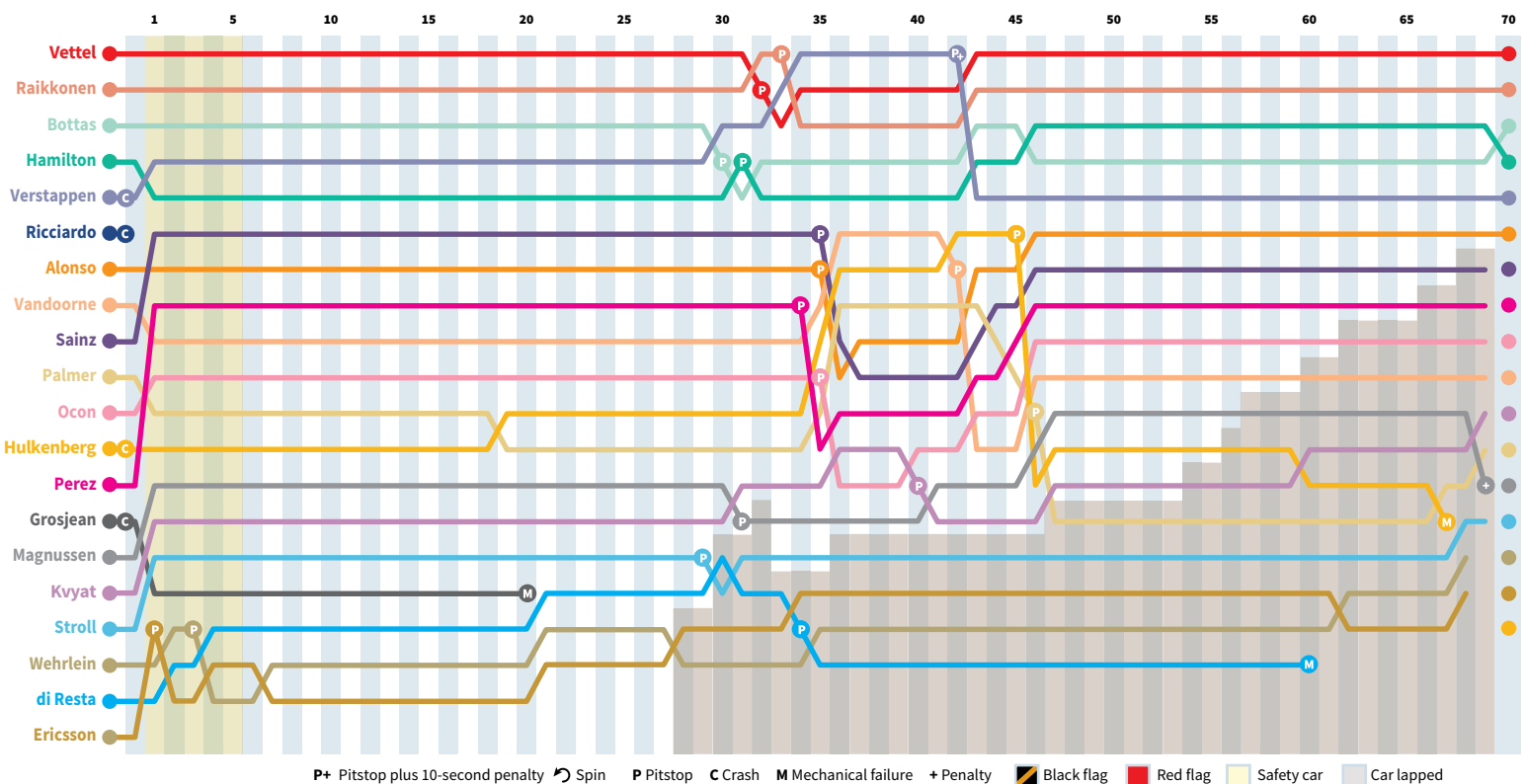
POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Sebastian Vettel	Ferrari	1h39m46.713s	59	○●	22.317s
2	Kimi Raikkonen	Ferrari	+0.908s	2	○●	21.919s
3	Valtteri Bottas	Mercedes	+12.462s		○●	22.681s
4	Lewis Hamilton	Mercedes	+12.885s		○●	21.338s
5	Max Verstappen	Red Bull-Renault	+13.276s	9	○●	33.605s
6	Fernando Alonso	McLaren-Honda	+1m11.223s		○●	22.399s
7	Carlos Sainz	Toro Rosso-Renault	-1 lap		○●	22.745s
8	Sergio Perez	Force India-Mercedes	-1 lap		●●	24.017s
9	Esteban Ocon	Force India-Mercedes	-1 lap		●●	22.441s
10	Stoffel Vandoorne	McLaren-Honda	-1 lap		○●	28.616s
11	Daniil Kvyat	Toro Rosso-Renault	-1 lap		●●	22.273s
12	Jolyon Palmer	Renault	-1 lap		●●	22.684s
13	Kevin Magnussen	Haas-Ferrari	-1 lap		●●	22.684s
14	Lance Stroll	Williams-Mercedes	-1 lap		●●	21.804s
15	Pascal Wehrlein	Sauber-Ferrari	-2 laps		●●●	47.211s
16	Marcus Ericsson	Sauber-Ferrari	-2 laps		●●○	49.276s
17	Nico Hulkenberg	Renault	-3 laps		○●	31.860s
R	Paul di Resta	Williams-Mercedes	60 laps-oil leak		●●	22.399s
R	Romain Grosjean	Haas-Ferrari	20 laps-wheel		●●	22.638s
R	Daniel Ricciardo	Red Bull-Renault	0 laps-collision		○	-

POS	DRIVER	TIME	GAP	LAP
1	Alonso	1m20.182s	-	69
2	Raikkonen	1m20.461s	+0.279s	70
3	Verstappen	1m20.490s	+0.308s	44
4	Vettel	1m20.807s	+0.625s	69
5	Hamilton	1m20.818s	+0.636s	66
6	Bottas	1m21.214s	+1.032s	68
7	Palmer	1m21.589s	+1.407s	68
8	Hulkenberg	1m21.611s	+1.429s	61
9	Kvyat	1m21.631s	+1.449s	42
10	Ericsson	1m21.752s	+1.570s	66
11	Sainz	1m21.871s	+1.689s	67
12	Vandoorne	1m21.960s	+1.778s	44
13	Magnussen	1m22.100s	+1.918s	67
14	Perez	1m22.105s	+1.923s	68
15	Ocon	1m22.431s	+2.249s	60
16	Stroll	1m22.830s	+2.648s	53
17	di Resta	1m23.242s	+3.060s	49
18	Wehrlein	1m23.573s	+3.391s	50
19	Grosjean	1m24.702s	+4.520s	19
20	Ricciardo	-	-	-

WEATHER Dry, sunny; track 55C, air 30C **WINNER'S AVERAGE SPEED** 114.572mph **FASTEST LAP AVERAGE SPEED** 122.222mph ● New ○ Used ● Ultra-soft ● Super-soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

<h3>1</h3> <p>This was the first time in 120 starts that Ricciardo did not complete the first lap of the race</p>	<h3>2</h3> <p>Alonso's fastest lap was the second for the renewed McLaren-Honda alliance after Monza 2016</p>	<h3>8</h3> <p>Raikkonen set a new record for Hungarian GP podium finishes with his eighth in 15 attempts</p>	<h3>11</h3> <p>Perez has now spent 700 laps of his F1 career running one place outside the points in 11th</p>	<h3>20</h3> <p>Ocon has a 100% finishing rate in his 20-race F1 career – the equivalent of a full season of finishes</p>	<h3>32</h3> <p>This was the 32nd world championship race at the Hungaroring – only eight tracks have staged more</p>	<h3>5054</h3> <p>Bottas passed the 5000 mark for laps raced in F1 during the Hungarian GP</p>
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Lap chart / What happened, when





12 Hulkenberg #27
1m17.468s



13 Perez #11
1m18.639s



14 Grosjean #8
1m18.771s



15 Magnussen #20
1m19.095s



16 Kvyat #26
1m18.538s



17 Stroll #18
1m19.102s



18 Wehrlein #94
1m19.839s



19 di Resta #40
1m19.868s



20 Ericsson #9
1m19.972s

Qualifying 1

POS	DRIVER	TIME
1	Vettel	1m17.244s
2	Verstappen	1m17.266s
3	Raikkonen	1m17.364s
4	Hamilton	1m17.492s
5	Ricciardo	1m17.702s
6	Bottas	1m18.058s
7	Hulkenberg	1m18.137s
8	Alonso	1m18.395s
9	Vandoorne	1m18.479s
10	Palmer	1m18.699s
11	Kvyat	1m18.702s
12	Ocon	1m18.843s
13	Sainz	1m18.948s
14	Grosjean	1m19.085s
15	Perez	1m19.095s
16	Magnussen	1m19.095s
17	Stroll	1m19.102s
18	Wehrlein	1m19.839s
19	di Resta	1m19.868s
20	Ericsson	1m19.972s

Qualifying 2

POS	DRIVER	TIME
1	Hamilton	1m16.693s
2	Vettel	1m16.802s
3	Verstappen	1m17.028s
4	Raikkonen	1m17.207s
5	Bottas	1m17.362s
6	Hulkenberg	1m17.655s
7	Ricciardo	1m17.698s
8	Alonso	1m17.919s
9	Vandoorne	1m18.000s
10	Sainz	1m18.311s
11	Palmer	1m18.415s
12	Ocon	1m18.495s
13	Kvyat	1m18.538s
14	Perez	1m18.639s
15	Grosjean	1m18.771s

WEATHER Dry, sunny; track 57C, air 26C

Race briefing

FRIDAY PRACTICE
ALFONSO CELIS replaced Ocon
ANTONIO GIOVINAZZI replaced Magnussen

Qualifying 3

POS	DRIVER	TIME
1	Vettel	1m16.276s
2	Raikkonen	1m16.444s
3	Bottas	1m16.530s
4	Hamilton	1m16.707s
5	Verstappen	1m16.797s
6	Ricciardo	1m16.818s
7	Hulkenberg	1m17.468s
8	Alonso	1m17.549s
9	Vandoorne	1m17.894s
10	Sainz	1m18.912s

GRID PENALTIES

HULKENBERG Five-place penalty for replacement gearbox
KVYAT Three-place penalty and one point on licence for impeding another driver

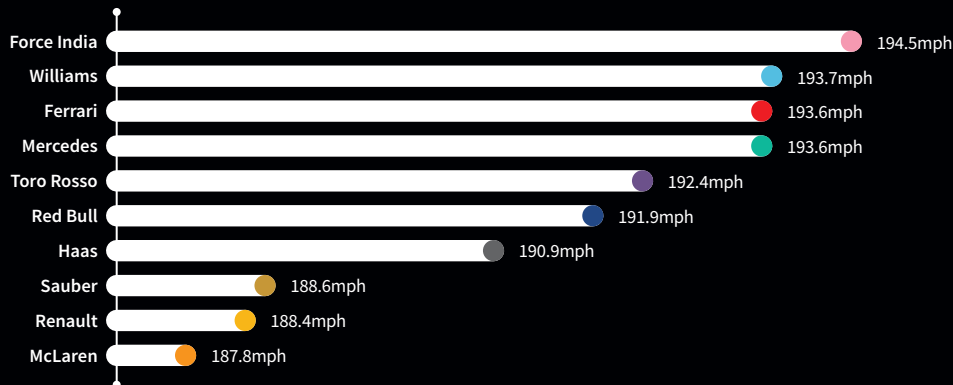
RACE PENALTIES

VERSTAPPEN 10-second penalty and two points on licence for forcing Ricciardo off track
MAGNUSSEN Five-second penalty and two points on licence for forcing Hulkenberg off track
HAAS €5000 fine for releasing Grosjean from pitstop in an unsafe condition

Di Resta replaced Felipe Massa after free practice 3

SPEED TRAP

Fastest for each constructor in qualifying



Free practice 1

POS	DRIVER	TIME
1	Ricciardo	1m18.486s
2	Raikkonen	1m18.720s
3	Hamilton	1m18.858s
4	Verstappen	1m19.162s
5	Bottas	1m19.248s
6	Vettel	1m19.563s
7	Alonso	1m19.987s
8	Vandoorne	1m20.005s
9	Hulkenberg	1m20.150s
10	Palmer	1m20.461s
11	Massa	1m20.540s
12	Perez	1m20.574s
13	Kvyat	1m20.780s
14	Sainz	1m20.917s
15	Stroll	1m20.974s
16	Grosjean	1m21.313s
17	Celis	1m21.602s
18	Ericsson	1m21.785s
19	Giovinazzi	1m22.251s
20	Wehrlein	1m22.490s

WEATHER Dry, sunny; track 27C, air 22C

Free practice 2

POS	DRIVER	TIME
1	Ricciardo	1m18.455s
2	Vettel	1m18.638s
3	Bottas	1m18.656s
4	Raikkonen	1m18.755s
5	Hamilton	1m18.779s
6	Verstappen	1m18.951s
7	Hulkenberg	1m19.714s
8	Alonso	1m19.815s
9	Sainz	1m19.834s
10	Vandoorne	1m19.909s
11	Ocon	1m20.126s
12	Perez	1m20.266s
13	Kvyat	1m20.577s
14	Stroll	1m20.791s
15	Massa	1m20.869s
16	Palmer	1m21.175s
17	Magnussen	1m21.345s
18	Grosjean	1m21.504s
19	Ericsson	1m21.559s
20	Wehrlein	1m21.722s

WEATHER Dry, sunny; track 45C, air 25C

Free practice 3

POS	DRIVER	TIME
1	Vettel	1m17.017s
2	Raikkonen	1m17.492s
3	Bottas	1m17.914s
4	Verstappen	1m18.194s
5	Hamilton	1m18.434s
6	Vandoorne	1m18.638s
7	Hulkenberg	1m18.699s
8	Ricciardo	1m18.714s
9	Alonso	1m18.884s
10	Palmer	1m18.956s
11	Sainz	1m19.300s
12	Ocon	1m19.352s
13	Kvyat	1m19.455s
14	Perez	1m19.609s
15	Grosjean	1m19.622s
16	Magnussen	1m19.895s
17	Massa	1m20.255s
18	Stroll	1m20.379s
19	Wehrlein	1m20.446s
20	Ericsson	1m20.748s

WEATHER Dry, sunny; track 44C, air 24C

SEASON STATS

Drivers' championship

1	Vettel	202
2	Hamilton	188
3	Bottas	169
4	Ricciardo	117
5	Raikkonen	116
6	Verstappen	67
7	Perez	56
8	Ocon	45
9	Sainz	35
10	Hulkenberg	26
11	Massa	23
12	Stroll	18
13	Grosjean	18
14	Magnussen	11
15	Alonso	10
16	Wehrlein	5
17	Kvyat	4
18	Vandoorne	1
19	Palmer	0
20	Ericsson	0
21	Giovinazzi	0
22	Button	0
23	di Resta	0

Constructors' championship

1	Mercedes	357
2	Ferrari	318
3	Red Bull	184
4	Force India	101
5	Williams	41
6	Toro Rosso	39
7	Haas	29
8	Renault	26
9	McLaren	11
10	Sauber	5

Wins

Hamilton	4
Vettel	4
Bottas	2
Ricciardo	1

Fastest laps

Hamilton	6
Raikkonen	2
Alonso	1
Perez	1
Vettel	1

Pole positions

Hamilton	6
Bottas	2
Vettel	2
Raikkonen	1

Qualifying battle

HAM	6	5	BOT
RIC	4	7	VER
VET	8	3	RAI
PER	9	2	OCO
STR	1	0	DIR
STR	1	9	MAS
VAN	1	9	ALO
VAN	0	1	BUT
KVY	5	6	SAI
GRO	7	4	MAG
HUL	11	0	PAL
ERI	2	7	WEH
ERI	2	0	GIO

Short of perfection

Nobody rates a 10 as Formula 1 looks forward to its summer break

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES

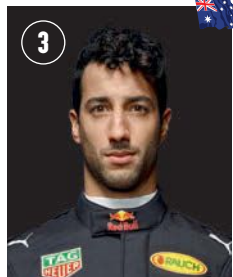


8 LEWIS HAMILTON
Usually peerless in Hungary, but Mercedes wasn't at its best and he struggled for consistency. He paid for two errors at Turn 4 in qualifying, which compromised the early part of his race. Hamilton was quicker than Bottas, and put Ferrari under pressure with help from team orders, then sacrificed three points.

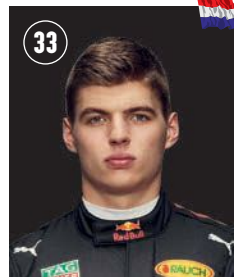


8 VALTTERI BOTTAS
A very solid weekend given the limitations of the car, but Bottas was not as fast as Hamilton ultimately, even though he qualified ahead. In the race Bottas failed to put Ferrari under any sustained pressure. That Mercedes refused to sacrifice him for Hamilton indicates how serious a contender he has become, though.

RED BULL



8 DANIEL RICCIARDO
Topped both Friday sessions in the updated Red Bull, and felt he might have outqualified Hamilton without losing FP3 to a hydraulic issue. He passed the Mercedes out of Turn 1 and jumped Verstappen too, but his race was ended by an "amateur" punt from his team-mate at Turn 2. Deserved better.



9 MAX VERSTAPPEN
Struggled in practice, but turned it around for qualifying and looked in the hunt for pole until Mercedes and Ferrari turned their engines up in Q3. Late chase of Bottas was brilliant; understeering into Ricciardo at Turn 2 was needless. Loses a mark for that, once again courting disaster.

FERRARI



8 SEBASTIAN VETTEL
Vettel took a while to find a rhythm on a track he likes, but moved firmly into the ascendant in final practice and both his Q3 laps were good enough for pole. Looked firmly in control of the race until bent steering unsettled him. Drove tortoise-like thereafter, raising his game when Raikkonen came under threat.



8 KIMI RAIKKONEN
Delivered as expected on a strong weekend for Ferrari by sticking his car on the front row, but was matching Vettel on his final Q3 lap until he "threw it away" with a sideways moment at the chicane, so loses marks for that. Half-heartedly challenged Vettel at Turn 1, but was cast in a defensive role after that.

FORCE INDIA



7 SERGIO PEREZ
Perez struggled for front-end grip here, scraped through Q1 and qualified behind Ocon for only the second time this season. He started strongly, but was fortunate to survive contact with Ocon at Turn 1. Slow pitstop made no difference; he wasn't close enough to jump Alonso and Sainz. He's driven better.

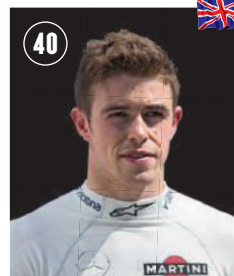


7 ESTEBAN OCON
Ocon coped better with Force India's understeer and was genuinely quicker than Perez here, feeling the two-tenths gap to Q3 was unbridgeable. Beating one Toro Rosso was a good effort. Got muscled out by Perez at Turn 1, but jumped back ahead of Vandoorne thanks to an error in the pits from his rival.

WILLIAMS



6 LANCE STROLL
Was impeded by Kvyat in qualifying, but neither Stroll nor Williams felt there was much more to come from a car that simply doesn't work properly on slow circuits. Kept up reasonably well with the pack through the first stint, but overheated the tyres and fell away badly in the second.



9 PAUL DI RESTA
Di Resta qualified on the back row and didn't finish, but this was no Luca Badoer-style comeback. Rightly earned plaudits for splitting the Saubers in qualifying – in a car he drove for the first time in Q1. Lost ground at the start and while being lapped, but showed very respectable pace in difficult circumstances.

McLAREN



7 STOFFEL VANDOORNE
The extra work McLaren is doing to make Vandoorne feel more comfortable is paying off. He is starting to extract his potential more consistently. Paid for getting stuck behind Ricciardo's hobbled Red Bull at Turn 3 and overshooting his marks at the pitstops, but finished right on Ocon's tail.



9 FERNANDO ALONSO
McLaren reckoned Alonso got all he could out of the MCL32 in qualifying, feeling the extra tenth that would have got him ahead of Hulkenberg was out of reach. Lost out to Sainz on lap one and wasn't impressed with his aggressive defending, but eventually forced a way back past, then pulled away with ease.



Alonso set the fastest lap at the end of the race



TORO ROSSO

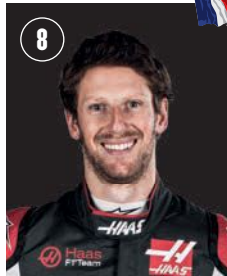


7 DANIIL KVIAT
Usually goes well here, normally a strong circuit for Toro Rosso. He wasn't quite at Sainz's level, but right in the middle of a five-way fight for the final Q3 spot covered by just three tenths. Recovered from his grid penalty for impeding Stroll to finish just outside the points. Needed a clean race after recent travails.

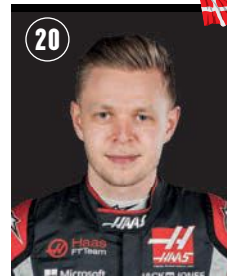


9 CARLOS SAINZ JR
Sainz felt the lap that got him into Q3 was one of his best, and it was yet another example of Sainz extracting more than expected from the car in qualifying. Drove a strong race to finish seventh. He was on the limit of aggression racing Alonso, and fell away in the second half, but largely excelled again.

HAAS

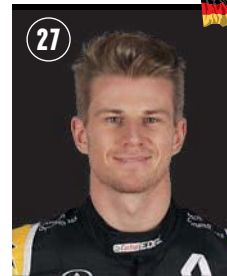


7 ROMAIN GROSJEAN
The Haas looked all over the place in Hungary. Grosjean scraped into Q2 but could do no more than that really. Got bumped wide by Hulkenberg at Turn 1, which spoiled his race. Pitted early with a slow puncture, but emerged without the left-rear wheel properly attached, so that was that.

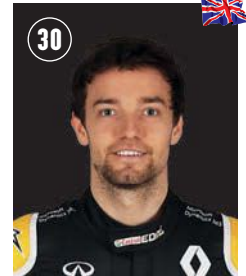


7 KEVIN MAGNUSSEN
Haas endured what team boss Gunther Steiner called its worst Friday in F1, including Giovinazzi shunting Magnussen's car in FP1. Having done fewer practice laps than anyone bar di Resta, to qualify only 0.01s off Grosjean was a strong effort. Drove Hulkenberg off the road, which cost Magnussen two places.

RENAULT



8 NICO HULKENBERG
Superbly qualified his Renault best of the rest again, only for a gearbox penalty to drop him back. Got away with smashing into Grosjean at Turn 1, then spent a frustrating race battling slower cars. Might have beaten Ocon but for an awful pitstop, which embroiled him in an ugly fight with Magnussen.



5 JOLYON PALMER
Palmer needed a strong weekend to get his season back on track. Damaging his car by going off in FP1 then crashing in FP2 didn't help. Saturday was cleaner, but Palmer was miles off Hulkenberg in qualifying, and the race wasn't much better until things got bottled up at the end. Time for a much-needed break.

SAUBER



6 MARCUS ERICSSON
Ericsson was the quicker Sauber driver on Friday and felt he would have been ahead of Wehrlein in qualifying too had he not had to back off because of Kvyat's off in Q1. He locked up into Turn 1 and flatspotted his tyres, which defined his race. Soldiered on for 62 laps on his replacement tyres but couldn't make it.

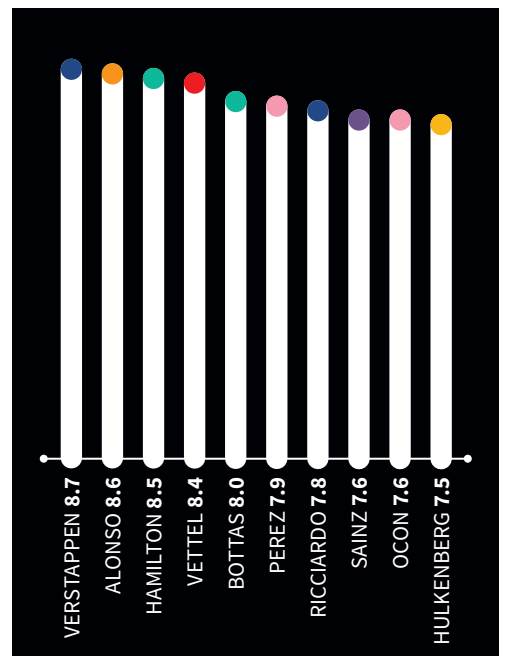


6 PASCAL WEHRLEIN
Wehrlein recovered from a monster crash on Friday to squeak ahead of Ericsson in qualifying, but even with cooling updates fitted and the engine at full power the gap to Stroll's Williams proved unbridgeable. A slow puncture forced Wehrlein into the pits much too early, but he recovered solidly.



Alonso's frivolity sparked fury on social media

TOP 10 AVERAGE RATING

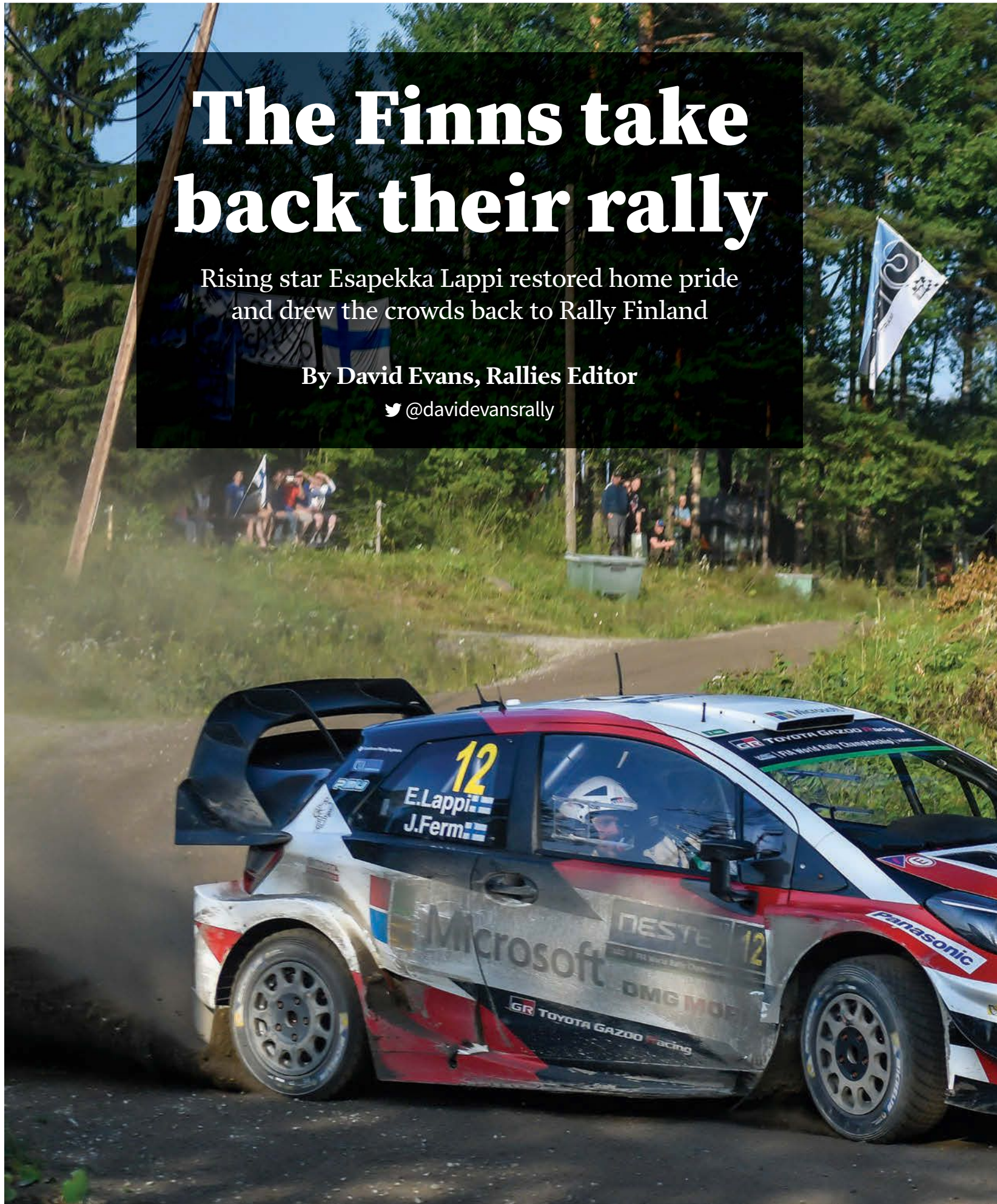


The Finns take back their rally

Rising star Esapekka Lappi restored home pride and drew the crowds back to Rally Finland

By David Evans, Rallies Editor

🐦 @daviddevansrally



ALL PICS: MCKLEIN





Markku Alen relaxed, put his trademark aviators back where they belonged, and beamed. The original Mr Maximum Attack had just battled his way through the Rally Finland service park. And he was happy.

He was happy to see the fans returning to his home round of the World Rally Championship, but he was even more delighted by the cause of that effect. “Hey,” he said, “boys is back.”

The cars had just emerged from the first run at Lankamaa and it was impossible to argue with Alen: the top four was an all-Finnish affair. The boys were, undoubtedly, back in town. And, what’s more, they crowned a new king.

Six years ago Autosport was nudged in the direction of Finland’s latest hope, a

20-year-old called Esapekka Lappi. Didn’t sound like the quickest name in the world, but he was amenable enough and, even at that age, came up with some feisty soundbites. The 2011 Rally Finland was Lappi’s first time on his home round of the world championship and he won his class in a Citroen C2. His team celebrated by dumping a bucket of water on his head.

Four years on and Lappi had developed a real edge and the sort of confidence that Finns demand in these parts. Having demolished a pretty tasty WRC2 field, Lappi leaned back on his Skoda Fabia R5 and pondered the question of how hard he was going. “Eighty per cent,” he said, “just enough to keep him behind.” He nodded in the direction of Pontus Tidemand. It’s quite possible that the Swede had been in earshot. It’s even more likely that was Lappi’s intention.

Last year there was another WRC2 win at home, but also increasing boredom at running in the second division. So he

Latvala looked to be in control of his home event until he was hit by an ECU problem

told Skoda ‘thanks but no thanks’ when it offered him a new deal. The time had come to move on. To move up.

At that point, so the story goes, Lappi didn’t have his deal done with Toyota. But he backed himself. Alen loves this story. So do fellow legendary rally Finns Simo Lampinen and Marcus Gronholm. They love it because it’s a true tale of a Finn showing that most Finnish of attributes, *sisu*. The inner steel.

Lappi’s early competition career developed in a period of Finnish rallying history known as the ‘dark years’. Three of those were particularly dark, when France ruled Finland, Sebastiens Loeb and Ogier put the locals to the sword and for three too many Sundays Jyvaskyla echoed to *La Marseillaise*.

Forever, Finland had been for the Finns. Or at least the Scandinavians. In 1990 Carlos Sainz did the unthinkable and scored a victory for southern Europe. Two years later Dider Auriol did the same from just across the Pyrenees. But then it was business as usual –



Markko Martin's 2003 win excepted (and he was almost OK, what with Estonia's capital Tallinn being just across the sea from Helsinki) – and the local vice-like grip was back courtesy of Tommi Makinen, Juha Kankkunen and Gronholm.

But, in 2007, when Gronholm became the last of those three to retire, Finland was left badly exposed. Mikko Hirvonen and Jari-Matti Latvala lacked the ruthless streak, monstrous self-confidence and raw power to rule in the way a generation had before. So the French moved in. And the fans moved out.

"It was not good in these times," said Gronholm. "Nobody was following rallies so much in Finland. OK, the rally was going on, but the feeling from the people was, 'Poooo, not so interested. Shit.' And, hey, I got this feeling as well. It has been a little bit just Jari-Matti there. And again, people were saying, 'Oh, he only complains and then he'll go off anyway. Jari-Matti is crashing.' It was not so easy for him. He is thinking a lot for the sport

and it's like he is sometimes saying too much about things. It's 'blah, blah, blah...' and long explanations about what happens, when all Finnish people want is 'bang, bang, bang. Maximum attack!' And wins. That's all we care for."

As soon as he's said it, in typical Gronholm fashion, he fears he might have said too much: "Maybe I shouldn't say these things. But you know what I mean. And anyway, he is changed this year – now is a different Latvala."

And then some. Gronholm makes a very valid point, but in Latvala's defence stand his victories in 2014 and '15. The first of those was one of this event's absolute highlights. Latvala built a half-minute lead over Volkswagen team-mate Ogier, only for the Jukojarvi stage to break his brakes. And his heart. Latvala hobbled back to service on three anchors with his advantage slashed to 3.4 seconds. Stand back, there's a Frenchman coming through. But no. Not this time.

That year Latvala drove the Sunday of his life to hold Ogier off by 3.6s. That was as good as anything any of those godlike old boys could manage.

Then last year he went all wobbly again as his career looked to be teetering on the precipice. The VW Polo R WRC was never a car Latvala fell in love with or made his own (how could he when it already belonged so completely to Ogier?) and his second place to Kris Meeke in 2016 was the drive of a nearly broken man.

What a difference 12 months make: Latvala's career is in the ascendency for the first time in five or six years. In the Yaris WRC he's got a car that works for him and, in Makinen's Toyota Gazoo Racing, a team that does overtime for him.

Makinen's route-one Finn-ness was obvious in Latvala's Rally Sweden victory back in February. Going into the final stage, Latvala had 20s on Ott Tanak's Ford Fiesta WRC. More than enough, you would have thought, for the 10-mile dash through Torsby that lay in wait. But Latvala was looking nervy. Uneasy. Hopping from one foot to the other in the regroup ahead of the Powerstage, he sought out his team principal. And Tommi delivered the talk.

"He told me to drive," said Latvala an hour or so later, celebrating that first win for the Puuppola-based team. "Just drive. I did that."

Looking for a pre-Finland chat, your reporter called Latvala on the Friday afternoon before rally week. No answer. He's usually among the best at calling back, but this time, with the pressure building, we weren't so sure. Then, after nine on Friday night, came the call.

"I wanted to talk to you tonight," he said. "I want to keep the weekend clear, to relax. I don't want to do anything this weekend."

The prospect of a rally-free weekend for Latvala was impossible to imagine >>



HIGH SPEEDS AND THE C-WORD

HISTORY WAS MADE TWICE DURING LAST week's Rally Finland. And those defining moments were intertwined both with speed and each other. The first is a new highest average speed for the World Rally Championship, with Esapekka Lappi managing 78.73mph compared with Kris Meeke's previous best of 78.66mph on the same event 12 months ago. It's a fractional improvement, but an improvement nonetheless.

The other piece of history? That's less precise and considerably more laborious: last weekend definitely set a new record for the number of times the word 'chicane' was used in a WRC week. The drivers said they were too tight, the rally organisers raised an eyebrow if the best drivers in the world were concerned about steering a safe path around a straw bale, and the FIA promised a new rule regulating the whole thing.

In short, the attempts to slow Rally Finland down were hamfisted and, to my mind, quite unnecessary. Without the chicanes (that's definitely the last time I'm typing that word) we would have been looking at an average speed of maybe as much as 85mph.

So what?

Sorry! I forgot. This isn't about the average speed, the chic... organiser-defined obstructions are there to slow the cars in the very, very high-speed sections. But not every very high-speed section had one of those unmentionable things. So, are some very high-speed sections more dangerous than others? I'm being flippant, but I just don't see what we got so wound up about.

The new cars were quicker but, like the drivers all said, they're also safer. And, if the drivers didn't like the speed at which the trees were whizzing by, they didn't need a left-right-left to slow them down – they just needed to move their right foot back a millimetre or two.

DAVID EVANS



ALL PICS: MCKLEIN

even last year. But that's what he wanted and that's what he got. Come the start, he was more relaxed than many had ever seen him before.

"It's true," said Latvala, "I have been quite excited in the years before. Now I have done everything I can. Let's see. Before the start, it's good to see the fans are back. I know it has been some tough times for this event."

There's a pause. The kind that indicates the start of a J-ML story.

"When I did the recce in 1993, I was eight years old and my father was competing, so I was with him! At the start of all of the stages and then again in the middle there were fans everywhere with the autograph cards waiting for the drivers. Six or seven years ago there were still a few, but now not so many."

That all changed last weekend. For there was a Finnish masterclass.

Tanak offered early resistance, but when he whacked his Ford off a rock in Jukojarvi and team-mate Ogier slammed the sister car into a tree, the Finns kicked the door open and then slammed it shut behind them. Nobody else was getting near P1.

Latvala and Lappi eased their way clear, dominating nine of the first 13 stages to make it a Toyota one-two. And a 1-2-3 for Finland, as Teemu Suninen delivered a drive equally as meritorious in his Fiesta WRC.

Through Friday it was the 26-year-old Lappi teaching the 32-year-old Latvala a thing or two about driving down these roads they were busily making their own once more. A string of fastest times eased the younger man to the front and left Jari-Matti with a wry smile.

"I am impressed with Esapekka," he said. "To be doing this on just his fourth time in a World Rally Car is very good, and I must say the same for Teemu as well. But for me, I need to drive more like Esapekka. He is driving the car straighter and it's working for him."

Latvala straightened himself out and



Evans's second-place finish helped tighten M-Sport's grip on the manufacturers' championship

inched his way back to the front on Saturday morning. Makinen's emotions were all over the place as he watched all three of his Finns – with Juho Hanninen very much in the scrap for third – going hell for leather. Team orders?

"Noooooo," came back a trademark, drawn-out reply from the four-time champion. "They have good rhythm and good feeling. I don't want to ruin that. They know what to do."

But what about Lappi? Would he risk it? "I won't take a big, big risk," he said. "This morning, the grip was changing and I was a bit afraid of the forests..."

Lappi is fast emerging as the iciest of icy-cool Finns since Kimi Raikkonen graced the Jyvaskylan roads with his presence. But there was plenty of emotion midway through Ouninpohja, when he spotted a Yaris parked up. Hanninen or Latvala? Out of the corner of his eye he spied Latvala's #10.

Rally leader, yes; happy, not so much. "This is not the way I wanted," he said. "I am so sorry for Jari-Matti."

Not as sorry as the man himself. "When I tried to start the car again," said Latvala, "I was thinking, hoping, praying. But when it didn't, it was over. That was like a knife to the heart."

That night, Lappi was still in shock at what had happened through the afternoon. "To be honest, I am surprised at my emotions," he said. "I never felt anything like this before. Even now, I don't understand what is really going on. It's still the dream I had when I came here as a boy and watched these cars in this forest with my father."

Less than a day later, the dream came true. Lappi won Rally Finland.

Hours later at Toyota's celebratory team meal, with his daughter Felissa on his knee, Lappi looked emotionally drained. But deliriously happy. "It's a big relief," he said. "In the [penultimate] stage I dropped a wheel off the road and damaged a rim. At this time I wanted to kill myself. But OK, we made it."

And so did Finland – even if a Welshman on Cumbrian tyres in a Cumbrian Ford spoiled the podium party.



Classy drive by Breen salvaged fifth for Citroen



Elfyn Evans took an exceptional second place, usurping Hanninen and Suninen to land the runner-up spot by just three tenths of a second.

Suninen hadn't helped his own chances with a monster moment in the penultimate stage. A brilliant drive like his deserved a place at the finish, but he'd come within inches of leaving it in the trees.

Craig Breen saved face and salvaged points for Citroen with fifth place. Twelve months ago the Irishman scored his first WRC podium, and it's a mark of how far he's come that he was so downhearted with this position. The dust settling will reveal a classy drive worthy of similar praise to last season's champagne-soaked third.

Tanak's seventh place helped M-Sport further its lead in the manufacturers' championship, a result that would have seemed a world away when he took a wheel off his car and Ogier parked his in a tree on Friday.

Last week, those trees came alive again and the Finns returned and reclaimed their rally. Makinen deserves huge credit for what he's done in less than a year with his three Finnish drivers and a car crafted on these roads, but this story won't stop there with Suninen, WRC2 winner Jari Huttunen and, of course, teenage sensation Kalle Rovanpera. The sun came out for Finnish rallying last week, and there don't look to be too many clouds on the horizon for the next couple of decades. 🌞

RESULTS ROUND 9/13, RALLY FINLAND, JULY 27-30

POS	DRIVER	CO-DRIVER	TEAM	TIME
1	Esapekka Lappi (FIN)	Janne Ferm (FIN)	Toyota Gazoo Racing WRC · Toyota Yaris WRC	2h29m26.9s
2	Elfyn Evans (GB)	Daniel Barritt (GB)	M-Sport WRT · Ford Fiesta WRC	+36.0s
3	Juho Hanninen (FIN)	Kaj Lindstrom (FIN)	Toyota Gazoo Racing WRC · Toyota Yaris WRC	+36.3s
4	Teemu Suninen (FIN)	Mikko Markkula (FIN)	M-Sport WRT · Ford Fiesta WRC	+1m01.5s
5	Craig Breen (IRL)	Scott Martin (GB)	Citroen Total · Citroen C3 WRC	+1m22.6s
6	Thierry Neuville (B)	Nicolas Gilsoul (B)	Hyundai Motorsport · Hyundai i20 Coupe WRC	+1m33.1s
7	Ott Tanak (EST)	Martin Jarveoja (EST)	M-Sport WRT · Ford Fiesta WRC	+1m53.6s
8	Kris Meeke (GB)	Paul Nagle (IRL)	Citroen Total · Citroen C3 WRC	+3m12.6s
9	Dani Sordo (E)	Marc Marti (E)	Hyundai Motorsport · Hyundai i20 Coupe WRC	+4m11.5s
10	Mads Ostberg (N)	Torstein Eriksen (N)	M-Sport WRT · Ford Fiesta WRC	+4m21.2s
OTHERS				
16	Khalid Al-Qassimi (UAE)	Chris Patterson (GB)	Citroen Total · Citroen C3 WRC	+15m05.3s
21	Jari-Matti Latvala (FIN)	Miikka Anttila (FIN)	Toyota Gazoo Racing WRC · Toyota Yaris WRC	+20m15.8s
43	Hayden Paddon (NZ)	Sebastian Marshall (GB)	Hyundai Motorsport · Hyundai i20 Coupe WRC	+1h58m31.3s
R	Sebastien Ogier (F)	Julien Ingrassia (F)	M-Sport WRT · Ford Fiesta WRC	SS4-accident

DRIVERS' CHAMPIONSHIP

1 Neuville 160; 2 Ogier 160; 3 Tanak 119;
4 Latvala 114; 5 Sordo 84; 6 Evans 79; 7 Breen
53; 8 Paddon 51; 9 Hanninen 46; 10 Lappi 45.

MANUFACTURERS' CHAMPIONSHIP

1 M-Sport WRT 285; 2 Hyundai Motorsport
251; 3 Toyota Gazoo Racing WRC 193;
4 Citroen Total 135.



Lappi: he's a happy chappy

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Harju1 1.44 miles	Tanak 1m44.1s	Tanak	Neuville +1.1s
SS2 Halinen1 4.72 miles	Suninen 3m39.7s	Tanak	Ogier +1.1s
SS3 Urria1 7.92 miles	Latvala 5m56.4s	Tanak	Latvala +0.3s
SS4 Jukojarvi1 13.24 miles	Lappi 10m06.3s	Latvala	Lappi +5.3s
SS5 Halinen2 4.72 miles	Lappi 3m36.5s	Latvala	Lappi +5.2s
SS6 Urria2 7.92 miles	Lappi 5m49.7s	Latvala	Lappi +2.2s
SS7 Jukojarvi2 13.24 miles	Lappi 9m57.2s	Latvala	Lappi +1.6s
SS8 Aaneoski-Valtra1 4.59 miles	Suninen 3m27.4s	Latvala	Lappi +1.6s
SS9 Laukaa1 7.31 miles	Lappi 5m51.0s	Latvala	Lappi +1.1s
SS10 Lankamaa 13.47 miles	Lappi 10m21.4s	Lappi	Latvala +0.3s
SS11 Aaneoski-Valtra2 4.59 miles	Lappi 3m23.4s	Lappi	Latvala +3.5s
SS12 Laukaa2 7.31 miles	Lappi 5m44.9s	Lappi	Latvala +4.6s
SS13 Harju2 1.44 miles	Neuville 1m46.9s	Lappi	Latvala +4.4s
SS14 Pihlajakoski1 9.23 miles	Latvala 6m53.9s	Lappi	Latvala +0.6s
SS15 Pajjala1 14.61 miles	Latvala 10m55.5s	Latvala	Lappi +4.8s
SS16 Ouninpohja1 15.14 miles	Latvala 10m56.9s	Latvala	Lappi +7.3s
SS17 Saalahti1 2.62 miles	Latvala 1m58.4s	Latvala	Lappi +7.8s
SS18 Saalahti2 2.62 miles	Latvala 1m56.4s	Latvala	Lappi +8.5s
SS19 Ouninpohja2 15.14 miles	Lappi 10m49.8s	Lappi	Hanninen +54.1s
SS20 Pihlajakoski2 9.23 miles	Suninen 6m49.0s	Lappi	Suninen +54.4s
SS21 Pajjala2 14.61 miles	Evans 10m42.3s	Lappi	Suninen +49.1s
SS22 Lempaa1 4.23 miles	Latvala 3m08.4s	Lappi	Hanninen +49.4s
SS23 Oittila1 6.29 miles	Latvala 4m52.1s	Lappi	Suninen +42.2s
SS24 Lempaa2 4.23 miles	Latvala/Hanninen 3m08.3s	Lappi	Hanninen +37.8s
SS25 Oittila2 (Powerstage) 6.29 miles	Tanak 4m48.6s	Lappi	Evans +36.0s





Sutton continues his charge

The Subaru man won twice at Snetterton to close the gap to points leader Shedden

By Matt James, BTCC Correspondent

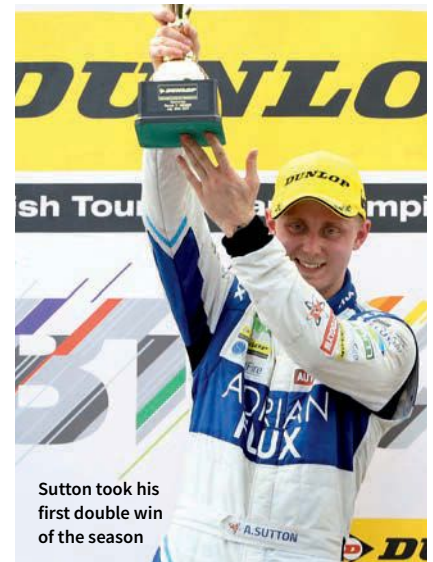
[@MattJMNews](#)

Snetterton is a great leveller in the British Touring Car Championship. It's a circuit that usually evens out the rear-wheel-drive cars against their front-wheel-drive opposition. That was supposed to be the case in Norfolk last weekend, and the front-motivated opposition was looking forward to stemming the increasingly successful rear-drive onslaught from Ash Sutton in the Team BMR Subaru.

But Sutton's first double race-winning weekend of the season (and the second taken with a full 75kg of ballast) has left the rest gasping for breath. If Sutton could do it at Snetterton, then the portents for the remainder of the campaign look very good indeed for the Levorg driver.

Reigning champion Gordon Shedden struck back for the front-wheel-drive brigade in race three in his Team Dynamics Honda Civic. He was able to make sure that he clung to his 2017 points advantage, but he was only able to pick up the win when Andrew Jordan's WSR BMW 125i M Sport failed underneath him when he was set for an easy victory.

Sutton was full of praise for the Team BMR engineers, who had enabled him to find a sweet spot with his Levorg. He carried 48kg of success ballast into qualifying but bagged a row-two slot. That was enough for him to leap into second place at the start, and then sweep into the lead when Colin Turkington had those rarest of things for his WSR BMW: an unpressured spin. Turkington put it down to an unexpected slippery track surface.



Sutton took his first double win of the season

Sutton accepted the gift.

Race two was perhaps Sutton's more impressive victory. He had 75kg of lead bolted to the passenger footwell as a present for claiming race one, and scampered off into the distance (although helped by a shunt between his team-mate Jason Plato and the unfortunate Jordan behind).

Race three brought the temporary championship leader back down to earth with a bump – he was caught up in a first-lap concertina that left him with a severely damaged car and a grandstand view on the sidelines as Shedden replaced him at the top of the points table.

"We had worked hard on the set-up, and the car was better in race two than it has been at any point of the season," said Sutton. "It was almost like I was carrying no ballast at all. We were dialled in.

"I didn't know what to expect at >>



ALL PICS: EBREY/LAT

“It was almost like I was carrying no ballast at all. We were dialled in”

Snetterton really, but I didn't expect it to be this good. We came into the weekend 20 points behind the top, and we have left it 11 points behind.

“Every weekend since Oulton, we have halved the gap to the top. Snetterton is a front-wheel-drive track really, but we picked the right choice with the tyres at the right time of day. The only shame is that we didn't get to use the softs as we wanted, because all I wanted was a top-five in that final race just to keep the pressure on. If we'd been able to do that, the picture could look a lot different now.”

The BMR crew has plenty of work to do to repair Sutton's crumpled car, but there was still cause for optimism

— even on the Plato side of the garage.

Plato has struggled this year with the handling of his car but was happier after qualifying ninth. He used a strong getaway to improve that to fifth in the race, and a genuine podium challenge looked on the cards before the clash with Jordan in race two ruined his weekend.

There were other causes for smiles in the Subaru garage, though: a reversed-grid pole start for James Cole ended up being a career-best fifth-placed finish, while the sister car of Josh Price set the fastest lap in race two.

Shedden's fine job in race three was a long way from where he had been just 24 hours earlier. While team-mate Matt Neal survived a ride-height-check scare



Mat Jackson demonstrated his racecraft with fine drives to two fourth places

to bank fourth slot on the grid, the Scotsman was 21st. “The car feels fine,” he grimaced.

Sure, Shedden had to carry 75kg of ballast as the points leader coming into the event, but he was obviously concerned about the pace of some of the cars around him, without wishing to say anything in public.

“We rescued something in race three,” he said with a smile after the chequered flag. He had banked 13th in the



Goff claimed pole in his Honda, but couldn't win

opening race after some late-race bumping dropped him out of the top 10, and converted that to seventh in race two. When that became the front row for the reversed-grid race, there was always a chance.

As Jordan's car wilted, Shedden's Civic Type R took up the cudgels. "My car was getting a bit lively towards the end, but I held on. When I saw the BMWs fighting behind me, it was a relief."

He was let off the hook at the end of that final encounter, and to leave as the fifth-highest points scorer was something, at least, to be content about. "This hasn't been a great weekend for us but, when you consider where we were, I'll take it," said the Scotsman. "We've just got to keep fighting, and keep looking forward too."

Neal was similarly delighted to have held off a queue of cars in the opening race for his rostrum but that was a highlight of the day. He moved aside for the lighter car of Shedden midway through race two and banked ninth with his 57kg of ballast. His weekend ended >>

JORDAN'S COSTLY BAD LUCK

WHEN ANDREW JORDAN LINED UP HIS WSR BMW 125i M Sport on the fourth row, he was looking forward to the weekend. The Pirtek-backed man was even happier when he rode his luck to improve that to fourth place after the 12 laps in race one, although a lot of his position gains had been down to the misfortune of others.

Jordan's sixth-place finish in race two – taken with 48kg aboard and the softer tyres fitted, which weren't the preferred choice of the German hatchbacks last weekend – was solid and set him up for a win in race three. Once he had dispatched James Cole's Subaru from the lead on the opening lap, he was free and ready to race to victory.

"I was taking it easy," he said. "I was comfortably in the lead and there was no way I was going to lose that race from being 1.4s ahead. Sure, I had a little lock up into the hairpin early on and realised that the rear brake was grabbing a bit, but I could drive around that. I pushed and got a gap again and, after that, I think my granny could have won that race. It was in the bag – and then the car just died on me.

"I reset the system in the car and it picked up again, but then it happened again. It went from being a done deal to a very undone deal."

For Jordan, it was a hammerblow. He already has two wins this season under his belt but only has one other podium finish outside that. The highs are high, but the lows are lower.

"I've had two really good weekends – Brands

Hatch at the start of the year and Oulton Park in June – but I've also had some weekends where it really hasn't gone my way [he scored only three points at Donington Park and just five at Thruxton]," he explained.

"I really wanted to get some consistency going – I need to iron out the highs and lows and put it back on an even keel. That would have been entirely possible had I finished race three where I was."

This is, of course, Jordan's first season in a rear-drive BTCC machine, and it does take a while for a driver to feel fully comfortable with a different drivetrain to the one he is used to.

Jordan put all those fears aside with a win in the opening round, but there have still been choppy waters nonetheless.

The electrical failure that knocked the 2013 champion out of the lead in the third encounter at Snetterton was heartbreaking because it would have left him fifth in the points. Now he is seventh.

Although not in the heart of the title fight, if Jordan had landed the win in Norfolk it would have given him a decent chance of sneaking up on the outside of the favourites over the 12-race run in.

As it is now, he has a 69-point deficit to leader Gordon Shedden and he knows that's a step too far. "I know I'm not in the title hunt now, being realistic," he said. "I've got to go on the hunt to get that consistency back and make sure I can win as many races as possible. That's all I can aim for."



with a bump as he dropped a wheel on the grass in race three and ended up in the barriers at Oggies after four laps.

Shedden's relief at those fighting behind in race three was a direct reference to the racy WSR BMWs, which were strong all weekend in Norfolk on a circuit that has traditionally been kind to the 1 Series.

After Turkington's astonishing mistake in race one, where he said the car "just swapped ends", he nevertheless managed to recover to seventh. He moved ahead of his misfire-afflicted team-mate Rob Collard with two laps to go in race two for second place, and then dragged 66kg to third in the finale. "That wasn't as easy as it looked," he said, but he was still the most prolific points-collector over the weekend.

Turkington had followed team-mate Collard over the line in race three. The Hampshireman, second in the points coming in to the meeting, qualified just inside the top 10 – a rarity for him. "Race one was a real struggle," he said after finishing ninth. "The car took so long to switch on its tyres, and then, when it did, I was battling the handling all the way through."

Race two was a much more competitive showing for Collard and he nearly fended off Turkington's late charge. "The misfire only came in when I was changing from third to fourth," he explained after being jumped into Nelson. "You can't give Colin a chance like that."

His race-three battle to second place means he only scored three fewer points than his sister car, and is only four away from Shedden's total.

Jordan's weekend finished on a real low point when he limped out of first place in race three. He had been in the hunt all meeting and was setting his weekend up for a triumphant sign-off, which was ultimately snatched from him (see panel, p41).



The only non-works car in the top five in terms of points scored over the weekend was Jack Goff's Eurotech Racing Honda Civic Type R. The ingredients were here for this to be a strong weekend for the High Wycombe man: it's a track where power is key, he had no ballast on the car and it was the scene of his sole career BTCC victory to date.

That added up to a superb maiden BTCC pole on Saturday with a lap that was nearly 0.5s faster than the rest. Others may have grumbled about an increased boost allowance given to the BTCC TOCA engines since the previous round, but Goff's lap was mightily impressive.

Goff opted for the softer Dunlops in the opening race and came within two laps of banking a win, but he had

Collard (5) earned himself a third and a second in races two and three respectively

extracted just a fraction too much life from the covers when Sutton came zooming up behind. He was impolitely tapped out of second place in race two by Collard but hung on for fifth ("if that push to pass is allowed, then we all know the rules now," he said), before rounding it off with eighth in race three.

It maybe hadn't provided him with the win he so desperately wanted, but Goff has shown that he is a player for triumphs over the second part of the season.

Another who was quietly satisfied with his weekend's work was Mat Jackson in the Motorbase Performance Ford Focus. Although the team was spitting feathers about the turbo realignment before the meeting (and a broken exhaust restricted him to 13th on the grid), Jackson's racecraft helped him to a healthy haul. Eleventh in race one became fourth in race two after a swashbuckling drive, and he repeated that in race three thanks to some of his traditionally good dicing.

Tom Ingram, too, was right back in the mix in his Speedworks Motorsport Toyota Avensis after two shocking rounds for the former championship leader. He had scored just nine points from the six races preceding Snetterton but qualifying fifth put his tail up, even though he admitted to not being fully happy with the car.

A lap-six shunt with Rob Austin's Handy Motorsport Avensis pushed Ingram down the order in race one, but he managed to rescue eighth place, and he followed that with a 10th and a sixth to put the wheels back on his title hopes and reassert himself at the top of the Independent standings. ❄



Sutton (20) and Shedden (52) lead the field

RESULTS ROUND 6/10, SNETTERTON (GB), JULY 30 RACE 1 (12 LAPS – 35.627 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Ash Sutton (GB)	Team BMR · Subaru Levorg	23m38.526s
2	Jack Goff (GB)	Eurotech Racing · Honda Civic Type R	+2.332s
3	Matt Neal (GB)	Team Dynamics · Honda Civic Type R	+6.707s
4	Andrew Jordan (GB)	WSR · BMW 125i M Sport	+6.916s
5	Jason Plato (GB)	Team BMR · Subaru Levorg	+7.743s
6	Jake Hill (GB)	Team Hard · Volkswagen CC	+12.145s
7	Colin Turkington (GB)	WSR · BMW 125i M Sport	+12.378s
8	Tom Ingram (GB)	Speedworks Motorsport · Toyota Avensis	+19.459s
9	Rob Collard (GB)	WSR · BMW 125i M Sport	+22.446s
10	Tom Chilton (GB)	Power Maxed Racing · Vauxhall Astra	+22.792s
11	Mat Jackson (GB)	Motorbase Performance · Ford Focus	+27.396s
12	Matt Simpson (GB)	Team Dynamics · Honda Civic Type R	+29.331s
13	Gordon Shedden (GB)	Team Dynamics · Honda Civic Type R	+30.158s
14	Chris Smiley (GB)	BTC Norlin Racing · Chevrolet Cruze	+30.784s
15	James Cole (GB)	Team BMR · Subaru Levorg	+31.217s
16	Will Burns (GB)	Team Hard · Volkswagen CC	+31.625s
17	Senna Proctor (GB)	Power Maxed Racing · Vauxhall Astra	+31.954s
18	Ollie Jackson (GB)	AmD Tuning · Audi S3 Saloon	+32.385s
19	Aiden Moffat (GB)	Laser Tools Racing · Mercedes A-Class	+32.782s
20	Ant Whorton-Eales (GB)	AmD Tuning · Audi S3 Saloon	+38.302s
21	Stephen Jelley (GB)	Team Parker · Ford Focus	+41.897s
22	Martin Depper (GB)	Motorbase Performance · Ford Focus	+42.350s
23	Stewart Lines (GB)	Team Parker/Maximum · Ford Focus	+1m17.532s
24	Dave Newsham (GB)	BTC Norlin Racing · Chevrolet Cruze	-1 lap
R	Aron Taylor-Smith (IRL)	Triple Eight Racing · MG6	9 laps-accident damage
R	Josh Price (GB)	Team BMR · Subaru Levorg	8 laps-accident damage
R	Rob Austin (GB)	Handy Motorsport · Toyota Avensis	5 laps-accident damage
R	Adam Morgan (GB)	Ciceley Motorsport · Mercedes A-Class	5 laps-driveshaft
R	Michael Epps (GB)	Team Hard · Volkswagen CC	5 laps-driveshaft
R	Josh Cook (GB)	Triple Eight Racing · MG6	5 laps-engine cut
R	Brett Smith (GB)	Eurotech Racing · Honda Civic Type R	0 laps-accident

Winner's average speed 90.41mph. **Fastest lap** Turkington 1m56.269s, 91.92mph.



Close racing, and Price claimed unexpected fastest lap in race two



Shedden retook points lead with race-three win

QUALIFYING

1 Goff 1m55.786s; **2 Turkington** 1m56.246s; **3 Sutton** 1m56.375s; **4 Neal** 1m56.615s; **5 Ingram** 1m56.663s; **6 Morgan** 1m56.686s; **7 Austin** 1m56.790s; **8 Jordan** 1m56.864s; **9 Plato** 1m57.024s; **10 Collard** 1m57.025s; **11 Hill** 1m57.057s; **12 Epps** 1m57.067s; **13 M Jackson** 1m57.140s; **14 Moffat** 1m57.171s; **15 Whorton-Eales** 1m57.191s; **16 Chilton** 1m57.262s; **17 O Jackson** 1m57.275s; **18 Price** 1m57.342s; **19 Newsham** 1m57.368s; **20 Cook** 1m57.421s; **21 Shedden** 1m57.443s; **22 Smiley** 1m57.449s; **23 Smith** 1m57.462s; **24 Simpson** 1m57.590s; **25 Taylor-Smith** 1m57.661s; **26 Cole** 1m57.707s; **27 Proctor** 1m57.718s; **28 Burns** 1m58.311s; **29 Jelley** 1m58.406s; **30 Depper** 1m58.805s; **31 Lines** 2m00.751s.

RACE 2 (14 LAPS – 41.565 MILES)

1 Sutton 29m51.887s; **2 Turkington** +2.955s; **3 Collard** +3.657s; **4 M Jackson** +5.494s; **5 Goff** +8.166s; **6 Jordan** +8.419s; **7 Shedden** +8.901s; **8 Cole** +9.388s; **9 Neal** +10.792s; **10 Ingram** +11.765s; **11 Hill** +12.176s; **12 Chilton** +12.582s; **13 Simpson** +14.196s; **14 O Jackson** +14.501s; **15 Austin** +14.973s; **16 Burns** +15.297s; **17 Smiley** +15.708s; **18 Epps** +16.136s; **19 Morgan** +19.505s; **20 Newsham** +22.651s; **21 Whorton-Eales** +22.981s; **22 Depper** +26.022s; **23 Proctor** +26.354s; **24 Plato** +26.820s; **25 Jelley** +27.230s; **26 Price** +29.882s; **27 Taylor-Smith** +32.587s; **28 Cook** +1m25.152s; **29 Moffat** +1m27.008s; **R Smith** 4 laps-gearbox; **R Lines** 0 laps-accident.

Winner's average speed 83.50mph.

Fastest lap Price 1m57.494s, 90.96mph.

GRID RACE 2

Decided by result of Race 1.

RACE 3 (12 LAPS – 35.627 MILES)

1 Shedden 23m53.888s; **2 Collard** +0.712s; **3 Turkington** +1.007s; **4 M Jackson** +7.260s; **5 Cole** +7.743s; **6 Ingram** +7.953s; **7 Hill** +10.260s; **8 Goff** +10.559s; **9 Proctor** +11.424s; **10 Chilton** +11.763s; **11 Whorton-Eales** +14.639s; **12 Moffat** +15.345s; **13 Newsham** +15.588s; **14 Smith** +21.982s; **15 Jelley** +22.679s; **16 Plato** +23.101s; **17 Depper** +23.817s; **18 Burns** +24.428s; **19 Price** +24.788s; **20 Smiley** +30.052s; **21 Jordan** +1m02.644s; **R Neal** 4 laps-spin; **R Morgan** 4 laps-electrics; **R Cook** 4 laps-accident damage; **R Simpson** 4 laps-accident damage; **R Epps** 3 laps-broken suspension; **R Taylor-Smith** 2 laps-accident damage; **R Lines** 1 lap-accident damage; **R Sutton** 0 laps-accident; **R O Jackson** 0 laps-accident; **R Austin** 0 laps-accident.

Winner's average speed 89.44mph.

Fastest lap Collard 1m57.830s, 90.70mph.

GRID RACE 3

Decided by result of Race 2, with top eight reversed.

CHAMPIONSHIP

1 Shedden 221; **2 Turkington** 219; **3 Collard** 217; **4 Sutton** 210; **5 Ingram** 164; **6 Neal** 157; **7 Jordan** 152; **8 M Jackson** 133; **9 Goff** 128; **10 Austin** 110.

Audi's 24-hour win with a difference

For much of the race the Sainteloc car wasn't even the quickest R8. Then came the charge...

By Gary Watkins, Special Contributor

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The factory Sainteloc Audi didn't look like a potential winner of the Spa 24 Hours in the small hours of Sunday morning. The R8 LMS shared by Markus

Winkelhock, Christopher Haase and Jules Gounon had just lost the better part of two laps and wasn't even the quickest of the German manufacturer's flotilla, let alone among the fastest cars on track. Yet 15 or so hours later it was the French team that was celebrating Audi's fourth victory in the French enduro.

It looked have gone disastrously wrong for Sainteloc, which was running a factory Audi for the first time, in the ninth hour of last weekend's double-points Endurance Cup round of the Blancpain GT Series. Gounon had just begun the second half of a double-stint when he almost lost the car as he exited the pits on a new set of Pirelli tyres.

The 22-year-old Frenchman radioed the team to say something was amiss

and, after a four-and-a-half-minute lap, he was back in pits where the right-rear wheel was found to have been misthreaded. It didn't look good for a car that had already lost time with a pair of drivethrough penalties.

But Sainteloc was able to quickly get back into the mix as night turned into day. The team played it right tactically, most pertinently taking its mandatory five-minute 'technical pitstop' for a change of brake pads and discs when the rain came early in the 12th hour. But it also had another advantage – the #25 Audi was super-quick when it mattered as the sun came up on Sunday morning.

The two factory Audis run by two-time Spa winner WRT had an edge on Sainteloc over the first half of the race, but that balance was reversed for reasons that no-one at the Belgian team could quite put a finger on.

Sainteloc hit the front for the first time in the race – not counting a one-lap spell in hour eight – as the race approached its three-quarter mark at a time when WRT's challenge was waning. And not only because its two works cars didn't look



Winning Audi leads a Black Falcon Mercedes on run to Bus Stop. Far right: from left, Haase, Gounon and Winkelhock are joyful

quite the same competitive proposition that they had earlier in the race. Rene Rast, who shared the #1 factory car with Nico Muller and Antonio Garcia, had been penalised when he and race leader Raffaele Marciello in the Auto Sport Promotion Mercedes-AMG GT3 had come together at Les Combes during the previous hour.

The race had effectively boiled down into a straight fight between the Sainteloc Audi and the best of the three AKKA-sponsored ASP entries even before midday on Sunday. The two cars were out of sequence on pitstops and were taking turns in the lead, but the Merc was on the strategic back foot.

ASP had opted for an aggressive strategy throughout the race, stopping during the majority of yellow-flag caution periods. The team brought Michael Meadows in five minutes before the 65-minute drive-time maximum during the final full-course yellow that morphed into a safety car early in the 17th hour. It would leave ASP wanting in the closing



The runner-up Bentley Continental squirms through Eau Rouge in pursuit of BMW



“I thought we might get back in the top five. We pushed like crazy for every lap”

stages of the race against the Sainteloc Audi, which made its corresponding pitstop a crucial nine minutes later.

The pace of the Audi allowed Haase to catch Marciello in the penultimate hour, but what had panned out strategically meant that he didn't have to pass the Merc to win the race. ASP's early stop way back in hour 17 meant it would need to make its final stop too early to enable Marciello to leave the pits with fewer than 65 minutes left on the clock.

ASP's solution was to hold the car in the pits. The time needed to make up the shortfall was a scant 37 seconds, but it was enough to drop the car to third

behind the winning Audi and the best of the M-Sport Bentley Continental GT3s.

The race wasn't quite over. Maxime Soulet, who had starred in the British car during the opening two stints of the race, had a go at trying to close down a gap that stood at 10s after their final pitstops. The Belgian did briefly get the deficit down into single figures, but ultimately the car he shared with Andy Soucek and Vincent Abril trailed the Audi home by 11.9s.

Winkelhock couldn't quite believe that he'd notched up a second victory in the Spa enduro after Sainteloc's earlier travails. “I thought we might get back in the top five,” said the German. “We >>





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pushed like crazy for every lap and made some good strategy decisions, so this just shows that you should never give up.”

There were no regrets within the ASP camp about that premature pitstop so many hours earlier. The Merc wasn't the car to have last weekend and the French team reckoned its only chance was to be strategically creative. “We didn't have the pace, so it was our only chance,” said team boss Jerome Policand. “We had the 15th fastest race lap today and we couldn't match the Audis in traffic, so we had to take some risks on the strategy.”

ASP's creativity included double-stints of sorts on a set of tyres. The threat of Merc double-stinting when no-one else could resulted in changes to the pitstop window controversially introduced last year. A reduction of the lower pit-in-to-pit-out time from 115 to 95s was introduced to make double-stinting impossible under normal circumstances – it didn't leave enough time to get a full tank of fuel into a car.

ASP opted not to change tyres on three occasions when it pitted following prolonged safety car running – fuel not used during the caution period meant it didn't need a full tank.

Another cornerstone of ASP's strategy was giving Marciello as much time in the

car as possible. The sometime Sauber Formula 1 test driver had never contested a 24-hour race before, but he outshone co-driver Edoardo Mortara and was only a couple of minutes short of the 14-hour maximum driving time at the finish.

Bentley didn't quite have the pace of the Audi on Sunday, but it might not have required it had things been different. The championship leader coming into the race had one hand tied behind its back courtesy of an absurdity of regulations (see panel, right). It lost time to the winning Audi because it waited until after the 12-hour cut-off at which the second tranche of points

The Kaspersky Ferrari took pole and led much of early hours

We believe that's a fireworks display rather than a Pro-Am-class shunt

was awarded to make its technical pitstop. Sainteloc, ASP and WRT, among others, did theirs earlier when the conditions were wet and therefore gained seconds by the bucketful.

The factory Porsche entered by Timo Bernhard's Team 75 squad was also able to make its brake change when the track was wet, which helped it gain back a lot of the three minutes its 911 GT3-R had lost early in the race during a stop-go for a pitstop infringement. Laurens Vanthoor, Kevin Estre and Michael Christensen were able to lead the race on Sunday, but they were out of sequence on pitstops and had to take a splash in the final hour, and finished just under 15s behind the Merc.

The two factory WRT Audis finished fifth and sixth, though still on the lead lap. The Rast car slipped behind the sister Audi driven by Christopher Mies, Connor de Phillippi and Frederic Vervisch with an undisclosed problem at its final pitstop.

Two cars that might have been in the mix at the finish ended their respective races in the barriers. The AF Corse-run Kaspersky Ferrari shared by Giancarlo Fisichella, James Calado and Marco Cioci led when the first batch of points was dished out on six hours and was third at the halfway mark. It was leading when





Marciello made an opportunistic move on Cioci at the La Source hairpin in the 14th hour. The resulting contact damaged the Ferrari 488 GT3's suspension, sending it into the barriers seconds later when it arrived at Eau Rouge.

The works Grasser Lamborghini Huracan GT3 had swapped the lead with the Kaspersky Ferrari for much of the first half of the race. The car shared by Mirko Bortolotti, Andrea Caldarelli and Christian Engelhart led at 12 hours, but a wheelbearing problem that ultimately led to ABS failure put Engelhart into the tyres at Fagnes early in the 17th hour.

BMW was bidding for a hat-trick of Spa victories, but the factory Rowe team was hit by an early disappointment when 2016 winners Alexander Sims, Maxime Martin and Bruno Spengler were ruled out of contention by a long stop for suspension repairs to their M6 GT3 resulting from a loose wheel. The sister car shared by Bruno Spengler, Nicky Catsburg and Tom Blomqvist took 10th position after a late damper issue. They had moved up the leaderboard to emerge as a dark horse on Sunday morning.

That was all the Sainteloc trio were after their problems early in the morning, before the correct strategy and blinding pace turned them into clear favourites. ✨



RULES THAT PREVENT A REAL FIGHT

AN AUDI ZIGZAGGING ALL OVER THE BACK OF A Mercedes at the front of the field with little more than an hour to go certainly made for great TV. But even my limited maths had allowed me to work out that this was a phoney battle.

I knew the Merc (below) wasn't going to win the 2017 Spa 24 Hours and had been confident – a little too confident, as it turned out – of that fact for the better part of four hours. And I wasn't very happy about it.

The growing tide of restrictive regulations of the sporting variety in the Blancpain GT Series rendered the Auto Sport Promotion Mercedes team impotent in the final stages of last weekend's Belgium enduro. These limitations on tactical freedom left it unable to respond to the challenge from the Sainteloc Audi team in any way at all.

In the BGTS the cars are limited by the 65-minute drive-time maximum and by the pitstop-window regulations that effectively mandate that each car spends the same amount of time in the pits. That has stifled the strategic diversity that, to my mind, distinguishes endurance racing from many other forms of motorsport.

That's not to say that tactical thinking is entirely dead in the BGTS. ASP owed its position at the front of the field last weekend to a super-aggressive strategy that brought the #90 Merc into the pits just about every time there was a caution of some kind.

You could argue that this gameplan came back to haunt the team at the end of the race, and that every strategy has its cons as well as

its pros. But my quibble is that ASP was left with no tools in the box to try to shake things up when it realised it was on the back foot.

And it needed to do that if it was going to make a race of it. As good as it may have looked on TV, I would argue that a race is not exciting if you know who is going to win.

Another problem last weekend arose from the 'technical-pitstop' rule. The reasons for its introduction last year were sound, because there was a real fear that the second-generation Audi R8 LMS would be able to go through the race without a change of brakes, unlike all of its competitors. But if the rules penalise championship regulars going for points, then something is clearly wrong with either the rule or the way it is written.

Last year, the rules stipulated that the stop had to be made in the first 22 hours of the race. This time there was a window – not another one of those! – from the start of the 12th hour to the end of the 15th. The likes of Bentley, AF/Kaspersky and Grasser lost out because they were never going to sacrifice the points on offer at 12 hours by ducking into the pits for five minutes in the hour leading up to the halfway mark.

I understand the philosophy behind pitstop windows, 'technical pitstops' and the like. I even concede that they have the intended result of preventing anyone stealing an advantage and helping to ensure close racing. I just contend that such rules are out of kilter with endurance racing and the traditions of an event like Spa with its rich history.





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RESULTS BLANCPAIN ENDURANCE CUP ROUND 4/5, SPA (B), JULY 29-30 (546 LAPS – 2376.238 MILES)

POS	DRIVERS	TEAM	CAR	TIME
1	Markus Winkelhock (D) Christopher Haase (D) Jules Gounon (F)	Sainteloc Racing	Audi R8 LMS	24h00m51.980s
2	Maxime Soulet (B) Vincent Abril (F) Andy Soucek (E)	Bentley Team M-Sport	Bentley Continental GT3	+11.862s
3	Raffaele Marciello (I) Edoardo Mortara (I) Michael Meadows (GB)	Auto Sport Promotion	Mercedes-AMG GT3	+52.855s
4	Kevin Estre (F) Michael Christensen (DK) Laurens Vanthoor (B)	Team75 Bernhard	Porsche 911 GT3-R	+1m07.247s
5	Christopher Mies (D) Connor de Phillippi (USA) Frederic Vervisch (B)	WRT	Audi R8 LMS	+1m30.566s
6	Rene Rast (D) Antonio Garcia (E) Nico Muller (CH)	WRT	Audi R8 LMS	+1m49.955s
7	Dominik Baumann (A) Edward Sandstrom (S) Fabian Schiller (D)	HTP Motorsport	Mercedes-AMG GT3	-1 lap
8	Yelmer Buurman (NL) Luca Stolz (D) Adam Christodoulou (GB)	Black Falcon	Mercedes-AMG GT3	-1 lap
9	Frank Stippler (D) Pierre Kaffer (D) Kelvin van der Linde (ZA)	ISR	Audi R8 LMS	-3 laps
10	Nicky Catsburg (NL) Tom Blomqvist (GB) Bruno Spengler (CDN)	Rowe Racing	BMW M6 GT3	-4 laps
11	Marcel Fassler (CH) Andre Lotterer (I) Dries Vanthoor (B)	WRT	Audi R8 LMS	-5 laps
12	Maximilian Gotz (D) Oliver Morley (GB) Miguel Toril (E) Marvin Kirchhofer (D)	Black Falcon	Mercedes-AMG GT3	-6 laps
13	Alex Buncombe (GB) Lucas Ordóñez (E) Katsumasa Chiyo (J)	RJN Motorsport	Nissan GT-R NISMO GT3	-7 laps
14	Guy Smith (GB) Steven Kane (GB) Oliver Jarvis (GB)	Bentley Team M-Sport	Bentley Continental GT3	-7 laps
15	Jonny Adam (GB) Ahmad Al Harthy (OM) Salih Yoluc (TR) Euan Hankey (GB)	TF Sport	Aston Martin V12 Vantage	-7 laps
16	Michele Beretta (I) Stefano Gattuso (I) Andrea Piccini (I)	Ombra Racing	Lamborghini Huracan GT3	-8 laps
17	Toni Vilander (FIN) Alex Demirdjian (RL) Nicolas Minassian (F) Davide Rizzo (I)	Spirit of Race (AF)	Ferrari 488 GT3	-8 laps
18	Rolf Ineichen (CH) Raffaele Giammaria (I) Ezequiel Perez Compagnon (RA)	GRT Grasser Racing Team	Lamborghini Huracan GT3	-9 laps
19	Olivier Beretta (MC) Motoaki Ishikawa (J) Lorenzo Bontempelli (I) Francesco Castellacci (I)	AF Corse	Ferrari 488 GT3	-10 laps
20	Markus Palmtala (FIN) Christian Krognes (N) Nico Menzel (D) Matias Henkola (FIN)	Walkenhorst Motorsport	BMW M6 GT3	-10 laps
21	Luca Filippi (I) Nicolas Pohler (D) Fabrizio Crestani (I)	Lazarus	Lamborghini Huracan GT3	-12 laps
22	David Perel (ZA) Marco Zanuttini (I) Jacques Duyver (B) Niki Cadei (I)	Kessel Racing	Ferrari 488 GT3	-14 laps
23	Matt Griffin (IRL) Duncan Cameron (GB) Aaron Scott (GB) Riccardo Ragazzi (I)	AF Corse	Ferrari 488 GT3	-15 laps
24	Victor Shaytar (RUS) Davide Rigon (I) Miguel Molina (E)	SMP Racing	Ferrari 488 GT3	-17 laps
25	Rino Mastroianni (I) Pierre Ehret (D) Patrick van Glabeke (B) Gabriele Lancieri (I)	Rinaldi Racing	Ferrari 488 GT3	-18 laps
26	Stef Vancampenhoudt (B) David Schiwietz (D) Henry Walkenhorst (D) Ralf Oeverhaus (D)	Walkenhorst Motorsport	BMW M6 GT3	-19 laps
27	Fred Bouvy (B) Christian Kelders (B) Marc Rostan (F)	Sainteloc Racing	Audi R8 LMS	-22 laps
28	Christopher Zanella (CH) Bernard Delhez (B) Gilles Vannelet (F) Mike Stursberg (D)	Team HB Racing	Lamborghini Huracan GT3	-24 laps
29	Sven Muller (D) Daniel Allemann (CH) Ralf Bohn (D) Mathieu Jaminet (F)	Herberth Motorsport	Porsche 911 GT3-R	-29 laps
30	Struan Moore (GB) Matthew Simmons (AUS) Matt Parry (GB)	RJN Motorsport	Nissan GT-R NISMO GT3	-32 laps
31	Sarah Bovy (B) Giorgio Maggi (CH) Jurgen Krebs (D) Clement Mateu (F)	Attempto Racing	Lamborghini Huracan GT3	-35 laps
32	Chris Goodwin (GB) Alexander West (S) Chris Harris (GB) Bradley Ellis (GB)	Garage 59	McLaren 650S GT3	-45 laps
33	Maxime Martin (B) Philipp Eng (A) Alexander Sims (GB)	Rowe Racing	BMW M6 GT3	-48 laps
34	Gregory Paise (B) Pierre-Yves Paque (B) Thierry de Latre du Bosqueau (B) Louis-Philippe Soenen (B)	Speedlover	Porsche 911 Cup	-70 laps
35	Jaap van Lagen (NL) Mikael Grenier (CDN) Max van Splunteren (NL)	Attempto Racing	Lamborghini Huracan GT3	-130 laps
R	Christer Jons (D) Jordan Pepper (ZA) Nico Verdonck (B)	Bentley Team Abt	Bentley Continental GT3	380 laps-engine/fire
R	Mirko Bortolotti (I) Christian Engelhart (D) Andrea Caldarelli (I)	GRT Grasser Racing Team	Lamborghini Huracan GT3	357 laps-accident/brakes
R	Giancarlo Fisichella (I) Marco Cioci (I) James Calado (GB)	Kaspersky Motorsport (AF)	Ferrari 488 GT3	299 laps-accident/suspension
R	Michal Broniszewski (PL) Andrea Rizzoli (I) Matteo Cressoni (I) Giacomo Piccini (I)	Kessel Racing	Ferrari 488 GT3	289 laps-accident
R	Oliver Gavin (GB) Adrian Amstutz (CH) Martin Kodric (HR) Patrick Kujala (FIN)	Barwell Motorsport	Lamborghini Huracan GT3	283 laps-accident/fire
R	Rory Butcher (GB) Niek Hommerson (NL) Louis Machiels (B) Andrea Bertolini (I)	Spirit of Race (AF)	Ferrari 488 GT3	242 laps-accident
R	Josh Caygill (GB) Niki Mayr-Melnhof (A) Jonathan Venter (AUS) Richard Lyons (GB)	WRT	Audi R8 LMS	234 laps-accident
R	David Fumanelli (I) Jonny Kane (GB) Sam Tordoff (GB)	Strakka Racing	McLaren 650S GT3	231 laps-accident
R	Kamui Kobayashi (J) Nobuteru Taniguchi (J) Tatsuya Kataoka (J)	Good Smile Racing & Team Ukyo	Mercedes-AMG GT3	230 laps-accident
R	Hubert Haupt (D) Abdulaziz Al Faisal (KSA) Gabriele Piana (I) Renger van der Zande (NL)	Black Falcon	Mercedes-AMG GT3	229 laps-accident
R	Jeroen Bleekemolen (NL) Dore Chaponick (USA) Brett Sandberg (USA) Scott Heckert (USA)	Black Falcon	Mercedes-AMG GT3	210 laps-accident
R	Daniel Juncadella (E) Felix Serralles (USA) Tristan Vautier (F)	Auto Sport Promotion	Mercedes-AMG GT3	209 laps-accident
R	Lewis Williamson (GB) Craig Fleming (GB) Nick Leventis (GB) Oliver Webb (GB)	Strakka Racing	McLaren 650S GT3	204 laps-suspension
R	Phil Keen (GB) Leo Machitski (RUS) Miguel Ramos (P) Richard Abra (GB)	Barwell Motorsport	Lamborghini Huracan GT3	198 laps-acc dam/suspension
R	Alex Fontana (CH) Daniele Perfetti (CH) Ludovic Badey (F) Nico Bastian (D)	Auto Sport Promotion	Mercedes-AMG GT3	176 laps-accident
R	Kenneth Heyer (D) Indy Dontje (NL) Patrick Assenheimer (D)	HTP Motorsport	Mercedes-AMG GT3	152 laps-punctures/damage
R	Frank Mechaly (F) Howard Blank (USA) Yannick Mallegol (F) Fabrice Notari (MC)	RMS	Porsche 991 Cup	143 laps-accident
R	Maximilian Buhk (D) Jimmy Eriksson (S) Franck Perera (F)	HTP Motorsport	Mercedes-AMG GT3	142 laps-accident
R	Robert Renauer (D) Jurgen Haring (D) Alfred Renauer (D) Marc Lieb (D)	Herberth Motorsport	Porsche 911 GT3-R	139 laps-undertray
R	Stephane Ortelli (MC) Lorenz Frey (CH) Albert Costa (E)	Emil Frey Racing	Jaguar Emil Frey G3	132 laps-engine
R	Norbert Siedler (A) Alexander Mattschull (D) Rinat Salikhov (RUS) Matteo Malucelli (I)	Rinaldi Racing	Ferrari 488 GT3	106 laps-electrical
R	Benoit Treluyer (F) Stephane Richelmi (MC) Nathanael Berthon (F)	WRT	Audi R8 LMS	104 laps-electrical
R	Andrew Watson (GB) Jazeman Jaafar (MAL) Pieter Schothorst (NL)	Strakka Racing	McLaren 650S GT3	97 laps-oil pump
R	Filipe Albuquerque (P) Clemens Schmid (A) Filip Salaquarda (CZ)	ISR	Audi R8 LMS	95 laps-accident
R	Rob Bell (GB) Ben Barnicoat (GB) Come Ledogar (F)	Strakka Racing	McLaren 650S GT3	75 laps-engine
R	Christian Klien (A) Marco Seefried (D) Jonathan Hirschi (CH)	Emil Frey Racing	Jaguar Emil Frey G3	70 laps-suspension/transmission
R	Jake Dennis (GB) Stuart Leonard (GB) Jamie Green (GB)	WRT	Audi R8 LMS	54 laps-accident
R	Alessandro Pier Guidi (I) Pasin Lathouras (T) Michele Rugolo (I)	AF Corse	Ferrari 488 GT3	44 laps-accident

In each car, first-named driver started the race. **Winners' average speed** 98.950mph. **Fastest lap** Winkelhock 2m19.756s, 112.106mph.

SUPER POLE 1 Calado 2m17.390s; 2 Bortolotti 2m17.447s; 3 Vervisch 2m17.630s; 4 L Vanthoor 2m17.674s; 5 Rast 2m17.726s; 6 Perera 2m17.859s; 7 Adam 2m17.901s; 8 Costa 2m18.012s; 9 Schmid 2m18.047s; 10 Ordóñez 2m18.084s; 11 Eng 2m18.127s; 12 van der Linde 2m18.164s; 13 Marciello 2m18.298s; 14 Soulet 2m18.303s; 15 Pier Guidi 2m18.330s; 16 Pepper 2m18.333s; 17 S Kane 2m18.347s; 18 Green 2m18.414s; 19 Haase 2m18.783s; 20 Juncadella 2m18.830s.

CHAMPIONSHIP 1 Soucek/Soulet/Abril 79; 2 Bortolotti/Caldarelli/Engelhart 71; 3 Rigon/Shaytar/Molina 46; 4 Eriksson/Buhk/Perera 40; 5 Mortara/Marciello/Meadows 37; 6 Fisichella/Cioci/Calado 32; 7 Winkelhock 30; 8 Haase 30; 9 Rast/Muller/Garcia 29; 10 Gounon 28.
OVERALL BLANCPAIN 1 Abril 110; 2 Bortolotti/Engelhart 107; 3 Buhk/Perera 89; 4 Soulet/Soucek 79; 5 Winkelhock 74; 6 Caldarelli 71.

F1 Lotus win tops Wilson's hat-trick

Formula Junior specialist's "dream weekend" crowned by Driver of the Event trophy

By Marcus Pye, the voice of club racing

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Sam Wilson's Formula Junior victories have become as assured as sensational racing at Goose Events' Silverstone Classic, where the cream of historic competitors entertain race fans, rockers and thousands of car club enthusiasts. Following another brace of wins in his ex-Dave Charlton Lotus 20/22, the Leicestershire engine builder added a valiant third success on a golden Saturday this year, aboard Sir John Chisholm's ex-Jim Clark/Innes Ireland Lotus 18 '372' in the Historic Grand Prix Cars Association's Maserati Trophy opener.

Having outrun Jon Fairley's younger, leaner and more powerful Brabham BT11/19 on day one, Wilson narrowly lost out in Sunday's sequel, having steamed ahead audaciously into Becketts. "That was the best race I've had," beamed Wilson, who has relished incredible fights with Formula Junior rivals Jon Milicevic and Andrew Hibberd over the years. The Driver of the Event trophy capped "a dream weekend".

Following overnight rain, Saturday's FJ curtain-raiser ran on a patchily wet but drying track, only half-explored on the trip from the (old) Heritage pits, from which the morning races are run. The scarcity of grip caught out many, including early leader Hibberd, who despite two spins finished second, and Nick Fennell in his ex-Jo Schlessler Lotus 27. "I was relieved and disappointed when I saw Andrew go round [at the Loop]," said Wilson. "I think it was in sympathy with the spin I didn't quite have." Westie Mitchell finished third in his De Tomaso.

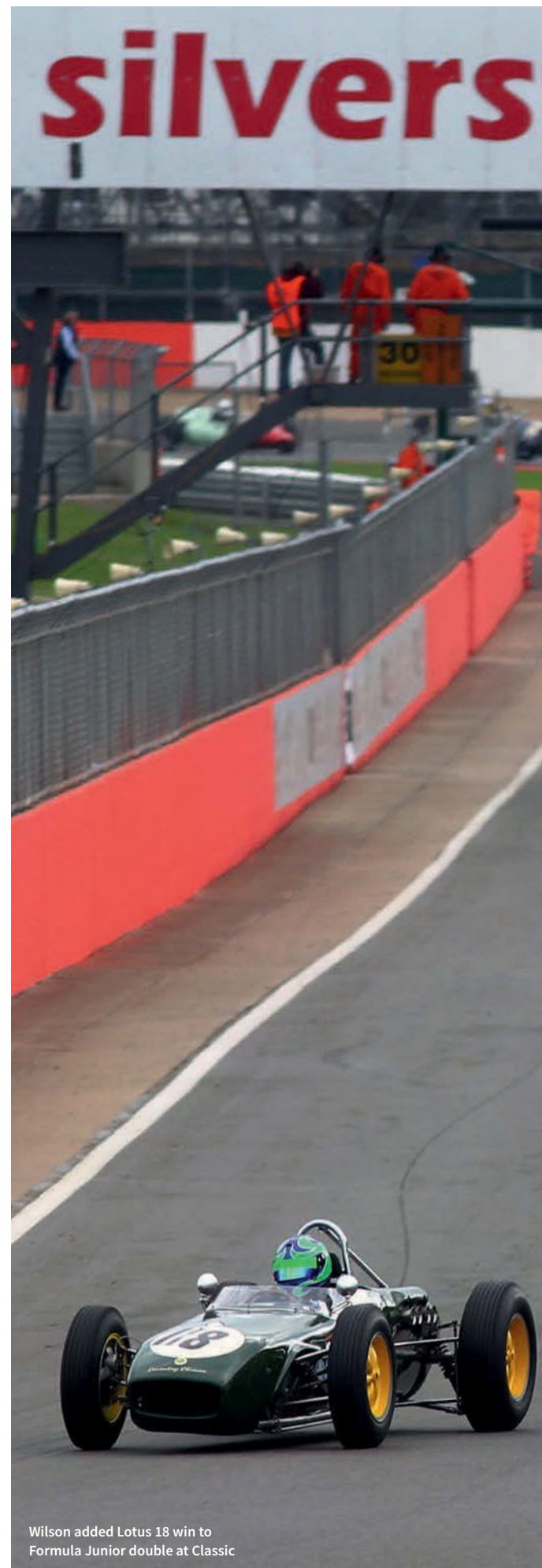
Having traded the lead with Hibberd four times in one lap, Wilson triumphed

by a lesser margin later, but 21-year-old Sri Lankan-American F2000 racer Tim de Silva – who bogged the previous standing start from row two of the 54-car grid – made amends with a fine third behind the Lotuses in father Harin's ex-Bob Olthoff Brabham BT2. Behind Mitchell and Fennell, Historic F1 ace Katsu Kubota (Lotus 20/22) rose from 13th to nick sixth from Simon Diffey on the last lap.

Historic Sports Car Club Formula Fords were back in the category's 50th-anniversary year. Top qualifier Michael O'Brien played home advantage cannily to land pole and his first win of the season on Saturday, although he was "lucky not to spin" like pursuers Callum Grant and Ed Thurston when he arrived too quickly at Brooklands. Thurston recovered rapidly to land second among the Merlyns in his Elden, with Max Bartell and Ben Tilley in tow.

O'Brien doubled up in Sunday's opener when the track was again treacherous due to overnight rain. This time Grant kept him honest, with Tilley third, having repassed the tenacious Thurston. Star of the show was Michael Mallock who, having hit Will Nuthall – who accidentally grabbed first gear when his Jamun jumped out of third in his path on Saturday – stormed his RML-repaired U2 from the back to sixth.

Hordes of Ford Lotus Cortinas made the U2TC running, Mark Sumpter prevailing after a stop that rivals thought too nifty. Steve Soper was the most likely victor, but his Cortina's engine died at Becketts two laps from home. "I thought I'd got it done when a wire came off the coil," he sighed. Also licking their wounds were Richard Dutton/Neil Brown, whose pitlane-speeding penalty cost them second. That promoted Augusto and Ambrogio Perfetti who drove a >>



Wilson added Lotus 18 win to Formula Junior double at Classic

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super race, finishing with Chris Ward in their mirrors in the car started by former British Touring Car Sierra Cosworth star Karl Jones.

Chris Middlehurst topped a Cooper S class swarming with Mini Se7en and Miglia champions until his clutch failed. Nevertheless, by carrying more corner speed than rivals, the hirsute Lancastrian salvaged sixth overall, second in division, 1.8 seconds behind Ian Curley/Bill Sollis and 0.010s ahead of Endaf Owens/Dan Wheeler.

MRL's wondrous Pre-War Sportscar set made a welcome return in a race named for 'Bentley Boy' Glen Kidston. The race started worryingly when Richard Pilkington was half-ejected from his spinning Talbot Lago towards Woodcote on the opening lap, collecting Martin Halusa's Bugatti, but he got to his feet.

Gareth Burnett (Talbot 105) and Fred Wakeman (Frazer Nash Supersports) made their stops directly after the safety-car interlude, leaving Charles Gillett (FN Supersports) and Rudiger Friedrichs (Alvis) out front. Soloist Burnett and Wakeman's partner Patrick Blakeney-Edwards enjoyed a thrilling duel to the chequer – PBE's unpainted crab-tracked bolide hidden in the green monster's wake on the straights – where power trumped impudence by 0.162s. Eddie Williams brought Gillett's Nash home third ahead of the German, with Stuart Morley (finishing Richard Hudson's car) best of the Bentleys in sixth, pursued by brother James and father Clive in similar 3/4½s.

Impressing 1970s grand prix driver Brett Lunger, commentating with Ian Titchmarsh, Saturday's FIA Masters Historic F1 championship round was more like a 'Formula Ford 3000' race as racing returnee Jonathan Kennard – who started Jamie Constable's ex-Jochen Mass Warsteiner Arrows A3 from pole – and reigning champions Michael Lyons and Nick Padmore slugged it out in the Cosworth DFV engine's golden-jubilee



celebration. Padmore, back in Max Smith-Hilliard's ex-Carlos Reutemann Williams FW07, passed Lyons in the Loop second time round and repeated the move to unseat Kennard for victory.

Tyrrell-mounted Andy Wolfe (011) and Martin Stretton (012) led the pursuit, the latter with Steve Hartley in his mirrors once the Arrows A4 stalwart had deposed Mike Wrigley (FW07D). Greg Thornton (Lotus 77) maintained his supremacy in the earlier split, pursued by Smith-Hilliard's Copersucar Fittipaldi.

Once Lyons had bravely howled round Kennard at Abbey at the rolling start, Sunday's leg was processional, albeit

Sumpter won the battle of the Cortinas in U2TC contest

at ultra-high speeds. Padmore and Kennard were clear of Wolfe and Stretton, but Mike Cantillon hustled his Williams FW07 up to sixth, pipping Hartley and Wrigley. Thornton completed his double, as did David Shaw in the Eiffelland March 721, its periscope mirror giving it a halo-esque look. Katsuo Kubota's ex-Stefan Bellof Tyrrell 012, also restored by Liaz Jakhara at Zul, bested at 11th on its debut weekend.

If Sam Wilson's Saturday HGPCA victory was poignant in the big-wheeled Lotus, Jon Fairley's Sunday triumph brought just reward for father David and uncle Joe, who had rebuilt their Brabham since all four corners were savaged in last year's startline shunt. Fairley Jr had to work overtime though, opposite-locking the BT11/19 stylishly all the way. On Will Nuthall's early exit, Barry Cannell gratefully improved to third in his Brabham BT11A.

Nick Fennell (Lotus 25) aced the 1500cc V8 class on both days, while Julian Bronson (Scarab), Tony Wood (TecMec Maserati) and Geraint Owen (Kurtis-Offy) topped the front-engined sets in a wonderful field. Rod Jolley – who qualified fifth on Friday, but sportingly stood down from race one to allow others a go – put in the drive of Sunday's race, flinging his ex-works Cooper T45/51 from the back to ninth.

The Jet touring car showpiece was two races in one, with the Super Tourers leaving first. After a first-corner shemuzzle in which Jon Minshaw



Kennard, Lyons and Padmore lead fine F1 field

Brancatelli took Group A win in Bastos RS500



Ex-Bonnier McLaren made race return

“Group C and IMSA GTP cars’ awesome dynamics made compelling viewing for Le Mans and Daytona aficionados”

(Audi A4) and Graeme Dodd (Honda Accord) pincered together trying to pass Dave Jarman’s Nissan Primera, Jason Minshaw (Volvo S40) blitzed Saturday’s opener. Brother Jon recovered to second ahead of Jarman, but Dodd was out, having lost gears in the bump, as was son James’s twin with clutch failure. Dodd Jr rocketed through to deny Jason Minshaw in Sunday’s event closer, with Darren Fielding (Ford Mondeo) a distant third.

Gianfranco Brancatelli (in a Bastos Ford Sierra RS500 tweaked by Rudi Eggenberger himself) and Bathurst legend Jim Richards in Peter Sturgeon’s stunning JPS BMW 635 – voted car of the event – validated the spectacular Group A field that ran concurrently, starting later. Mark Wright muscled his Motorcraft RS500 past Brancatelli on Saturday, but spun in the wet on Sunday, leaving the Italian star a delighted *vincitore* and eighth overall. Wright’s recovery drive to fourth, behind the BMW M3s of Harry Whale and Mark Smith, was eye-catching.

GT racer David Pittard, starting

Graham Wilson’s Lotus Elan ninth in the thick of the V8s and quickest E-types, was gleeful when heavy rain presaged the Pre-’66 GT race. Pittard hounded down leader Ollie Bryant’s AC Cobra but couldn’t find a way past. At his stop Bryant lost time behind a Jaguar dawdling in the pitlane, thus Wilson went ahead, but as the stagger unwound – with polesitter Mike Whitaker (TVR Griffith) having missed the window – Jason Minshaw (Jaguar) usurped Bryant, triggering a fine scrap. Bryant repassed Minshaw at Stowe but, as the leaders dodged traffic on the final lap, Roger Wills (Bizzarrini) and Andrew Haddon (Cobra) grunted past Minshaw for silver and bronze. The Elan finished a class-winning 13th.

Group C and IMSA GTP cars were thin on the ground, and again drew the shortest straw with the weather, but their awesome dynamics made compelling viewing for Le Mans and Daytona aficionados. The Spices of bold leader Mike Wrigley and Steve Tandy rubbed wings at Stowe on Saturday >>

FERRARI PENALTY HANDS ASTON RAC HAT-TRICK



LUKAS HALUSA LOOKED TO HAVE WON THE Royal Automobile Club’s Tourist Trophy in the unique Ferrari 250GT ‘Breadvan’ (above) – created by Ing Giotto Bizzarrini for Count Volpi in 1962 when Enzo refused to sell him a GTO – but even after he served a drivethrough two laps from the end, a 45-second penalty for speeding in the pitlane defused the Austrian’s joy, dropping him to fifth.

Having stormed back from seemingly impossible situations to win the season’s most prestigious Pre-’63 GT race in Wolfgang Friedrichs’s Aston Martin DB4GT in 2015 and ’16, in dramatically different circumstances, Simon Hadfield joined the German in its Project 212 evolution (below), also run by Aston Engineering. Another mountain to climb triggered his customary charge.

Even Hadfield, who had seen Friedrichs keep the Le Mans car in contention and cut fastest sector times from his out-lap, thought his hat-trick chance was gone when he spun at the Loop (“I ran out of ability”) chasing Halusa down. Simon was 5.5s short at the chequer, but Friedrichs looked shell-shocked when rumours of a penalty hardened. “I didn’t dare think of winning for a third year,” he said.

Patrick Blakeney-Edwards, who had leaped into Martin Hunt’s AC Cobra and brought it home third on the road, Dunlop tyres spinning on its wire wheels, was surprised to be promoted to second, ahead of invitees James Cottingham/Harvey Stanley in DK Engineering’s lithe Jaguar E-type roadster. Andrew Kirkaldy soloed Sandy Watson’s fixed-head coupe version to fourth.

Down the order in a superlative field that included a delightful Abarth Bialbero and a raucous two-stroke Saab 93b brought from Sweden (both destined to retire) and a Fletcher Ogle, all 12 Lotus Elites finished. Michael Gans drove his violet example to 11th overall. Gareth Burnett was also class winner in an early Porsche 356.



LISTER BEATS LOTUS IN STIRLING MOSS TROPHY

FORMER CIRCUIT CHIEF INSTRUCTOR CHRIS Ward was the Silverstone hare in Motor Racing Legends' sensational Stirling Moss Trophy field. Tony Wood's arrival at Village spinning on lap one helped Ward extend a strong lead in JD Classics' Lister-Jaguar Costin. Fancied Lister challengers Nigel Greensall and Jon Minshaw fell early, Minshaw with a sheared upright, but Ward couldn't rest.

As Rob Barff and poleman Oliver Bryant jinked agile Lotus 15s through the contrasting Listers of Gary Pearson (in Adam Lindemann's Knobby Chevrolet), Richard Kent (Costin Jaguar) and the recovering Wood (Knobby Jaguar), spectators were treated to a full-blooded snapshot of pre-'61 sportscar racing. Second by lap five, Bryant slashed Ward's advantage to three seconds in four laps, only to peel off at Becketts when a tyre delaminated.

Kent went longest of the Listers before making his mandatory stop, by which time Wood was ahead of Pearson and Steve Boulton's ex-Jim Clark version. The trio had pitted together, whereupon Barff made the undercut pay and snuck ahead. Fighting "a brake issue", Barff was powerless to repel fellow '93 Champion of Oulton Formula Ford rookie Ward though. Kent just staved off Pearson for third, clear of Will Nuthall (in for Wood) and Michael Lyons in the Lister-Jag started by Sam Thomas.

The Lola Mk1 Prototype of Keith Ahlers/Billy Bellinger finished seventh in exalted company. Commemorating marque founder Eric Broadley's recent passing, four production Mk1s joined it. A split cylinder head derailed Neil Fowler in Robs Lamplough's BY-2, but debutant Ben Adams charged to 21st after his ex-Dickie le Strange Metcalfe BR-32's throttle linkage broke on the dummy grid in the paddock.

First Cooper Monaco home was Paul Woolley's in eighth – ahead of Guillermo Fierro's sublime Maserati Birdcage and Mark Ashworth's rumbling Marina Rolls-Royce – after Justin Maeers stopped at the Wing rather than the Heritage pits, where Charlie Martin was waiting to take over!



Burnett took pre-war sportscar win by just 0.162s

evening, after which Wrigley lost gears. Tony Sinclair completed a Spice 1-2-3, an excellent third in Crowne Racing's Obermaier SE90C, ahead of Greek Kriton Lendoudis, sampling his Sauber Mercedes C11 in the wet for the first time. Everybody started on slicks on Sunday, but after numerous rotations and adventures torrential rain sent them scurrying for wets. Lendoudis drove neatly as Tandy bellowed back to second, ahead of Philippe Scemama's earlier Spice.

The glorious RAC Woodcote Trophy Pre-'56 race fell to Fred Wakeman and Pat Blakeney-Edwards in the Ecurie Endeavour Cooper-Jaguar T38 once again, but their task was eased when ignition problems restricted the Pearson brothers' Jaguar D-type to 5200rpm after Gary had led to two-thirds distance. By then Chris Ward was in the Cooper-Jaguar T33 started by Andrew Smith and Wakeman had relayed PBE. The D-type slipped behind the Surbiton hybrids, finishing third ahead of the Lotus-Bristol 10 of Malcolm Paul who, despite a spin at Club, converted Rick Bourne's start to a tight class win with John Young breathing down his neck, debuting JD Classics' ex-Archie Scott Brown Lister-Maserati.

Sunday's FIA Masters Sportscar race essentially belonged to lightning-quick invitee Martin O'Connell (this time in the orange Chevron B19 previously raced by Helen Malkie) from the outset although, following incident and accident aplenty, it finished under a safety car, with Paul Pochciol's De Tomaso Pantera abandoned at Luffield and Ian Foley's Coldwell on the Wellington Straight, both with collapsed rear suspension.

Nick Padmore's B19 challenge ended abruptly when, having rounded Dan Gibson's Broadley Lola T70 at Luffield

for second, he was skittled into the barrier at Copse. After the stops O'Connell ambushed Gibson into Village in traffic but, either side of Mark Martin's GRD on the exit towards Loop, three into two didn't go. Dan ran out of road and burst a rear tyre. Rob Garofall/Phil Hall (Lola T212) thus earned second ahead of the Banks brothers' superbly presented and driven ex-Jo Bonnier McLaren M6B, racing in Europe for the first time since 1968. Oliver Bryant (T70) carved through to fifth, ahead of Simon Hadfield in Chris Beighton's version after a fight with Martin Stretton in Diogo Ferrao's gorgeous BIP T292.

With early leader Julian Thomas out, Gary Pearson repeated his Donington victory in the Jaguar Classic Challenge E-type fest, albeit flukily. Gary was leading James Dodd – in for father Graeme – when "I chucked it away at Becketts". As he spun, Dodd went past in disbelief, but red flags flew moments later with Bob Binfield's E-type inverted at Stowe. Per MSA rules the results were rolled back a lap, reprieving Pearson. Ben Short had outfoxed John Pearson at Stowe for third, while Paul Kennelly shaded XK rival Marc Gordon by 0.891s after a protracted struggle.

Rain wreaked havoc in the Austin A30/A35 charity race's celebrity half, stopped after a roll. Pros Steve Soper, Martin Donnelly and Mark Blundell 'podiumed' after Anthony Reid spun at Stowe attempting to wrest the lead from Steve in the restart. Mike Jordan won Sunday's entertaining dry owners' decider, but poleman James Colburn snatched second from Jonathan Lewis on the line before dashing back to race his Renault Clio at Snetterton. Soper's Bike Legends team scored most points, but the winner was Prostate Cancer UK, which received £10,000. ❄

RESULTS

COMMANDERYORKE TROPHY: HISTORIC FORMULA

JUNIOR (8 LAPS) 1 Sam Wilson (Lotus 20/22); 2 Andrew Hibberd (Lotus 22) +28.499s; 3 Westie Mitchell (De Tomaso 63); 4 Nick Fennell (Lotus 27); 5 Simon Diffey (Lotus 20B); 6 Andrew Garside (Lotus 20). **Class winners** Will Mitcham (U2 Mk2); Nick Finburgh (Envoy Mk1); John Delane (Lotus 18); John Arnold (Elva 100). **Fastest lap** Wilson 2m27.620s (88.75mph). **Pole** Wilson. **Starters** 52. **RACE 2 (9 LAPS)** 1 Wilson; 2 Hibberd +4.428s; 3 Tim de Silva (Brabham BT2); 4 Mitchell; 5 Fennell; 6 Katsu Kubota (Lotus 20/22). **CW** Mitcham; Lukas Halusa (Lotus 20); Jeremy Deeley (Cooper T52); Arnold. **FL** Wilson 2m19.886s (93.66mph). **P** Wilson. **S**45.

FORMULA FORD 50 HISTORIC FF1600 (9 LAPS) 1 Michael O'Brien (Merlyn Mk20SS); 2 Ed Thurston (Elden Mk8) +1.813s; 3 Max Bartell (Merlyn Mk20A); 4 Benn Tilley (Merlyn Mk20); 5 William Nuthall (Jamun T2); 6 Callum Grant (Merlyn Mk20A). **CW** Rob Smith (Merlyn Mk20). **FL** Thurston 2m20.297s (93.39mph). **P** O'Brien. **S**54. **RACE 2 (8 LAPS)** 1 O'Brien; 2 Grant +1.235s; 3 Tilley; 4 Thurston; 5 Bartell; 6 Michael Mallock (Mallock Mk9). **CW** Roland Svensson (Merlyn Mk17). **FL** O'Brien 2m23.925s (91.03mph). **P** O'Brien. **S**53.

JOHN FITZPATRICK TROPHY: UNDER 2-LITRE TOURING CARS (19 LAPS)

1 Mark Sumpter (Ford Lotus Cortina); 2 Augusto & Ambrogio Perfetti (Ford Lotus Cortina) +38.596s; 3 Karl Jones/Chris Ward (Ford Lotus Cortina); 4 John Spiers (Ford Lotus Cortina); 5 Ian Curley/Bill Sollis (Austin Cooper S); 6 Chris Middlehurst (Morris Cooper S). **CW** Curley/Sollis; Ian & Max Goff (BMW 1800Ti). **FL** Richard Dutton (Ford Lotus Cortina) 2m32.325s (86.01mph). **P** Steve Soper (Ford Lotus Cortina). **S**41.

KIDSTON TROPHY: PRE-WAR SPORTS CARS (12 LAPS)

1 Gareth Burnett (Talbot 105 G052); 2 Fred Wakeman/Patrick Blakeney-Edwards (Frazer Nash Supersports) +0.162s; 3 Charles Gillett/Eddie Williams (Frazer Nash Supersports); 4 Rudiger Friedrichs (Alvis Firefly Speed 20); 5 Sam Stretton (Alta); 6 Richard Hudson/Stuart Morley (Bentley 3/4½). **CW** Wakeman/Blakeney-Edwards; Stretton; Hudson/Morley; Peter Dubsky (Aston Martin 15/98); Richard Iliffe (Riley Kestrel). **FL** Gillett 2m49.015s (77.52mph). **P** Wakeman. **S**41.

FIAMASTERS HISTORIC FORMULA 1 (14 LAPS)

1 Nick Padmore (Williams FW07C-14); 2 Jonathan Kennard (Arrows A3) +2.502s; 3 Michael Lyons ("Williams FW07B"); 4 Andy Wolfe (Tyrrell 011); 5 Martin Stretton (Tyrrell 012); 6 Steve Hartley (Arrows A4). **CW** Stretton; Greg Thornton (Lotus 77); David Shaw (Eiffelland March 721). **Invitee** Kennard. **FL** Kennard 1m51.192s (117.93mph). **P** Kennard. **S**30. **RACE 2 (11 LAPS)** 1 Lyons; 2 Kennard +6.527s; 3 Padmore; 4 Wolfe; 5 Stretton; 6 Mike Cantillon (Williams FW07). **CW** Stretton; Thornton; Shaw. **Inv** Kennard. **FL** Lyons 1m51.644s (117.35mph). **P** Kennard. **S**30.

MASERATI TROPHY: HGPCA PRE-1966 GRAND PRIX CARS (BOTH 9 LAPS) 1 Sam Wilson (Lotus 18); 2 John Fairley (Brabham BT11/19) +3.966s; 3 Will Nuthall (Cooper T53);

4 Barry Cannell (Brabham BT11A); 5 Nick Fennell (Lotus 25); 6 Julian Bronson (Scarab-Offenhauser). **CW** Fairley; Fennell; Bronson; Tony Wood (Tec-Mec Maserati); Charles Gillett (Cooper T43); Niklas Halusa (Maserati 250F 2521); Ian Nuthall (Alta F2); Robi Bernberg (Cooper T43). **FL** Wilson 2m18.141s (94.84mph). **P** Wilson. **S**50.

RACE 2 1 Fairley; 2 Wilson +5.309s; 3 Cannell; 4 Fennell; 5 Bronson; 6 Andrew Beaumont (Lotus 24). **CW** Wilson; Fennell; Bronson; Wood; Dan Collins (Lotus 21); Gillett; Paul Grant (Cooper-Bristol Mk2); John Bussey (Cooper T43). **FL** Wilson 2m18.895s (94.33mph). **P** Wilson. **S**48.

JET SUPERTOURING CART TROPHY (BOTH 8 LAPS) 1 Jason Minshaw (Volvo S40); 2 Jon Minshaw (Audi A4) +31.540s; 3 Dave Jarman (Nissan Primera); 4 Keith Butcher (Audi A4); 5 Steve Dymoke (Alfa Romeo 156); 6 Darren Fielding (Ford Mondeo). **CW** Jon Minshaw; Dymoke. **FL** Jason Minshaw 2m14.796s (97.20mph). **P** Jason Minshaw. **S**19. **RACE 2** 1 James Dodd (Honda Accord); 2 Jason Minshaw +1.187s; 3 Fielding; 4 Butcher; 5 Ian Flux (Mazda 323F); 6 Jarman. **CW** Butcher; Jason Hughes (MG ZR). **FL** Dodd 2m28.845s (88.02mph). **P** Jason Minshaw. **S**14.

GROUP A TOURING CARS (BOTH 8 LAPS) 1 Mark Wright (Ford Sierra RS500); 2 Gianfranco Brancatelli (Ford Sierra RS500) +4.044s; 3 Harry Whale (BMW E30 M3); 4 Paul Mensley (Ford Sierra RS500); 5 Mark Smith (BMW E30 M3); 6 Chris Ward (Jaguar XJS). **CW** Whale; Tom Pochciol (Ford Capri); Mike Luck (BMW 320i). **FL** Wright 2m15.220s (96.89mph). **P** Brancatelli. **S**23. **RACE 2** 1 Brancatelli; 2 Whale +6.616s; 3 Smith;

4 Wright; 5 Andy Woods Dean (Audi 100); 6 Calum Lockie (BMW 2002Ti). **CW** Whale; Lockie; Luck. **FL** Brancatelli 2m31.701s (86.37mph). **P** Wright. **S**20.

GALLET INTERNATIONAL TROPHY: PRE-'66 CLASSIC GT CARS (20 LAPS)

1 Oliver Bryant (AC Cobra); 2 Roger Wills (Bizzarrini 5300GT) +1.032s; 3 Andrew Haddon (AC Cobra); 4 Jason Minshaw (Jaguar E-type low-drag coupe); 5 Michael Gans/Andy Wolfe (AC Cobra); 6 Mike Whitaker (TVR Griffith). **CW** Keith Ahlers/Billy Bellingier (Morgan +4 SLR); David Pittard/Graham Wilson (Lotus Elan); Mark & James Bates (Porsche 911); Carl Richardson/Andrew Bentley (Morgan +4). **FL** Haddon 2m57.404s (73.84mph). **P** Whitaker. **S**52.

GROUP C (10 LAPS)

1 Steve Tandy (Spice SE90 GTP); 2 Mike Wrigley (Spice SE89C) +11.487s; 3 Tony Sinclair (Spice SE90C); 4 Kriton Lendoudis (Mercedes C11); 5 Georg Kjallgren (Courage C26S); 6 Tommy Dreelan (Porsche 962). **CW** Frank Lyons (Gebhardt C91); Philippe Scemama (Spice SE88C). **FL** Tandy 2m16.556s (95.94mph). **P** Tandy. **S**13. **RACE 2 (12 LAPS)** 1 Lendoudis; 2 Tandy +19.041s; 3 Scemama; 4 Lyons; 5 Allard Kalf (Spice SE92); 6 Dreelan. **CW** Scemama; Lyons. **FL** Lendoudis 2m10.504s (100.39mph). **P** Tandy. **S**11.

RACWOODCOTE TROPHY PRE-'56 SPORTSCARS (20 LAPS)

1 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38); 2 Andrew Smith/Chris Ward (Cooper-Jaguar T33) +20.341s; 3 Gary & John Pearson (Jaguar D-type); 4 Rick Bourne/Malcolm Paul (Lotus-Bristol 10); 5 John Young

(Lister-Maserati); 6 Martin Hunt/Andrew Hall (HWM-Jaguar). **CW** Bourne/Paul; Hunt/Hall; Martin Stretton/Richard Wilson (Maserati 300S); Nick Wigley/John Ure (Cooper-Bristol T24/25); Paul Griffin (Connaught ALSR).

FL G Pearson 2m30.776s (86.90mph). **P** G Pearson. **S**42.

FIAMASTERS HISTORIC SPORTSCARS (21 LAPS)

1 Martin O'Connell (Chevron-FVCB19); 2 Rob Garofall/Philip Hall (Lola-FVC T212) +7.221s; 3 Andrew & Maxim Banks (McLaren-Chevrolet M6B); 4 Oliver Bryant (Lola-Chevrolet T70 Mk3B); 5 Chris Beighton/Simon Hadfield (Lola-Chevrolet T70 Mk3B); 6 Diogo Ferrao/Martin Stretton (Lola-FVCT294).

CW Garofall/Hall; Banks/Banks; David Pittard/Graham Wilson (Chevron-BMW B8); Billy Bellingier/Keith Ahlers (Cooper-Ford Monaco King Cobra); Mark & James Bates (Porsche 911 RS); Jamie Boot (Chevron-BMW B16). **Inv** O'Connell. **FL** O'Connell 2m06.845s (103.29mph). **P** Paul Gibson (Lola T70 Mk3B). **S**48.

JAGUAR CLASSIC CHALLENGE (13 LAPS)

1 Gary Pearson (E-type); 2 Graeme & James Dodd (E-type) +1.155s; 3 Ben Short (E-type); 4 John Pearson (E-type); 5 Robert Oldershaw (E-type); 6 Alistair Dyson (E-type). **CW** Andrew Kirkaldy (E-type); Chris Milner/Nigel Greensall (E-type); Ben Eastick/Karl Jones (D-type); Paul Kennelly (XK150); Roger Cope (Mk1). **FL** J Dodd 2m26.441s (89.47mph). **P** Julian Thomas (E-type). **S**42.

SILVERSTONE CLASSIC CELEBRITY CHALLENGE

TROPHY: AUSTIN A30/A35 ACADEMY (3 LAPS) 1 Steve Soper; 2 Martin Donnelly +1.568s; 3 Mark Blundell; 4 Wayne Gardner; 5 Tiff Needell; 6 Neil Primrose. **FL** Blundell 3m19.157s (66.79mph). **P** Soper. **S**25. **OWNERS' RACE (7 LAPS)**

1 Mike Jordan; 2 James Colburn +0.889s; 3 Jonathan Lewis; 4 Ben Colburn; 5 Tony Shirtcliffe; 6 Jason Stanley. **FL** Lewis 2m55.014s (74.86mph). **P** J Colburn. **S**24.

ROYAL AUTOMOBILE CLUB TOURIST TROPHY: PRE-'63 HISTORIC GT CARS (20 LAPS)

1 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DP212); 2 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra) +2.043s; 3 James Cottingham/Harvey Stanley (Jaguar E-type); 4 Andrew Kirkaldy (Jaguar E-type FHC); 5 Lukas Halusa (Ferrari 250GT Breadvan); 6 John & Jack Young (Jaguar E-type FHC). **CW** Halusa; Michael Gans (Lotus Elite); Gareth Burnett (Porsche 356 Pre-A). **Inv** Cottingham/Stanley. **FL** Hadfield 2m29.194s (87.82mph). **P** Friedrichs/Hadfield. **S**56.

STIRLING MOSS TROPHY: PRE-1961 SPORTS CARS (20 LAPS)

1 Chris Ward (Lister-Jaguar Costin); 2 Rob Barff (Lotus 15) +14.251s; 3 Richard Kent (Lister-Jaguar Costin); 4 Gary Pearson (Lister-Chevrolet Knobbly); 5 Tony Wood/Will Nuthall (Lister-Jaguar Knobbly); 6 Sam Thomas/Michael Lyons (Lister-Jaguar Knobbly). **CW** Barff; Keith Ahlers/Billy Bellingier (Lola Mk1 Prototype); Simon Ashworth (Marina Rolls-Royce); Philip Champion/Sam Stretton (Lotus XI Le Mans); Gregory de Prins (Rejo Mk4); Chris Keen/Richard McAlpine (Kurtis-Chevrolet 500S). **FL** Ward 2m24.018s (90.97mph). **P** Oliver Bryant (Lotus 15). **S**44.



O'Brien topped huge Formula Ford 50 celebration

Lucas electrical:
di Grassi (left) crowned
as Vergne (right) won

Di Grassi king as Buemi crashes to title defeat

FORMULAE
MONTREAL (CDN)
JULY 29-30
ROUND 9/9

LUCAS DI GRASSI WAS CHOKING UP ON the radio after clinching the Formula E title in last Sunday's season finale in Montreal, but long-time championship favourite Sebastien Buemi would have been forgiven for being the one in tears. The crowning of di Grassi as the electric single-seater series' third champion in three seasons was far from impossible going into the Canadian double-header, but it did seem unlikely.

Buemi's absence from the previous two races in New York, thanks to the well-documented and controversial clash with the World Endurance Championship's Nurburgring round, meant the Renault e.dams driver only had a 10-point lead before the final event. This was despite winning six of the first eight races, to di Grassi's one.

His advantage was slender, but the expectation was still that Buemi would see home a deserved title. Di Grassi, and maybe fate, had other ideas. Buemi crashed spectacularly in second practice, clipping the wall on the inside of the first part of a chicane and ploughing into the inside wall on the next part as a result. His mangled Renault came to rest against the outside barrier.

Renault had to rebuild the car around a new tub, but worse was the news that it needed a new battery, and so Buemi picked up a 10-place grid penalty. The bad news got worse when di Grassi defeated Buemi in the superpole shootout to claim his third pole of the season, earning three points in the process to cut Buemi's lead to seven. Buemi was assigned to a damage-limitation job from 12th on the grid, which he recovered marvellously to fourth after a poor first lap

had dropped him to 17th with steering damage.

Out in front, di Grassi was supreme, converting pole into victory despite a late safety car putting him under severe pressure from Jean-Eric Vergne. "In my mind that was Lucas's best ever Formula E race," said Audi's Allan McNish, who is the brand's *de facto* FE project leader. "Not just the race itself but right from the first minute of practice he was on it. He was completely focused on getting the job done today and he had no concern about what was going on behind him or what Seb was up to. He was super-clinical."

The good news for di Grassi and the Audi-backed Abt team got even better late into the evening, when Buemi was disqualified for his second car being underweight. Renault claimed it was a legacy of the last-minute complete rebuild and suggested battery-weight variance was to blame. Co-founder Jean-Paul Driot said the team ran out of time to weigh it, such was the hasty nature of the job, and had added several kilos of ballast to compensate. But it was to no avail.

Buemi's job had looked relatively straightforward on Saturday morning and still looked reasonably simple (get pole and win the race) on Sunday. Now it became even harder, as his exclusion had handed di Grassi an 18-point cushion. And the title was basically di Grassi's when Buemi locked up at Turn 1 on his qualifying lap, which ended in the 14th-fastest time.

There was still a job to do though, and di Grassi executed it with minimum fuss. Starting fifth, he lost a place at the start and then fell to 10th in the pitstops, but gradually made his way back up to seventh at the flag. Buemi's weekend went from awful to abysmal after first-lap contact when the pack concertinaed at Turn 1 thanks to Stephane Sarrazin spinning following contact from Daniel Abt. Buemi picked up mild



LAT IMAGES

bodywork damage that led to him being flagged into the pits for repairs. Though he rocketed back up to 11th, it was far from being enough.

“I’ve no regrets at all with my performance,” said Buemi. “When you get disqualified twice and lose 22 points plus miss two races in a championship that only counts 12 races, what do you do? I’m disappointed I didn’t win but I don’t take anything away from Lucas — he has done a great job.”

Di Grassi put the success down to “never losing faith” in a season when Abt/Audi struggled to establish itself as the second-best team, with competition from Mahindra, DS Virgin Racing and customer Renault squad Techeetah. “Today is the best day in my career,” he said. “We have done a perfect job — not least after the races in New York where we weren’t so strong. Here in Montreal, on the best race track Formula E has ever seen, we were fast from the beginning.”

The title battle naturally stole the attention last weekend, but Sunday’s race also marked something else of significance — Vergne finally broke his winless streak in FE. The ex-Formula 1 driver qualified on pole for his debut back in the third race of the inaugural season, but has often been guilty of failing to convert his obvious pace into a complete race performance. Catching and passing Felix Rosenqvist for the race-two win in Montreal was the strongest indication yet that he can properly master this tricky formula.

Second place for Rosenqvist was enough to clinch third in the drivers’ championship, a remarkable effort in the Mahindra driver’s rookie season. The 2016-17 campaign might have ended with another di Grassi/Buemi show, but their two-year monopoly on FE title battles has a very good chance of ending next season.

SCOTT MITCHELL



Vergne finally took his first FE victory

RESULTS ROUND 9/9, MONTREAL (CDN), JULY 29-30 (35 LAPS – 59.698 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Lucas di Grassi (BR)	Abt Audi Sport · Abt Schaeffler FE02	56m55.592s
2	Jean-Eric Vergne (F)	Techeetah · Renault Z.E.16	+0.350s
3	Stephane Sarrazin (F)	Techeetah · Renault Z.E.16	+7.869s
4	Daniel Abt (D)	Abt Audi Sport · Abt Schaeffler FE02	+8.592s
5	Sam Bird (GB)	DS Virgin Racing · Virgin DSV-02	+8.913s
6	Nicolas Prost (F)	Renault e.dams · Renault Z.E.16	+10.058s
7	Mitch Evans (NZ)	Jaguar Racing · Jaguar I-type 1	+10.457s
8	Robin Frijns (NL)	Andretti · Andretti ATEC-02	+10.036s
9	Felix Rosenqvist (S)	Mahindra · Mahindra M3ELECTRO	+16.764s
10	Tom Dillmann (F)	Venturi · Venturi VM200-FE-02	+19.320s
11	Jerome d’Ambrosio (B)	Faraday Future Dragon Racing · Penske 701-EV	+20.229s
12	Maro Engel (D)	Venturi · Venturi VM200-FE-02	+22.314s
13	Nelson Piquet Jr (BR)	NextEV · NextEV TCR002	+23.145s
14	Antonio Felix da Costa (P)	Andretti · Andretti ATEC-02	+34.786s
15	Oliver Turvey (GB)	NextEV · NextEV TCR002	+46.996s
R	Adam Carroll (GB)	Jaguar Racing · Jaguar I-type 1	+49.612s
EX	Sebastien Buemi (CH)	Renault e.dams · Renault Z.E.16	+8.256s
NC	Loic Duval (F)	Faraday Future Dragon Racing · Penske 701-EV	26 laps
R	Jose Maria Lopez (RA)	DS Virgin Racing · Virgin DSV-02	23 laps-accident
R	Nick Heidfeld (D)	Mahindra · Mahindra M3ELECTRO	13 laps-accident damage

Winner’s average speed 62.921mph. **Fastest lap** Duval 1m24.536s, 72.636mph.

SUPERPOLE

1 di Grassi 1m22.869s; 2 Buemi 1m23.065s; 3 Sarrazin 1m23.179s; 4 Rosenqvist 1m24.351s; 5 Prost no time.

QUALIFYING

1 di Grassi 1m23.026s; 2 Sarrazin 1m23.138s; 3 Rosenqvist 1m23.232s; 4 Prost 1m23.239s; 5 Vergne 1m23.398s; 6 Evans 1m23.532s; 7 Carroll 1m23.869s; 8 Turvey 1m23.923s; 9 Dillmann 1m23.931s; 10 Duval 1m23.999s; 11 Abt 1m24.302s; 12 Buemi 1m23.053s*; 13 Frijns 1m24.622s; 14 Heidfeld 1m24.769s; 15 da Costa 1m24.805s; 16 Lopez 1m25.297s; 17 Engel 1m25.369s; 18 Bird 1m25.770s; 19 Piquet 1m26.165s; 20 d’Ambrosio 1m36.580s. *grid penalty.

RACE 2 (37 LAPS – 63.110 MILES)

1 Vergne 54m12.606s; 2 Rosenqvist +0.896s; 3 Lopez; 4 Bird; 5 Heidfeld; 6 Abt; 7 di Grassi; 8 Sarrazin; 9 d’Ambrosio; 10 Dillmann; 11 Buemi; 12 Evans; 13 Frijns; 14 Carroll; 15 da Costa; 16 Piquet; 17 Turvey; 18 Engel; R Duval - 34 laps-accident; NC Prost 32 laps.

Winner’s average speed 69.849mph. **Fastest lap** Prost 1m23.444s, 73.586mph.

SUPERPOLE

1 Rosenqvist 1m22.344s; 2 Bird 1m22.559s; 3 Vergne 1m22.769s; 4 Heidfeld 1m23.041s; 5 di Grassi 1m23.557s.

QUALIFYING

1 Bird 1m22.012s; 2 Rosenqvist 1m22.051s; 3 Vergne 1m22.378s; 4 Heidfeld 1m22.423s; 5 di Grassi 1m22.459s; 6 Abt 1m22.694s; 7 Dillmann 1m22.822s; 8 Piquet 1m22.972s; 9 Sarrazin 1m23.057s; 10 d’Ambrosio 1m23.058s; 11 Lopez 1m23.313s; 12 Duval 1m23.337s; 13 Buemi 1m23.372s; 14 da Costa 1m23.635s; 15 Frijns 1m23.655s; 16 Turvey 1m23.709s; 17 Evans 1m23.755s; 18 Engel 1m23.811s; 19 Carroll 1m24.024s; 20 Prost 1m22.721s*. *grid penalty.

CHAMPIONSHIP

1 di Grassi 181; 2 Buemi 157; 3 Rosenqvist 127; 4 Bird 122; 5 Vergne 117; 6 Prost 93; 7 Heidfeld 88; 8 Abt 67; 9 Lopez 65; 10 Sarrazin 36.

Rowland resurgent, Leclerc lamenting

FORMULA 2
HUNGARORING (H)
JULY 29-30
ROUND 7/11

CONTROVERSIAL, CHAOTIC, AND contrasting. All three of those terms could apply to the weekends of title protagonists Charles Leclerc and Oliver Rowland in Hungary.

For Leclerc, the seventh round of the season started familiarly – first in practice and qualifying. But his joy at topping Stoffel Vandoorne's GP2/F2 consecutive-pole record was short-lived as his car was disqualified for having an illegal brass shim in its differential.

His Prema Racing team took “full responsibility” – per team boss Rene Rosin – and insisted the part had been used purely because the metal was easier to cut before it was fitted to Leclerc's worn differential than the steel mandated by the regulations.

“[If] people say there is a performance advantage I think they have to study a bit more,” said Prema technical director Guillaume Capietto.

Leclerc's disqualification gave Rowland first on the grid, but the Briton couldn't convert that starting spot into the lead off the line. Artem Markelov got the better start charged into Turn 1 ahead.

The top two edged clear of the pack, and with the majority of the field starting on the soft rubber and having to manage it accordingly, the race settled down. Leclerc made a sensational start, rising from 19th to 11th in one lap with a pair of bold moves around the outside of Turns 1 and 2.

Rowland was the first to come in for mediums and his pace on fresh rubber meant he moved ahead of Markelov when the Russian came in for his own stop on lap 11 of 36. At this stage, Leclerc was engaging fellow medium-runner Alexander Albon in a thoroughly entertaining fight for the lead, with Sergio Sette Camara and Gustav Malja a short while further back.

Leclerc eventually dispatched Albon after losing “so much time” battling the ART Grand Prix driver – including a brief touch at Turn 2 – but the net leaders were closing in. Rowland decisively got by Sette Camara and Malja, and when Markelov couldn't he shot into what looked like a clear winning position.

But Sergio Canamasas changed that. The Spaniard's botched move on Robert Visoiu at Turn 1 put them both out on the spot and led to another moment of controversy as

the safety car was deployed and that erased Rowland's lead.

At the restart, Markelov was much quicker than the DAMS driver ahead of him – and Nicholas Latifi, who reckoned a block in qualifying cost him a much higher grid spot, was even faster than the leading duo in third.

At the start of lap 34, Markelov, with the aid of DRS, zoomed in behind Rowland on the pit straight. Crucially, it would turn out, just before the Russian Time driver made his move, Renault F1 junior Rowland came across and firmly shut the door. Markelov was caught out. He went onto the grass at top speed and lost control, smashing backwards into the Turn 1 barrier.

“People who say there's an advantage have to study more”



Rowland (above) reckoned “weekends don't get much better” after his feature win and second place in race two, which Matsushita (below) dominated

As the medical car attended the fortunately fine Markelov – who said afterwards “I blame myself” – Rowland led Latifi across the line behind the safety car for a DAMS one-two, with a delighted Nyck de Vries third. The first caution had aided Leclerc's charge as its cause eliminated two rivals immediately ahead of him and it closed up the pack, allowing him to surge up to fourth between the two neutralisations. Typically, his rise was



Leclerc was upbeat about losing pole, but later called it a “disaster”





not enough. “It’s a little bit of a shame about the second safety car towards the end because I think a podium would have been possible,” he said afterwards.

With the stewards looking at the race-ending incident, Rowland was adamant he had not done anything wrong. “The rule is if you have any part of the car alongside then you’ve got to leave one car [width] but he was still behind me when I closed the gap,” he explained. “From my side of things, I didn’t go away from the rules.”

The stewards agreed and the Briton kept his second win of 2017, cutting Leclerc’s lead by 13 points. Behind the top four, Nobuharu Matsushita was fifth and Luca Ghiotto came home sixth.

The reversed-grid race was a tame affair by comparison. Polesitter Albon got “too much wheelspin” and lost the lead as Matsushita and Ghiotto shot off the line and into the lead.

Save for a brief excursion pushing “a bit too much in the entry” to Turn 4 in the early stages, Matsushita was untroubled in the lead and edged clear to score his second sprint-race win of the season by 4.3 seconds. ART boss

Sebastien Philippe admitted it helped a period where his team is “struggling a bit [with] many little details”.

Rowland, who got his “best start of the year” to leap from eighth to fourth at Turn 1, beat de Vries to second. The crucial move – dispatching Ghiotto with an unexpected move at Turn 9 shortly after de Vries had passed the Italian driver – was inspired by a clash with Daniil Kvyat in Formula Renault 2.0 five years previously. “I knew that you could surprise somebody there,” he said. “So I thought I needed to sting him quickly.”

The 24-year-old then jumped de Vries to seal his “best performance in GP2/F2” and further slash Leclerc’s points lead. The Ferrari F1 junior had been shadowing Rowland and de Vries for much of race two after his around-the-outside move at Turn 1 didn’t come off a second time, but gearbox and clutch problems slowed him dramatically, and he was fortunate to hold off the battling Norman Nato and Latifi at the flag.

Like in Austria, things could have been much better and much worse for Leclerc, but he still lamented his lost opportunities. “It’s a shame because

I think this weekend we deserved a lot more in terms of points,” he explained.

Heading into the summer break there were two decidedly different tones emanating from the DAMS and Prema camps.

“A perfect weekend for the whole team,” said DAMS team principal Francois Sicard. “Just before the summer break is very good and we’ll come back stronger in Spa. For the end of the season we’ll keep the battle on.”

In addition to Leclerc’s DQ and mechanical drama, Prema also had a pitstop go wrong for Antonio Fuoco that led to him losing oil pressure and retiring in race one before stalling on the grid in the sprint event and coming home 17th. The Italian squad – 46 points behind DAMS in the teams’ standings – therefore heads into its summer break hoping to learn from a trying few days.

“All the weekend has been compromised by our mistakes,” said Rosin. “We need to review internally all of what happened and make sure that everybody just recharges the batteries in the summer break.”

ALEX KALINAUCKAS

AT A GLANCE

RACE 1

- 1 Rowland DAMS
- 2 Latifi DAMS
- 3 De Vries Rapax

RACE 2

- 1 Matsushita ART
- 2 Rowland DAMS
- 3 De Vries Rapax

➔ P66 RESULTS



Aitken kept Fukuzumi at bay in race one

LAT IMAGES

Aitken wins, ART title battle levelled

GP3 SERIES
HUNGARORING (HU)
JULY 29-30
ROUND 4/8

IT WAS A WEEKEND OF MIXED fortunes for ART Grand Prix.

In the opener, Jack Aitken enjoyed a “simple race” to score his first win of the season from pole – taking the fastest lap along the way – ahead of Nirei Fukuzumi and Anthoine Hubert. The only, pretty major, problem for the French squad was that championship leader George Russell suffered the same sensor issue that thwarted Aitken in Barcelona and failed to take the start.

“It’s caught a few drivers out this year – which is a bit disappointing – but my main championship rivals, Jack and Nirei, have both been caught out too,” Russell reflected afterwards. “We’re kind of on a level playing field now with a mechanical failure each, all in [the heavier points-paying] race one.”

Despite having no-one alongside him on the front row, Aitken still had to defend hard from Fukuzumi on the run to Turn 1. But from there, minus having to cover his lead when the safety

car (and its virtual equivalent) appeared to allow Arjun Maini and Tatiana Calderon’s stricken cars (Steijn Schothorst’s retirement caused the VSC) to be recovered, Aitken was untroubled. “The car was really perfect,” he explained. “Now, hopefully, if we have a clean run for the rest of the year, it’ll be something more of a fight. We poled it, I won and got fastest lap – it can’t get much better.”

The race one result, with Alessio Lorandi fourth and Dorian Boccocacci fifth, put Aitken – entering the weekend in fourth and 40 points adrift of first – back in the title hunt. But it was Hubert who made progress for ART in race two as his team-mates had dramas.

Fukuzumi’s race was ended by a clash with Leonardo Pulcini at Turn 3 on the first lap – for which the stewards’ apportioned no blame. Aitken, from eighth on the grid, raced strongly, but was undone by a bold move around the outside of Boccocacci at the rapid left of Turn 4. He “hesitated to turn in” and picked up a puncture running wide. With the tyre deflating, he went off again making another attack at Turn 1 on the next lap and when it let go in front of the charging Russell – up to eighth from

last on the grid – at the next corner they came together. Aitken retired and Russell ended up 12th after a nose change, but there were no hard feelings.

Hubert came home fifth behind the dominant Trident squad, which achieved a “historic” 1-2-3-4 from those starting positions in the reversed-grid event, according to team boss Giacomo Ricci. The Frenchman is now third, five points behind Aitken and 14 behind Russell in an ultra-tight, but friendly, intra-team scrap in the standings.

“It’s a good problem,” said ART team boss Sebastien Philippe. “It’s better to have four drivers fighting than no-one.”

Ricci was not complaining, either, as Giuliano Alesi scored his second race two win in succession, ahead of Ryan Tveter, Kevin Jorg and Boccocacci. Polesitter Tveter kept the lead off the line but ran deep into Turn 1, pushing Jorg wide. That allowed Alesi to nip through and he marshalled his lead thereafter.

“I’m really happy,” said Ricci. “I’m really proud of what Giuliano, Kevin, Ryan and Dorian did. I had quite a hard meeting before the start of the race because I was a little bit afraid with four team-mates in front a big mess could happen but everyone was really nice to each other; superclean.”

The rest of the top 10 was completed by Niko Kari, Raoul Hyman, Marcos Siebert, Maini, and Pulcini.

Heading into the summer break, the championship fight is nicely poised between the ART foursome, but Alesi and Lorandi – upset to retire with a puncture while challenging Boccocacci for fourth in race two – are waiting to pounce should they slip up.

ALEX KALINAUCKAS

AT A GLANCE

RACE 1

- 1 Aitken ART
- 2 Fukuzumi ART
- 3 Hubert ART

RACE 2

- 1 Alesi Trident
- 2 Tveter Trident
- 3 Jorg Trident

➔ P66 RESULTS



All smiles for Trident after race two



PORSCHE

Ammermuller recovers to victory

**PORSCHE SUPERCUP
HUNGARORING (HU)
JULY 29-30
ROUND 5/8**

POLESITTER MICHAEL
Ammermuller fought back from losing the lead at the start of the Hungarian Grand Prix support race to eventually take the win two seconds clear of Dennis Olsen.

Ammermuller's Lechner Racing team-mate Dan Cammish made the better start from second on the grid and claimed the inside line into the first corner, but despite setting the fastest lap twice the Briton could not break clear.

Olsen, the winner last time out at Silverstone, started on the second row in third place but slipped behind Robert Lukas at the start of the race. Initially, the battling duo dropped away from the leaders, but when Lukas ran wide at Turn 8 on the fourth lap of 14, Olsen surged through and began to close the gap to the front.

Ammermuller got into his team-mate's slipstream on the main straight at the beginning of the eighth lap and, as Cammish took up the defensive line going into Turn 1, Ammermuller hung it out on the outside, then nosed ahead into the left-handed Turn 2.

Olsen took advantage of this to eliminate the leaders' margin, and three laps later he got alongside Cammish on the straight and dived up the inside to seize second place.

Lukas was fourth, with Mattia Drudi fifth.

STUART CODLING

RESULTS
1 Michael Ammermuller 14 laps in 25m37.657s; 2 Dennis Olsen +2.038s; 3 Dan Cammish; 4 Robert Lukas; 5 Mattia Drudi; 6 Dylan Pereira; 7 Philip Morin; 8 Roar Lindland; 9 Piotr Parys; 10 Steven Palette.
Points 1 Ammermuller 116; 2 Olsen 102; 3 Cammish 86; 4 Matt Campbell 69; 5 Lukas 64; 6 Pereira 62.

McLaughlin stretches standings lead

**AUSTRALIAN SUPERCARS
QUEENSLAND (AUS)
JULY 29-30
ROUND 8/14**

SCOTT MCLAUGHLIN stretched his Supercars points advantage with a win and a second from the two races at Queensland Raceway last weekend.

The DJR Team Penske driver won comfortably from his 10th pole position of the 2017 season in the first race, which took place on Saturday, leading home Chaz Mostert and a hard-charging Shane van Gisbergen.

Making McLaughlin's win

even sweeter was that his narrow points gap back to title rival Jamie Whincup was blown out thanks to the Triple Eight driver finishing down in 20th. Whincup's troubles started with a five-place grid penalty for hitting James Moffat in qualifying, which meant he started 14th instead of ninth. Then, what he later referred to as a "human error" involving the air spike resulted in a very long stop, which dumped the 34-year-old to the back end of the field.

McLaughlin kicked off Sunday in perfect style, taking an 11th pole of the year (and fifth on the bounce) for the 200-kilometre

race. But he was beaten off the line by Prodrive Racing's Mostert, who survived a late safety car period to take his second win of the season.

McLaughlin finished second, while for the second day in a row van Gisbergen used a late stop to make big gains in the closing stages and finish third.

Whincup enjoyed a much-improved outing to finish fourth, but now sits 129 points behind McLaughlin having come into the meeting just six points off the championship lead.

ANDREW VAN LEEUWEN

RESULTS
Race 1 1 Scott McLaughlin (Ford Falcon) 39 laps in 46m36.5253s; 2 Chaz Mostert (Ford) +3.2470s; 3 Shane van Gisbergen (Holden Commodore); 4 Tim Slade (Holden); 5 Craig Lowndes (Holden); 6 Fabian Coulthard (Ford). **Race 2 1 Mostert** 65 laps in 1h21m42.765s; 2 McLaughlin +0.7329s; 3 van Gisbergen; 4 Jamie Whincup (Holden); 5 Coulthard; 6 Lowndes. **Points 1 McLaughlin 1896;** 2 Whincup 1767; 3 Coulthard 1663; 4 van Gisbergen 1635; 5 Mostert 1545; 6 Mark Winterbottom (Ford) 1335.



McLaughlin is now up to six wins in 2017

IN BRIEF

INDY LIGHTS
Santi Urrutia and Nico Jamin shared the spoils across two races at Mid-Ohio. For Urrutia, his race one win was his fourth victory in five starts at the 2.258-mile track, which he took in front of Colton Herta and Jamin. In race two, French driver Jamin resisted Urrutia's attempts to secure the double, and Shelby Blackstock finished third.

JAPANESE FORMULA 3
Sho Tsuboi dominated the three races of the All-Japan Formula 3 championship at Twin Ring Motegi. Tsuboi clinched two pole positions and, by winning race one, he also claimed pole for the final event too. His three consecutive wins meant he climbed up to second position in the championship. The points leader, Mitsunori Takaboshi came home second in all three races, with Hiroki Otsu taking two thirds and Alex Palou the other.

NASCAR XFINITY
Competing in the last of his two scheduled NASCAR Xfinity Series starts this season with Joe Gibbs Racing, Ryan Preece held off Kyle Benjamin through three restarts in the final 23 laps to win Saturday's race at Iowa Speedway. A three-car accident with four of the 250 laps remaining sent the race into overtime. Preece got another stellar restart to just keep Benjamin at bay as the pair raced side by side over the final lap.

NASCAR TRUCKS
Christopher Bell led the final seven laps and easily held off poleman Ben Rhodes to win last Saturday's race at Pocono Raceway. The win is his fourth in 12 series starts this season and the sixth of his career. Ryan Truex finished third, followed by John Hunter Nemechek.

SUPER TC2000
Renault works driver Leonel Pernia scored two dominant, lights-to-flag wins at Oberg. In race one, he edged ahead of the 29-car pack into the first, uphill right-hander and then showed them the way until the chequered flag fell. Bernardo Llaver finished second, with Facundo Chapur third. Pernia again sprinted away into the lead in Sunday's feature race, with Llaver once again keeping right behind him. Facundo Arduso pipped Chapur for third at the end.



Norris is sinner and double winner

**FORMULA 3 EUROPEAN CHAMPIONSHIP
SPA (B)
JULY 28-29
ROUND 6/10**

LANDO NORRIS DIDN'T QUITE do everything right in the Formula 3 European Championship round supporting the Spa 24 Hours, but the Carlin team most certainly did. Only a first-lap mistake in race two prevented Norris from a clean sweep of race wins, qualifying and even free practice sessions. And when the McLaren protege did make his gaffe, it opened the way to victory to another corner of the Carlin awning, thanks to an inspired strategic gamble.

Ironically, on a circuit where it's least beneficial to make a good getaway from pole position in an F3 car – thanks to the traditional first-lap slipstreaming along the Kemmel straight and the jostling into Les Combes – Norris finally cracked his biggest bugbear: his starts. Not once did the 17-year-old Brit lose any positions off the line across the three races, but the frantic battle into the right-hander at the top of the hill in race two led to him dropping to third. In order to prevent championship leader Maximilian Gunther, who was tucked under his gearbox, from running into him, he braked too late,

locked up and speared himself and Ferrari junior Guan Yu Zhou out of the race, and the error earned Norris a three-place grid penalty for the final encounter.

But Carlin has done a brilliant job of regrouping after its dismal 2016 season, and it's not just Norris who is capable of carrying the team's fortunes. Under chief engineer Stefan de Groot the team has turned out a car that's quick everywhere and in all conditions. But there's always room for a little intuition within the staff, and here's where it paid off. With eighth for races two and three his best grid positions, and possible rain for Saturday's finale, the grandly named Ferdinand Zvonimir Maria Balthus Keith Michael Otto Antal Bahnam Leonhard von Habsburg – who would be the next Austrian king if the country still had a

Norris, leading, claimed two wins. Bottom: Zhou felt he could have won; here he beats Illott to third place in race three

monarchy – decided with unimaginatively nicknamed Carlin engineer Stephen 'Laney' Lane to use all four of his remaining new tyres for the second race. Together with this, the second plane of the upper-rear wing was removed for straightline speed – a strategy already favoured by Hitech GP, Motopark and Van Amersfoort Racing – as the extra grip from the fresh Hankooks would mitigate the loss of downforce in the middle sector.

Habsburg took advantage beautifully. He was almost abreast of Norris for third when the accident happened at Les Combes, and ran wide across the runoff in avoidance, dropping to sixth. But, with tyre degradation across the field probably higher in this race than at any other point of the weekend, one by one Habsburg picked off the cars ahead in methodical style, setting fastest lap along the way to claim his maiden win. Not only that, but Habsburg's lap times held up superbly – Carlin had obviously sussed some way to minimise tyre dropoff on the notorious Spa surface – and, sure enough, teammates Norris and Jehan Daruvala appeared with the lower-downforce rear wing for the finale. And that helped to ease Norris's path to victory from his penalised fourth on the grid.

Once he'd slipstreamed past Prema





AT A GLANCE

RACE 1

- 1 Norris Carlin
- 2 Mazepin Hitech
- 3 Gunther Prema

RACE 2

- 1 Habsburg Carlin
- 2 Eriksson Motopark
- 3 Gunther Prema

RACE 3

- 1 Norris Carlin
- 2 Eriksson Motopark
- 3 Zhou Prema

➔ P67 RESULTS



Powerteam driver Zhou for the lead immediately after an early safety car, that was Norris's second win of the weekend in the bag, following his lights-to-flag success in the opening race. "The only thing I could do to make up for race two was win today, and obviously I did that," he admitted. "It was a relatively fun race, and I didn't think it was necessarily a bad thing starting from fourth. And my start was good – and that's been another good thing from this weekend!"

What caused that safety car provided the other talking point of the weekend.

Gunther moved left as he tried to fend off an overtaking move by Jake Hughes for fourth place along the Kemmel straight. Hughes had a small piece of asphalt to his left, but it certainly

wasn't wide enough for his entire Hitech GP car, so he stayed put, and contact between the left-rear wheel of Gunther's Prema machine and the right-front of Hughes's flicked Gunther spectacularly into the barriers and put Hughes out with broken suspension. "He knew I was there; he knew what I was doing," said the exasperated Brummie. "Knowing how he's been racing – he's been quite conservative – he was the last person I expected this from." Gunther, for whom

"I'm a fair driver, and my aim was to give him the space he needed"

a misjudgement like this was totally out of his usual character, said: "I'm a fair driver, and my aim was not to put him on the grass. My aim was to give him as much space as he needed – he had a metre – and for sure he did not use it."

Many eyebrows were raised when the stewards elected not to penalise Gunther, especially following the penalties issued for more-minor gaffes by Norris in race two and Callum Ilott in race one. Ilott's had been a drivethrough, and again it was the incredibly unfortunate Hughes who'd

been the victim. Prema's Brit had tried to pass Norris on the outside at Les Combes, but was run out of room, and a banging of wheels put him into the runoff. As Ilott tried to rejoin the

track, he was launched over the kerb and speared into Hughes. While he continued in fifth and got up to fourth, the drivethrough – which even a member of one of his main title rivals' entourage thought was harsh – knocked him out of contention.

Apart from that, Prema – which stayed with the twin-plane rear wing until putting Gunther onto single in the finale – suffered badly with tyre degradation. Triple-front-row qualifier Ilott also had

Habsburg (top) was a delighted, unexpected and popular winner

Eriksson (above), leading Habsburg, starred from mid-grid

warped rear brake discs in the second race, but by the end of the weekend thought that this was a symptom rather than the cause of his evil handling. Prior to Habsburg's charge, it had been a thrilling Gunther-Ilott fight for the lead in race two, before both faded. At least Gunther claimed two podiums – the first behind Hitech's inspired Nikita Mazepin, who professed that he prefers low-downforce conditions and took second in race one – to minimise the points loss. In fact, it was Zhou who could've been a Prema winner. Like Habsburg, he was on four new tyres when Norris shunted him in race two. "It was quite unlucky, especially when you jump out the car and see the other guy on new tyres win the race," rued the Shanghai teenager.

Apart from the winners, the other star was Joel Eriksson. Motopark's mid-season woes continued through qualifying and race one with, alternately, no grip, brake issues and severe oversteer. Somehow a cure was found for race two and Eriksson, whose racecraft and judgement are exquisite, charged through from 12th and 10th on the grid to take a brace of second places. He's dropped to third in the points behind Norris but incredibly, bearing in mind where he qualified, he's closed the gap to series leader Gunther. The hugely talented Swede just doesn't make mistakes and can't be ruled out of this enthralling 2017 title chase.

MARCUS SIMMONS

Newgarden took the flag 5.15s ahead of Power...

AT A GLANCE

- 1 Newgarden Penske
- 2 Power Penske
- 3 Rahal RLLR

 P67 RESULTS



 LAT IMAGES

Newgarden nabs championship lead

INDYCAR SERIES
MID-OHIO (USA)
JULY 30
ROUND 12/16

AFTER HIS FIRST TEST FOR TEAM PENSKE last autumn at Road America, Josef Newgarden discovered that the squad's basic road-course set-up for the Dallara IR12 with a Chevrolet bodykit was not quite precisely in tune with his driving style.

To put it in simple terms, the way that Newgarden and his former Ed Carpenter Racing engineer Jeremy Milless had produced their impressive speed was to base the engineering process on the wants of the driver. Penske's way of engineering the car was centred around what had been proven to work best from theory and experience. There wasn't a huge difference, according to Newgarden, between what he'd done before and what he and Penske race engineer Brian Campe were doing now, but the car had a different feel that was not quite to his taste.

Fast-forward to June this year and a trip back to Road America for the 2017 race weekend – Newgarden admitted he felt they were getting closer to finding the sweet spot where his car's potential and his own preferences intersected. And he proved it on race day by finishing as the top Penske driver, hounding eventual winner Scott Dixon to the chequered flag.

And, barely a month later, at Mid-Ohio last weekend, Newgarden delivered a performance so commanding that you can only conclude that he and Campe are now truly working from the same set-up sheet. The 26-year-old led 73 of the 90 laps and, once in the lead, he never looked severely threatened, always having something in hand for his closest opposition.

It was the Tennessee native's sixth career IndyCar win – with it he became the first driver this year to score three victories, and it has vaulted him to the top of the points table, seven points ahead of Helio Castroneves and eight clear of Dixon.

But the win had greater psychological significance even than that. While there was a big portion of luck attached to Newgarden's victory at Barber Motorsports Park (a late-race puncture for leader Will Power gifted him first place) and also during his win at Toronto in mid-July, where a full-course caution dumped the three fastest cars to the back of the pack, this victory at the Mid-Ohio SportsCar Course was truly earned.

"I never get too invested in comments or anything that's said in the press, but I just feel like no one can take anything away from this win," he said afterwards. "With this team on the #2 car side, I feel like we really did a great job today. There was no luck involved in that. We went out and won the race.

"A lot of people thought we won the race in the yellow at Toronto. That's not untrue, but I felt like we had a winning car too. It's good for those guys. They know they can win a race straight up, no problem, and they have the pace and the ability to do it. I feel like I'm with the best group out there, and I feel good about being able to have a day like this with them. It makes everyone feel good about what we're doing."

Newgarden's Penske team-mate, Power, had taken his fifth pole of the season – the 49th of his career – but it had been one of those special ones that flattered his true potential against the opposition. He wasn't completely happy with his race set-up and, as the pair of them edged away from second-row starters Takuma Sato of Andretti Autosport and Graham Rahal (Rahal Letterman Lanigan Racing) in the early laps, Power was unable to shake off his team-mate.

And then on lap 13 he got duped. He responded to the call that Newgarden had hit the push-to-pass boost on the long 'straight' down to Turn 4 by doing likewise. Newgarden backed off, Power did the same, but then Newgarden hit it again, and dived to the inside. Power didn't squeeze his team-mate, Newgarden didn't run him out wide, and a clean pass was complete.

Power simply couldn't hold on once Newgarden was in front as he had too much understeer on the red soft tyres and a gap swiftly opened up. Over the remainder of the race, whatever tyres they



...who couldn't get back past after leading early stages



"That's my boy." Rahal was third on a track where dad Bobby starred

with third victory of 2017

were respectively on, Power couldn't significantly close down the deficit to his team-mate. His one golden opportunity – the race's only full-course caution, caused by Ed Jones spinning his Dale Coyne Racing entry – was ruined by the other DCR car, that of series rookie Esteban Gutierrez, and the IndyCar rulebook.

In the final stint, Newgarden was on fresh black tyres, whereas Power was on new reds, which warm up far quicker and are therefore ideal for restarts. Power had already driven around Rahal at Turn 4, and so was a potential danger man on the restart, held on the run down from Turns 2 to 4.

But between them lay the lapped Gutierrez and, rather than give way to the frontrunners, he was told by his team to try and get back on the lead lap. This he attempted to do, locking his right-front and coming alarmingly close to striking the rear of Newgarden's car. By the letter of the law, he was allowed to hold off Power, ignore blue flags and endeavour to get past Newgarden, but Gutierrez's desperation to get back on the lead lap seemed particularly absurd considering he alone still needed to make a pitstop and so was always going to get passed by everyone and end up a lap down.

Once Gutierrez did indeed pit, Power still couldn't cut the gap to Newgarden to under three seconds, and the right man probably ultimately won. But for the fans' sake, it's time for IndyCar to reconsider its rules on backmarker etiquette.

Over the closing laps, Power's focus was on holding off flawless local hero Rahal, who in turn had to keep his eyes on his mirrors for the third Penske car of Simon Pagenaud in fourth.

"I just feel like no one can take anything away from this win"

The reigning champion was underwhelming in qualifying (where he finished seventh) but was consistent and decisive in the race, passing Dixon on track and Sato in the pitlane.

Sato could nonetheless be content at beating his increasingly impressive team-

mate Alexander Rossi to fifth place, and the pair of them were ahead of Castroneves and five-time Mid-Ohio winner Dixon.

The Chip Ganassi Racing driver, who'd started sixth, wrestled with oversteer all weekend, and in the race his truly evil-handling machine reduced him to a very uncharacteristic ninth place, behind Ryan Hunter-Reay, who survived an early spin to make it three Andretti cars in the top 10, which was completed by Conor Daly.

DAVID MALSHER

Busch ends 36-race win drought

**NASCAR CUP
POCONO (USA)
JULY 30
ROUND 21/36**

AFTER A 36-RACE WINLESS STREAK – the longest of his career – Kyle Busch picked up his first NASCAR Cup Series career victory at Pocono Raceway.

Busch led 74 laps in his Joe Gibbs Racing Toyota en route to his 39th career win and he's now won at every track on the current 36-race schedule, except for Charlotte Motor Speedway.

"I never thought this day was going to happen," said Busch. "I had such an awesome race car. Adam Stevens [crew chief] and all the guys on this #18 team never gave up, we've all been fighting all year long. I just wasn't sure why or what was next."

Busch, one of the last drivers to make their final green-flag pitstop in the race, easily held off Kevin Harvick's Stewart-Haas Ford at the line by 6.178 seconds to score Toyota's 100th Cup win. Harvick emerged from a late battle for second with Martin Truex Jr (Furniture Row Racing Toyota) and the Gibbs Toyota of Denny Hamlin.

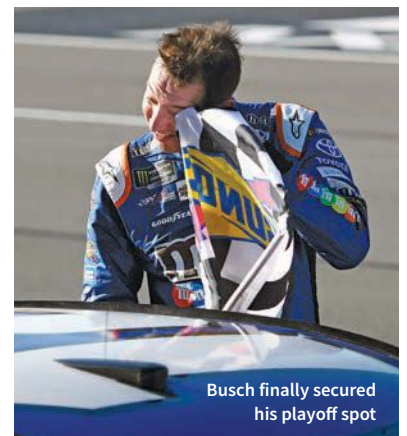
JIM UTTER

RESULTS

1 Kyle Busch (Toyota Camry) 160 laps in 2h50m07s; 2 Kevin Harvick (Ford Fusion) +6.178s; 3 Martin Truex Jr (Toyota); 4 Denny Hamlin (Toyota); 5 Brad Keselowski (Ford); 6 Clint Bowyer (Ford); 7 Daniel Suarez (Toyota); 8 Erik Jones (Toyota); 9 Matt Kenseth (Toyota); 10 Chase Elliott (Chevrolet SS).

Playoff qualifying 1 Martin Truex Jr 823/3 wins;

2 Jimmie Johnson 566/3; 3 Kyle Larson 738/2; 4 Keselowski 649/2; 5 Ricky Stenhouse Jr 468/2; 6 Harvick 726/1; 7 Kyle Busch 723/1; 8 Hamlin 649/1; 9 Ryan Blaney 529/1; 10 Kurt Busch 494/1; 11 Ryan Newman 491/1; 12 Kasey Kahne 414/1; 13 Austin Dillon 395/1; 14 Elliott 616; 15 Jamie McMurray 615; 16 Kenseth 594.



Busch finally secured his playoff spot

RESULTS ROUND-UP

FORMULA 2 CHAMPIONSHIP

ROUND 7/11, HUNGARORING (H), JULY 29-30

RACE 1 (36 LAPS – 97.975 MILES)

1	Oliver Rowland (GB) DAMS	58m37.062s
2	Nicholas Latifi (CDN) DAMS	+0.235s
3	Nyck de Vries (NL) Rapax	+0.673s
4	Charles Leclerc (MC) Prema Racing	+1.405s
5	Nobuharu Matsushita (J) ART Grand Prix	+1.633s
6	Luca Ghiotto (I) Russian Time	+2.534s
7	Norman Nato (F) Arden International	+3.079s
8	Alexander Albon (T) ART Grand Prix	+3.350s
9	Santino Ferrucci (USA) Trident	+4.238s
10	Louis Deletraz (CH) Racing Engineering	+6.627s
11	Ralph Boschung (CH) Campos Racing	+7.550s
12	Nabil Jeffri (MAL) Trident	+8.179s
13	Gustav Malja (S) Racing Engineering	+9.462s
14	Sean Gelael (R) Arden International	+13.911s
15	Jordan King (GB) MP Motorsport	+16.126s
16	Sergio Sette Camara (BR) MP Motorsport	+19.069s
17	Artem Markelov (RUS) Russian Time	33 laps-accident
R	Robert Visoiu (RO) Campos Racing	24 laps-accident
R	Sergio Canamasas (E) Rapax	24 laps-accident
R	Antonio Fuoco (I) Prema Racing	11 laps-oil pressure

Winner's average speed 100.285mph. Fastest lap Latifi 1m30.153s, 108.704mph.

QUALIFYING

1 Rowland 1m26.731s; 2 Markelov 1m26.806s; 3 King 1m26.849s; 4 Fuoco 1m26.885s; 5 Nato 1m26.968s; 6 Latifi 1m26.973s; 7 de Vries 1m27.026s; 8 Matsushita 1m27.103s; 9 Canamasas 1m27.129s; 10 Ferrucci 1m27.139s; 11 Albon 1m27.221s; 12 Ghiotto 1m27.238s; 13 Visoiu 1m27.301s; 14 Boschung 1m27.339s; 15 Deletraz 1m27.582s; 16 Malja 1m27.804s; 17 Jeffri 1m28.248s; 18 Sette Camara 1m27.492s*; 19 Leclerc 1m26.268s**; 20 Gelael 1m46.783s.

*grid penalty **excluded.

RACE 2 (28 LAPS – 76.198 MILES)

1 Matsushita 44m52.900s; 2 Rowland +4.307s; 3 de Vries +7.143s; 4 Leclerc +11.635s; 5 Nato +12.458s; 6 Latifi +13.485s; 7 Albon +16.754s; 8 Ghiotto +24.843s; 9 Markelov +25.577s; 10 Gelael +33.887s; 11 King +35.770s; 12 Deletraz +35.823s; 13 Sette Camara +41.847s; 14 Ferrucci +42.122s; 15 Jeffri +1m26.947s; 16 Boschung -1 lap; 17 Fuoco -1 lap; NC Malja 23 laps; R Canamasas 21 laps-accident; R Visoiu 20 laps-accident.

Winner's average speed 101.864mph. Fastest lap Fuoco 1m29.121s, 109.963mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Leclerc 208; 2 Rowland 158; 3 Markelov 123; 4 Latifi 115; 5 Ghiotto 95; 6 Matsushita 91; 7 Nato 79; 8 de Vries 72; 9 Albon 65; 10 King 49.



Rowland and Latifi were race-one one-two

GP3 SERIES

ROUND 4/8, HUNGARORING (H), JULY 29-30

RACE 1 (22 LAPS – 59.864 MILES)

1	Jack Aitken (GB) ART Grand Prix	37m23.211s
2	Nirei Fukuzumi (J) ART Grand Prix	+4.489s
3	Anthoine Hubert (F) ART Grand Prix	+8.946s
4	Alessio Lorandi (I) Jenzer Motorsport	+16.563s
5	Dorian Boccolacci (F) Trident	+20.303s
6	Giuliano Alesi (F) Trident	+20.890s
7	Kevin Jorg (CH) Trident	+21.618s
8	Ryan Tveter (USA) Trident	+22.772s
9	Niko Kari (FIN) Arden International	+25.082s
10	Bruno Baptista (BR) DAMS	+25.460s
11	Marcos Siebert (RA) Campos Racing	+28.209s
12	Matthieu Vaxiviere (F) DAMS	+28.700s
13	Julien Falchero (F) Campos Racing	+29.196s
14	Raoul Hyman (ZA) Campos Racing	+29.795s
15	Leonardo Pulcini (I) Arden International	+30.303s
R	Steijn Schothorst (NL) Arden International	3 laps-input shaft
R	Tatiana Calderon (CO) DAMS	0 laps-accident damage
R	Arjun Maini (IND) Jenzer Motorsport	0 laps-clutch
NS	George Russell (GB) ART Grand Prix	sensor

Winner's average speed 96.072mph.

Fastest lap Aitken 1m34.440s, 103.769mph.

QUALIFYING

1 Aitken 1m31.754s; 2 Russell 1m31.936s; 3 Fukuzumi 1m32.009s; 4 Boccolacci 1m32.307s; 5 Hubert 1m32.308s; 6 Alesi 1m32.435s; 7 Kari 1m32.438s; 8 Jorg 1m32.647s; 9 Lorandi 1m32.701s; 10 Calderon 1m32.738s; 11 Tveter 1m32.795s; 12 Schothorst 1m32.800s; 13 Maini 1m32.880s; 14 Siebert 1m32.956s; 15 Falchero 1m33.269s; 16 Baptista 1m33.274s; 17 Pulcini 1m33.427s; 18 Hyman 1m33.090s*; 19 Vaxiviere 1m33.615s*.

*grid penalty.

RACE 2 (17 LAPS – 46.253 MILES)

1 Alesi 29m05.379s; 2 Tveter +0.620s; 3 Jorg +2.418s; 4 Boccolacci +4.190s; 5 Hubert +6.955s; 6 Kari +8.903s; 7 Hyman +9.858s; 8 Maini +12.740s; 9 Siebert +31.642s; 10 Pulcini +42.876s; 11 Russell +1m12.795s; 12 Vaxiviere +1m24.137s; 13 Calderon -1 lap; R Falchero 13 laps-puncture; R Aitken 13 laps-puncture; R Baptista 8 laps-sensor/wiring loom; R Lorandi 7 laps-puncture; R Schothorst 6 laps-engine overheating; R Fukuzumi 1 lap-accident damage.

Winner's average speed 95.400mph. Fastest lap Russell 1m33.715s, 104.572mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Russell 92; 2 Aitken 83; 3 Hubert 78; 4 Fukuzumi 72; 5 Alesi 66; 6 Lorandi 63; 7 Boccolacci 44; 8 Maini 37; 9 Tveter 34; 10 Hyman 27.



Aitken and Hubert busy with the fizzy



Norris was dominant force at Spa

FIA F3/SUER

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 6/10, SPA-FRANCORCHAMPS (B), JULY 28-29

RACE 1 (15 LAPS – 65.281 MILES)

1	Lando Norris (GB) <i>Carlin</i> · Dallara-Volkswagen F317	36m47.067s
2	Nikita Mazepin (RUS) <i>Hitech GP</i> · Dallara-Mercedes F316	+2.807s
3	Maximilian Gunther (D) <i>Prema Powerteam</i> · Dallara-Mercedes F316	+6.665s
4	Jehan Daruvala (IND) <i>Carlin</i> · Dallara-Volkswagen F315	+9.593s
5	Joey Mawson (AUS) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+10.014s
6	Mick Schumacher (D) <i>Prema Powerteam</i> · Dallara-Mercedes F317	+10.759s
7	Harrison Newey (GB) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+16.620s
8	Ferdinand Habsburg (A) <i>Carlin</i> · Dallara-Volkswagen F315	+18.748s
9	Joel Eriksson (S) <i>Motopark</i> · Dallara-Volkswagen F315	+19.387s
10	Pedro Piquet (BR) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F317	+20.427s
11	Ralf Aron (EST) <i>Hitech GP</i> · Dallara-Mercedes F316	+21.656s
12	Guan Yu Zhou (PRC) <i>Prema Powerteam</i> · Dallara-Mercedes F315	+23.982s
13	Keyvan Andres Soori (D) <i>Motopark</i> · Dallara-Volkswagen F317	+24.759s
14	Callum Iloft (GB) <i>Prema Powerteam</i> · Dallara-Mercedes F314	+28.319s
15	Marino Sato (J) <i>Motopark</i> · Dallara-Volkswagen F314	+33.085s
16	Ameya Vaidyanathan (IND) <i>Carlin</i> · Dallara-Volkswagen F316	+33.969s
R	Jake Hughes (GB) <i>Hitech GP</i> · Dallara-Mercedes F315	0 laps-accident
R	David Beckmann (D) <i>Motopark</i> · Dallara-Volkswagen F316	0 laps-accident

Winner's average speed 106.481mph. Fastest lap Mazepin 2m12.309s, 118.415mph.

QUALIFYING 1

1 Norris 2m12.144s; 2 Iloft 2m12.369s; 3 Hughes 2m12.420s; 4 Gunther 2m12.588s; 5 Mazepin 2m12.668s; 6 Daruvala 2m12.969s; 7 Aron 2m13.077s; 8 Newey 2m13.095s; 9 Zhou 2m12.918s; 10 Piquet 2m13.105s; 11 Mawson 2m13.110s; 12 Eriksson 2m13.131s; 13 Habsburg 2m13.166s; 14 Schumacher 2m13.311s; 15 Beckmann 2m13.616s; 16 Andres Soori 2m14.045s; 17 Sato 2m14.096s; 18 Vaidyanathan 2m14.332s.

RACE 2 (16 LAPS – 69.633 MILES)

1 Habsburg 35m38.003s; 2 Eriksson +2.117s; 3 Gunther +3.557s; 4 Hughes +4.321s; 5 Daruvala +7.920s; 6 Iloft +8.925s; 7 Mazepin +9.787s; 8 Aron +10.048s; 9 Schumacher +12.721s; 10 Mawson +13.328s; 11 Sato +20.424s; 12 Andres Soori +20.923s; 13 Newey +21.468s; 14 Vaidyanathan +26.304s; 15 Beckmann -1 lap; R Piquet 3 laps-accident damage; R Zhou 1 lap-accident damage; R Norris 0 laps-accident.

Winner's average speed 117.249mph. Fastest lap Habsburg 2m12.634s, 118.125mph.

QUALIFYING 2

1 Norris 2m11.120s; 2 Iloft 2m11.291s; 3 Zhou 2m11.684s; 4 Gunther 2m11.773s; 5 Hughes 2m11.823s; 6 Mazepin 2m11.830s; 7 Daruvala 2m11.891s; 8 Habsburg 2m11.921s; 9 Aron 2m11.942s; 10 Piquet 2m12.050s; 11 Newey 2m12.175s; 12 Eriksson 2m12.206s; 13 Mawson 2m12.235s; 14 Beckmann 2m12.285s; 15 Schumacher 2m12.457s; 16 Sato 2m12.979s; 17 Vaidyanathan 2m13.250s; 18 Andres Soori 2m13.419s.

RACE 3 (15 LAPS – 65.281 MILES)

1 Norris 35m36.677s; 2 Eriksson +2.393s; 3 Zhou +4.142s; 4 Iloft +4.701s; 5 Daruvala +7.890s; 6 Habsburg +10.177s; 7 Aron +10.973s; 8 Schumacher +11.957s; 9 Newey +12.643s; 10 Mawson +17.728s; 11 Mazepin +17.937s; 12 Piquet +19.265s; 13 Andres Soori +22.633s; 14 Sato +23.646s; 15 Vaidyanathan +24.534s; 16 Beckmann +1m22.498s; R Gunther 3 laps-accident; R Hughes 3 laps-accident.

Winner's average speed 109.989mph. Fastest lap Eriksson 2m11.992s, 118.700mph.

GRID FOR RACE 3

1 Iloft; 2 Zhou; 3 Gunther; 4 Norris*; 5 Hughes; 6 Daruvala; 7 Aron; 8 Habsburg; 9 Newey; 10 Eriksson; 11 Mazepin; 12 Mawson; 13 Schumacher; 14 Piquet; 15 Beckmann; 16 Sato; 17 Vaidyanathan; 18 Andres Soori. *grid penalty.

CHAMPIONSHIP

1 Gunther 266; 2 Norris 248; 3 Eriksson 240; 4 Iloft 186; 5 Daruvala 138; 6 Hughes 100; 7 Zhou 99; 8 Habsburg 93; 9 Aron 80; 10 Newey 75.

INDYCAR SERIES

ROUND 12/16, MID-OHIO (USA), JULY 30 (90 LAPS – 203.220 MILES)

1	Josef Newgarden (USA) <i>Team Penske</i> · D-C	1h46m19.5989s
2	Will Power (AUS) <i>Team Penske</i> · D-C	+5.1556s
3	Graham Rahal (USA) <i>Rahal Letterman Lanigan Racing</i> · D-H	+6.3129s
4	Simon Pagenaud (F) <i>Team Penske</i> · D-C	+6.8807s
5	Takuma Sato (J) <i>Andretti Autosport</i> · D-H	+7.3092s
6	Alexander Rossi (USA) <i>Andretti Herta Autosport</i> · D-H	+9.0266s
7	Helio Castroneves (BR) <i>Team Penske</i> · D-C	+11.6809s
8	Ryan Hunter-Reay (USA) <i>Andretti Autosport</i> · D-H	+12.3623s
9	Scott Dixon (NZ) <i>Chip Ganassi Racing</i> · D-H	+18.1857s
10	Conor Daly (USA) <i>AJ Foyt Enterprises</i> · D-C	+20.5661s
11	James Hinchcliffe (CDN) <i>Schmidt Peterson Motorsports</i> · D-H	+27.3241s
12	Marco Andretti (USA) <i>Andretti Autosport</i> · D-H	+29.9928s
13	Charlie Kimball (USA) <i>Chip Ganassi Racing</i> · D-H	+31.1248s
14	Mikhail Aleshin (RUS) <i>Schmidt Peterson Motorsports</i> · D-H	+32.5958s
15	Max Chilton (GB) <i>Chip Ganassi Racing</i> · D-H	+33.1095s
16	Tony Kanaan (BR) <i>Chip Ganassi Racing</i> · D-H	+36.1997s
17	JR Hildebrand (USA) <i>Ed Carpenter Racing</i> · D-C	+1m00.8248s
18	Carlos Munoz (CO) <i>AJ Foyt Enterprises</i> · D-C	-1 lap
19	Spencer Pigot (USA) <i>Ed Carpenter Racing</i> · D-C	-1 lap
20	Esteban Gutierrez (MEX) <i>Dale Coyne Racing</i> · D-H	-1 lap
21	Ed Jones (GB) <i>Dale Coyne Racing</i> · D-H	-2 laps

D-H = Dallara-Honda; D-C = Dallara-Chevrolet

Winner's average speed 114.677mph. Fastest lap Rossi 1m05.9696s, 123.220mph.

QUALIFYING

Q3 1 Power 1m04.1720s; 2 Newgarden 1m04.3067s; 3 Sato 1m04.6792s; 4 Rahal 1m04.7959s; 5 Castroneves 1m04.8485s; 6 Dixon 1m05.1927s.

Q2 Rahal 1m04.0828s; Sato 1m04.1847s; Newgarden 1m04.1920s; Power 1m04.3008s; Hinchcliffe 1m04.3784s; 9 Rossi 1m04.4906s; 10 Hunter-Reay 1m04.4928s; 11 Daly 1m04.8745s; 12 Gutierrez 1m05.0368s.

Q1 - GROUP 1 Rahal 1m04.1938s; Newgarden 1m04.2161s; Power 1m04.2485s; Rossi 1m04.3150s; Dixon 1m04.4104s; Hunter-Reay 1m04.4632s; 14 Andretti 1m04.5929s; 16 Pigot 1m04.6186s; 18 Chilton 1m04.8603s; 20 Munoz 1m04.9440s; 21 Aleshin 1m05.2441s.

Q1 - GROUP 2 Pagenaud 1m04.3597s; Sato 1m04.3734s; Castroneves 1m04.4144s; Gutierrez 1m04.7785s; Hinchcliffe 1m04.8213s; Daly 1m04.9627s; 13 Kimball 1m04.9930s; 15 Jones 1m05.0337s; 17 Kanaan 1m05.3200s; 19 Hildebrand 1m05.3382s.

CHAMPIONSHIP

1 Newgarden 453; 2 Castroneves 446; 3 Dixon 445; 4 Pagenaud 436; 5 Power 401; 6 Rahal 395; 7 Sato 381; 8 Rossi 358; 9 Kanaan 320; 10 Hinchcliffe 316.



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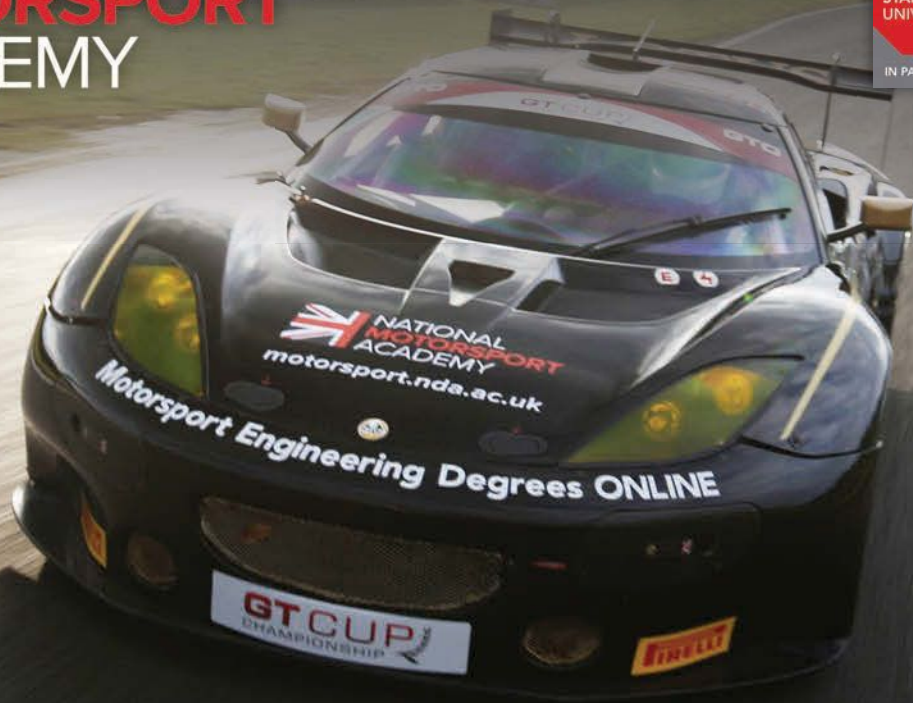
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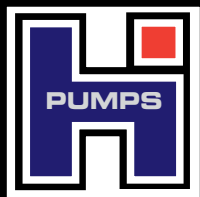
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SW1767

Reporting to the Trackside Electronics leader, the successful candidate will be responsible for the build and maintenance of the electronic systems on cars to be used at track events as well as the garage electrical systems and off-car equipment. 17th edition electrical training would be a valuable skill, and familiarity with commonly used motorsport connector systems (e.g. AD and Lemo) would be beneficial. Experience and a strong understanding of Raychem system 25 wiring loom installation and handling is essential.

TRACKSIDE ELECTRONICS SUPPORT ENGINEER

SW1769

As part of the Trackside Electronics team the successful candidate will assist in testing car electronic, control and hydraulic systems prior to installation and monitor them running and in post-analysis. Responsible for ensuring that cars are built to specification and liaising with the wider team, ideally from an electronics background and a strong understanding of data acquisition systems particularly SECU and other McLaren Applied Technology products.

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- Excellent communication skills.
- A high level of experience in the use of Computer Aided Design Harness packages. (Ideally Unigraphics NX8.5 or above).

The role involves working with our Mechanical and Electronic Engineers, you will be responsible for the design, installation and specification of our on and off-car Electrical Systems. As well as our standard installations you will be able help us progress our future development projects working with various disciplines across RBR and RBT.

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The ideal candidate should have:

1. Some experience working in either the motorsports industry at a suitably high level or the aviation industry in a similar capacity (Licenced Technician / Technician).
2. A thorough basic understanding of electrical fundamentals and sensor theory and technology.
3. Be computer literate with normal Microsoft office applications such as word/excel etc. and also be able to quickly learn and adapt to using the bespoke applications used within RBT.

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HR310717 – HYDRAULICS DESIGN ENGINEER

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- Perform engineering calculations to determine the size of hydraulic systems.
- Work with stress engineers to optimise the weight, stiffness and strength of our vehicles' hydraulics package.
- Provide rapid response to in-service issues seen either at circuit or on rig test dynos.
- Be confident of discussing your ideas and designs with colleagues in Vehicle Design, R&D Test, and Assembly teams.
- Recognise the importance of project planning and take ownership of your aspect of each project.
- Be prepared to be flexible in your approach to work, and you'll go the extra mile when required.

To fulfil this position you will need to have:

- A good engineering qualification and relevant proven experience.
- An understanding of hydraulics system theory and relevant manufacturing techniques and production processes.
- Excellent 3D solid modelling CAD skills (Siemens NX is desirable but not a pre-requisite).
- Excellent understanding of the application of geometric dimensioning and tolerancing.

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For the design engineer roles, we require a relevant engineering qualification supported by relevant industrial design experience in aerospace, motorsport or a related field. You will need to possess strong CAD skills, ideally with the experience of using NX.

This is a fast paced environment and to succeed in the above roles you will need to be adaptable, demonstrate initiative along with the ability to work under pressure and to meet tight deadlines. Also, problem-solving, along with attention to detail. With a collaborative approach, good communications and organization skills, you will enjoy working as part of a team and relish a challenge.

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The GT3 and GT4 grids will be separated

EBREY/LAT

BRITISHGT

New British GT4 Cup to split from GT3

THE BRITISH GT CHAMPIONSHIP will split into two for 2018, with the flagship GT3 category continuing as the headliner and the secondary GT4 class being hived off into a new GT4 Cup.

The Stephane Ratel Organisation, promoter of British GT, will run the two championships together in the same race on two occasions, while they will race separately but at the same meetings at another four rounds. GT4 will get a standalone race at Thruxton – the date for this is yet to be decided.

SRO founder Stephane Ratel explained that the decision resulted from the growth of the GT4 category at a time when the British GT grid is close to capacity, as well as renewed interest in the GT3 class.

“There is no secret that there is a lot of interest in GT4 at the moment,” explained Ratel. There are lots of new cars, some of which we don’t have in Britain, and more coming like the



EBREY/LAT

Jaguar, which we know about. We are close to the capacity of the grid now, but if we do this I believe we can have a full grid of GT4 cars.”

Ratel stressed that he remains committed to the GT3 class. “I do not want GT3 to stop in Britain and we are

Promoter Stephane Ratel expects a full grid of GT4 cars

working with the teams to have more cars,” he explained. “I’m not saying I want a 26-car championship. Next year will be a transition season and I want to have 16 to 18 cars.”

British GT series coordinator Benjamin Franassovici revealed that he expects two more GT3 cars to bolster the 12 full-season entries in the series before the end of 2017.

He also said that interest from teams makes it likely that the Cup class for one-make racers, such as the Lamborghini Super Trofeo, would make a return to the series in 2018.

GT3 and GT4 cars will race together at the three-hour Silverstone 500 in June and then at the Spa round.

The Belgian event, which is to revert to its previous two-hour format, will now take place one week ahead of the Spa 24 Hours in July at the start of what is being billed as SRO Speed Week.

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The TCR category is coming to the UK next year

TCR UK

UK teams flock to TCR series

UP TO 27 TEAMS HAVE EXPRESSED AN INTEREST IN competing in the new TCR UK Series next year, a number that could threaten other junior tin-top categories.

The UK series was only approved by the MSA at the start of last month, but in that time a significant number of teams have signalled interest in fielding cars in the BRSCC-run competition.

The teams currently compete in a range of categories, and several are involved in tin-top series such as the British Touring Car Championship and Clio Cup. Others have a background in GT racing or single-seaters.

Series promoter Jonathan Ashman said he is “absolutely delighted” with the level of interest.

“It’s been beyond anything we could have dreamed of,” he said. “From those who have shown an interest, we have drawn up a list of those that are doing something else [a major series]. Of those we are up to about 27.

“A lot of people want to run it as a supplement to what they are doing already. They see it as adding another string to their bow.”

It had been suggested by British Touring Car boss Alan Gow that the arrival of TCR UK could affect BTCC feeder series like the Clio Cup. But Renault Sport championship manager Will Fewkes believes that the cost of competing in TCR will be considerably more than the Clio Cup.

“It has been quoted that the TCR budget will be comparable to the Clio Cup, but, if you look at the cost of the cars, parts plus running, I personally think that the budget will be well over a top-line Clio budget,” he said.

“I think that more homework on budgets needs to be taken into consideration.

“I see TCR as a filler between the Clio Cup and the BTCC on the motorsport ladder and I believe that it could have an impact on the back end of the BTCC grid.

“The package that TCR UK competes on in 2018 will also be crucial to its success. For me, the BTCC package is standout and the place to be for any partner or sponsor involved in British motorsport.”

Ashman said it has not yet been decided whether TCR UK will join an existing BRSCC package or a new one.

BRITISH F4

CAROLINE BEATS NORRIS RECORD

CHAMPIONSHIP LEADER Jamie Caroline is targeting 15 Formula 4 victories this season after breaking the record for the highest number of wins in a year at Snetterton last weekend.

Caroline took his ninth win of 2017 in the second race in Norfolk to surpass fellow Carlin racer Lando Norris’s previous best of eight from his title-winning 2015 season.

He is now aiming to smash the old record and win at least half of the 30 F4 races this season.

“It’s a cool thing to say that I’m a record-breaker but I want a lot more,” he said.

“I would like to get 15. You’ve got to dream big and achieve bigger.

“I like Knockhill [next round of the season] and I’ve got a pole there [thanks to the postponed race from Oulton Park], so that could get me into double figures.”

Caroline struggled in the other two races after a difficult qualifying. As a result his advantage at the top of the standings has been cut to 46.5 points.



EBREY/LAT

GINETTA GT4 SUPERCUP

Team change brings winning reward for Jones

DECLAN JONES SCORED HIS FIRST WIN in the Ginetta GT4 Supercup after switching teams over the summer break.

The 22-year old started the season with Century Motorsport, taking a best finish of third at Donington Park.

But the Liverpool driver scored his first win during the second race at

Snetterton last weekend with new squad Rob Boston Racing.

He said: “I had a good summer break and it’s nice to come back strong – the team change has helped there.

“We just needed that change so we went to Rob Boston Racing and they have just done a fantastic job – it

was a positive change.

“It’s a very nice atmosphere, both of my team-mates [Charles Ladell and Jack Mitchell] are good lads – we have good laughs, it’s really a family environment.”

Jones also took a fifth and a seventh across the weekend and currently sits fifth in the standings.

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Arrows A3 was raced by Riccardo Patrese in period

HISTORIC FORMULA 1

Kennard flies on historic F1 debut

FORMER RISING SINGLE-SEATER AND Le Mans Series racer Jonathan Kennard made a spectacular Historic Formula 1 debut at the Silverstone Classic last weekend.

On only his second weekend of racing in six years, Kennard drove the ex-Riccardo Patrese Arrows A3 and took pole position and two podium finishes in the car owned by fellow racer Jamie Constable.

The 32-year old said: "I've always enjoyed the history of our sport, and driving these

cars is an absolute dream.

"It is so much fun to race these cars and you feel like you are driving without gizmos.

"I was a bit rusty when it came to racing as I last did the Le Mans Series in 2011. It's a real buzz to drive one of these around the Silverstone Grand Prix circuit.

"For an old car it is phenomenal and the Arrows gives you so much confidence. I think the corner speeds are not that far off an LMP2 car."

IN BRIEF



AUTOSPORT PRIZES BATTLE IT OUT

Lotus Formula Ford cars given away in Autosport competitions in 1970 and 1971 competed head-to-head for the first time at last weekend's Silverstone Classic. The 61 'wedge' was awarded to Rod Stevens who crashed first time out and did not race again. The 69FF kick-started Tiff Needell's career – racing in F1 in 1980 and taking third place at Le Mans – and was re-acquired by Tiff in 2012.

LOTUS ACADEMY OPENS ITS DOORS

A new Lotus Driving Academy will open later this month at the manufacturer's facility in Norfolk, offering people the chance to drive the company's latest sportscars. A tour of the Classic Team Lotus facility, including some of the marque's famous F1 cars, will also be available.

GOING IN CLIOS GETS TOUGH FOR JAMIE

Fresh from his maiden Ford Fiesta victory at Snetterton two weeks earlier, Jamsport team boss Jamie Going made his debut in the Renault UK Clio Cup at the track last weekend. It proved to be a baptism of fire for Going, who took the place of the unavailable Graham Field and finished 16th in both races.

FORTEC GOES FOUR-UP IN F4

The Fortec British Formula 4 squad ran a full complement of four cars for the first time this season at Snetterton last weekend. Mexican racer Alexandra Mohnhaupt was a late call-up to the team and took a best result of 15th in Norfolk. She contested two rounds last year with Falcon.

LONGER RACES FOR RENAULT EURO CUP

The Formula Renault Eurocup series will increase the length of its races in 2018 from 25 minutes to 30 minutes – an increase of 20%. The calendar will take in 10 venues, each having two races and two 15-minute quali sessions.

CALDWELL'S TRIUMPH IN FORMULA 4

British Formula 4 driver Olli Caldwell took two Challenge Cup victories at Snetterton last weekend in only his second meeting in the series. The 15-year old won the class in the first two races, taking a best result of seventh, but was able to qualify an impressive fifth for the opener.



2CV

Storey's wait for victory finally over

CLASSIC 2CV RACER MICK Storey finally claimed his first series win at Brands Hatch last weekend, 22 years after he made his debut.

The Durham local took pole for the 20-minute opening

race and made a break from a chasing pack of six, before Rosie Racing team-mate Nick Clarke stopped at Druids, bringing out the safety car.

In spite of losing his margin, Storey was able to stave off

Matthew Hollis's attack to take his maiden victory by 0.109s.

"I never thought that [Clarke's stranded car] would cause the safety car but it did, so I was a bit worried," said Storey. "But it's such a relief to win, after 22 years of trying."

The result is even more impressive for Storey's car being a complete rebuild project. He bought it for £400 during the off-season.

Storey added: "The car has had a new chassis and bodyshell. In fact, I think the only original thing left on it is the back axle."



Mick Storey claimed a win after 22 years

CITROEN C1

Combe veteran to contest Spa 24

Castle Combe's most successful driver, Gary Prebble, will contest the Citroën C1 24 Hours of Spa after he jokingly replied to a Facebook post by a fellow racer.

Prebble, who currently races a SEAT Leon in the Castle Combe Saloons Championship as well as a Peugeot 205 GTi in the Wiltshire circuit's Hot Hatch Challenge, will contest the Citroën endurance race on October 20-22.

He will race alongside owners of the car John Moon, Adam Cunnington, Conrad Bos

and Adam Norris, as well as Mark Dols.

"I originally saw one of John Moon's Facebook posts and I saw that he was going to do the 24-hour race at Spa, an event I've never entered before," said Prebble.

"I jokingly put a comment saying, 'If you need another driver give me a call' and he rang me and said, 'Are you serious?'"

"I've tried doing a few circuits over the last year, and Spa was one on my to-do list – I've always wanted to do it."



Murray won the Walter Hayes Trophy in 2016

SILVERSTONE CLASSIC

BREXIT TALKS TAKE PLACE AT SILVERSTONE

BREXIT NEGOTIATIONS WAS the surprising topic for one driver at the Silverstone Classic as the grid welcomed Member of the European Parliament Guy Verhofstadt.

The 64-year-old, who is the EU's chief Brexit coordinator, raced a 1954 three-litre Aston Martin DB2/4 in the Royal Automobile Club Tourist Trophy for pre-1963 GTs.

He was on hand to meet David Davis, Britain's Secretary of State for exiting the EU, during the meeting.

Verhofstadt (below, left) joked about the pair's presence together at the circuit on social media, saying in a Tweet: "With David Davis at Silverstone: great track with challenging curves. I explained him how to 'remain' in the race with a good old British car."

He retired the car he was sharing with Carol Spagg from the race at half-distance after starting from 55th out of 56 cars that set a lap time.

The race was won by Simon Hadfield and Wolfgang Friedrichs.



BRITISH GT

Niall Murray gets GT4 chance

MULTIPLE FORMULA FORD TITLE WINNER NIALL Murray is hopeful that he can prove himself enough in the last two rounds of this year's British GT Championship to earn a full campaign in 2018.

Irishman Murray has secured a late deal to join the Century Motorsport team, sharing one of its Ginetta G55 GT4 entries with Jacob Mathiasen, starting at Brands Hatch this weekend.

The squad's regular driver, Steve Fresle, has stepped back for the remainder of the season while he recovers from a back injury sustained in a heavy crash last time out at Spa.

Murray enters British GT off the back of his most successful season yet, when he completed the quadruple of winning the Walter Hayes Trophy, Brands Hatch Festival, Martin Donnelly Trophy and National FF1600 title.

He briefly had a deal to contest the Creventic Touring Car Series in a Geva Racing-run G50, but car failure at Silverstone in April ended that early.

"It's going to be exciting doing British GT," said Murray. "We've got a really good deal, so it's a great chance for me to show what I can do.

"In FFord circles everybody knows what I can do and has seen my results. But in GTs nobody looks at that and it's about going out and proving myself again. I'd love a full year next season, but there's a lot on the radar for next year.

"The Ginetta is different to what I'm used to, but I've always jumped between different cars – from FFords to saloons and SEAT Supercopa cars. I tend to adapt to new things pretty quick."

Murray will also continue to contest the Northern Ireland FF1600 Championship in an effort to win his way back into the Mazda Road to Indy Shootout at the end of the year.

- Century will also return to the GT3 ranks this weekend. Ginetta GT4 Supercup racer Tom Hibbert and Caterham Supersport driver Ben Tuck will share a GT3-spec G55.

GROUP C

Calendar changes for Group C series

PATRICK PETER, PROMOTER of the Group C series, is planning major changes to the race calendar for 2018, following poor grids over the first half of '17.

The spectacular class for the Le Mans-type sportscars of the 1980s will have just four races next year, centred

on the Le Mans Classic.

"The number of cars for each event has been uneven, but we had 44 participants at the Le Mans Classic in 2016," said Peter. "These figures made us too optimistic and we scheduled seven races for '17. It is obviously too much.

"We are going to adopt a

more reasonable calendar for '18, with four meetings including the Le Mans Classic."

Spice SC90 driver Steve Tandy and Kriton Lendoudis, in an ex-Michael Schumacher Mercedes C11, split the Silverstone Classic wins; 13 and 11 cars started each race respectively.



Only 13 cars started race one at Silverstone



Non-stop action at the Silverstone Classic

By Marcus Pye, the voice of club racing

[@autosport](#)

BACK FROM THREE EXCEPTIONALLY LONG DAYS trying to follow the racing at another Silverstone Classic, I was struck by the realisation that I saw less of the myriad other elements that form the event – rooted in the BRDC Historic Festival of 1990 – than ever before.

Sadly I only *heard* Nick Yelloly exercise Nigel Mansell's 1992 Williams-Renault FW14B, along with the World GP Bike Legends demos, and missed David Brabham leading the Le Mans reunion within the Jaguar XJ220's 25th anniversary celebration, because there was simply too much going on.

As a punter I would have perused the classic car displays from members of 120 marque clubs, gems in Silverstone Auctions' record-breaking sale and the large trade village. Minibus transfers between Heritage and Wing paddocks provided tantalising glimpses of hundreds of Porsches, while the Lotus enclave on the Brooklands infield backed on to the fabulous but long-disused Grand Prix circuit sweeper from Bridge – which I powered through in an F5000 Lola T330 and abreast with Jo Ward in Chevron GTs – in the early noughties. Not to mention the previous flat-out blast from Abbey to Woodcote, more spectacular still in the '70s.

Of course it can be argued that Silverstone Grand Prix circuit's latest 3.6-mile iteration, on a campus that hides its WW2 airfield underpinnings, makes for better racing with historic cars than did any predecessor as a whole. The old super-fast Stowe, Club, Abbey and Woodcote corners were more challenging, if less forgiving, but the current version – particularly its stop-start Village-Loop complex that backs competitors up, causing problems during lappery in big fields,

tends to close gaps when things get busy. But I do wish more grandstands were opened for visitor comfort, shelter and a better backdrop to photographs, especially since the fabled microclimate anointed the venue royally again.

One of the best aspects of the Classic is the dummy grids behind the pits, which enable enthusiasts of all ages to see cars and drivers from behind safety barriers while allowing marshals to create line-ups expediently and team personnel to make final adjustments for sessions unhindered.

Although there were no V12 Matras in the sportscar ranks this year, the range of machinery was as fine as I can remember. Personal highlights included the magnificent BMW 635 raced now, as in period, by seven-time Bathurst 1000 winner Jim Richards (and the Kiwi's equally voluble Australian buddy Frank Gardner, whose British saloon and F5000 exploits I enjoyed as a lad), and which I'd first seen at Phillip Island. I also loved the wonderfully uncluttered Group C Mercedes C11, which I didn't envy relative newcomer Kriton Lendoudis racing in torrential rain. Still, the historic Group C regular handled it confidently to win Sunday's race.

My car of the event, though, was Andrew and Maxim Banks' beautifully restored McLaren M6B on its UK debut. Supplied in 1968 to Jo Bonnier, the car made its racing debut on Bonnier's home soil, finishing second to David Piper's Ferrari 330 P3/4 in the Karlskoga GP race. This weekend's initial outing qualified the car for the FIA Masters Historic Sportscar championship, which the Banks brothers, previous U2TC winners in their Alfabolics Alfa Romeo GTA, intend to follow having stayed out of trouble to finish a hugely impressive third. ✨



QUINTET OF LOLA MK1s DESCEND ON SILVERSTONE

Five Lola Mark 1 sportscars – almost a sixth of the total built by the late Eric Broadley at Bromley and Byfleet between 1958 and '62 – contested Saturday's MRL Stirling Moss Trophy race at the Silverstone Classic. Martin Birrane, subsequent owner of Lola Cars, presented a special trophy to Keith Ahlers/Billy Bellinger, who finished seventh overall in the prototype (nearest the camera), pictured with the production chassis of Ben Adams (57), Marc Valvekens (45), Jurg Tobler (23) and Neil Fowler (3).



KUBOTA DEBUTS BELLOF-INSPIRED 1984 TYRRELL 012

Japanese Historic ace Katsu Kubota debuted his newly restored 1984 Tyrrell 012 – in Stefan Bellof's Maredo restaurant chain livery – at the Silverstone Classic, scoring class runner-up finishes in both FIA Masters Formula 1 rounds. Kubota also raced his Lotus 23B (Albert Poon's 1965 Malaysian GP winner, immaculately rebuilt by former Lotus Cars vehicle architect Nick Adams), a Formula Junior Lotus 20/22 and a Lotus Cortina, which was Swiss racer Arthur Blank's car in the 1960s.

CARRERA CUP GB JULY 30

Zamparelli and Eastwood make gains

IT WAS THIRD PLACES ALL ROUND for Dan Cammish after a potentially pivotal weekend in his season. While he finished third in the Porsche Supercup in Hungary to consolidate third in the standings, he is now third in the Carrera Cup GB rankings too.

Charlie Eastwood and Dino Zamparelli knew they needed to capitalise on Cammish's absence at Snetterton, and the pair did exactly that.

Eastwood, second in the points heading in, claimed a double pole and put this to good use at the start of the opener as Zamparelli made a slow start and Eastwood quickly built a lead. Crucially, Zamparelli did not drop behind fast-starting JTR team-mate Lewis Plato. The safety car was then deployed with Graeme Mundy off at Wilson, giving Zamparelli the chance to recover.

But Eastwood again made a break on the restart and kept Zamparelli at arm's length to the flag, with Plato third.

It was the same story in the second contest as Eastwood got a good start, Zamparelli was challenged by Plato into Riches and Zamparelli clung on to second. But this time, Eastwood could not pull away.

Zamparelli remained glued to the rear of the Redline-run Porsche scholar's car and didn't let Eastwood escape. And that persistence paid off as he forced



Eastwood into a mistake with three laps remaining. "I locked the rear wheels going into Turn 2 and couldn't get it going again," explained Eastwood.

Zamparelli pounced to pass Eastwood and then pulled one second clear to take his first win since switching to the new JTR team for this year. "It was a long time coming, I have been quick and at Le Mans I had a chance to win," said Zamparelli. "We've been working really hard through the week and I had fastest lap in the first race. I pressured and pressured him and managed to get him to make a mistake. Now I can try to kick on from here and hopefully it starts a floodgate of wins."

Eastwood was disappointed not to grab a double win and fully take advantage of Cammish's absence. Further back, Plato's efforts cost him dear as he lost out to Tio Ellinas and Tom Oliphant at Wilson, with ex-single-seater racer Ellinas going

Zamparelli took his first win since switching to JTR

on to take his maiden podium.

Things then got worse for Plato as he was punted off by Cammish's one-off replacement Scott Malvern, with the resulting spin dropping him to ninth.

Cammish is now 15 points behind Eastwood. To achieve the most important third – the completion of a hat-trick of Carrera Cup GB crowns – he has a real fight on his hands.

STEPHEN LICKORISH

RESULTS

RACE 1 (14 LAPS) 1 Charlie Eastwood; 2 Dino Zamparelli +0.993s; 3 Lewis Plato; 4 Tio Ellinas; 5 Euan McKay; 6 Tom Oliphant. **Fastest lap** Zamparelli 1m52.225s (95.23mph). **Pole** Eastwood. **Starters** 19.
RACE 2 (14 LAPS) 1 Zamparelli; 2 Eastwood +1.025s; 3 Ellinas; 4 Oliphant; 5 Scott Malvern; 6 McKay.
FL Ellinas 1m52.901s (94.66mph). **P** Eastwood. **S** 19.
POINTS 1 Eastwood 147; 2 Zamparelli 134; 3 Dan Cammish 132; 4 Oliphant 113; 5 McKay 97; 6 Plato 87.

GINETTA GT4 SUPERCUP JULY 29-30

Pointon stretches legs at summit

DECLAN JONES AND CARL Boardley secured their first wins of the season at Snetterton, as Callum Pointon extended his advantage at the top of the championship.

Pointon started the weekend comfortably enough with a measured drive to victory in race one.

Polesitter Jack Mitchell couldn't hold off Ben Green and Pointon at the start. Green and Pointon went side by side for much of the opening lap, and that duel eventually settled in favour of the championship leader.

Another quick start for Pointon in race two had echoes of the opener, but running as the first race of Sunday on the damp Snetterton asphalt following

overnight downpours made it a treacherous challenge.

A wide moment into the slippery Riches corner allowed Jones, who found grip others couldn't muster, into the lead.

"I started fifth and I was very chuffed that I just read the track very well, seeing where the wet stuff was," he explained. "I just judged it well – my set-up wasn't any different to my team-mate's set-up; I just adopted wet lines in some places."

Boardley started from pole for race three, and managed the restart masterfully from the early safety car to stand on the top step of the podium for the first time this season – his first win since Brands Hatch last year.

JASON NOBLE



Declan Jones took his maiden win on a slick Snetterton surface

RESULTS

RACE 1 (7 LAPS) 1 Callum Pointon; 2 Jack Mitchell +0.831s; 3 Ben Green; 4 Reece Somerfield; 5 Declan Jones; 6 Carl Boardley. **FL** Pointon 1m56.427s (91.80mph). **P** Mitchell. **S** 18.
RACE 2 (12 LAPS) 1 Jones; 2 Pointon +2.204s; 3 Green; 4 Mitchell; 5 Boardley; 6 Tom Hibbert. **FL** Green 1m56.834s (91.48mph). **P** Pointon. **S** 18.
RACE 3 (13 LAPS) 1 Boardley; 2 Pointon +0.536s; 3 Hibbert; 4 Mitchell; 5 Green; 6 Charles Ladell. **FL** Hibbert 1m57.015s (91.33mph). **P** Boardley. **S** 18.
POINTS 1 Pointon 381; 2 Green 286; 3 Hibbert 271; 4 George Gamble 268; 5 Jones 243; 6 Ladell 222.

Piastri cuts down Caroline lead

AFTER OULTON PARK THIS YEAR, Jamie Caroline's points lead was a gargantuan 90.5. But in the space of two meetings that has now halved to 46.5.

Snetterton certainly proved to be a happy hunting ground for Caroline's closest challenger Oscar Piastri. The Arden Aussie took two wins and a solid seventh in the reversed-grid race to prove that the title fight is far from over.

Piastri was unstoppable in the opener, pulling away from the squabbling Ayrton Simmons, Linus Lundqvist and Logan Sargeant for an insurmountable lead.

In race three, there was no battling to slow Piastri's challengers and he had Sargeant right on his tail mid-race.

Lap after lap the Carlin driver attempted to wrestle the lead at Riches, but each time Piastri was able to place his machine perfectly to deny Sargeant.

"He was really strong in the last sector and had a fair few attacks," explained Piastri. "Two wins and I got a decent result in the reversed-grid race so I was able to close the gap to Jamie."



Bushell brushes off challengers

THERE REALLY DOES SEEM TO BE NO stopping Mike Bushell at the moment. The 2014 champion has won five of the past six races and his points advantage is now up to 98.

Bushell led from pole in the Snetterton opener and was soon in control. An electric start from Daniel Rowbottom catapulted him from ninth to second and he was closing on Bushell before Lee Pattison reclaimed the place.

Bushell was then set to start race two from the second row. But just to prove how things are going in his favour currently, poleman James Dorlin was penalised for shoving Jack McCarthy off, putting Bushell back up to second.

Next, he beat Max Coates off the line to take the lead again, but this time his victory was much narrower. After

An uncompetitive car in qualifying and the lack of overtaking at Snetterton meant that Caroline had another mixed weekend. He could only place eighth and seventh in races one and three respectively.

But he did return to the top in the reversed-grid second race, after jumping poleman Manuel Sulaiman at the start.

STEPHEN LICKORISH

RESULTS

RACE 1 (11 LAPS) 1 Oscar Piastri; 2 Ayrton Simmons +4.230s; 3 Linus Lundqvist; 4 Logan Sargeant; 5 Alex Quinn; 6 Oliver York. **Class winner** Olli Caldwell.

FL Piastri 1m51.997s (95.43mph). **P** Piastri. **S** 18.

RACE 2 (10 LAPS) 1 Jamie Caroline; 2 York +1.056s; 3 Quinn; 4 Sargeant; 5 Lundqvist; 6 Simmons.

CW Caldwell. **FL** Caroline 1m52.575s (94.94mph).

P Manuel Sulaiman. **S** 18. **RACE 3 (11 LAPS) 1 Piastri;** 2 Sargeant +0.198s; 3 Lundqvist; 4 Simmons; 5 Quinn; 6 Hampus Ericsson. **CW** Ericsson. **FL** Lundqvist 1m52.949s (94.62mph). **P** Piastri. **S** 18.

POINTS 1 Caroline 273; 2 Piastri 226.5; 3 Lundqvist 192.5; 4 Sargeant 176; 5 Quinn 174; 6 York 124.5.

Harper and Wood deny Jewiss joy

TWO POLE POSITIONS, TWO PODIUMS and a fifth-place finish – Snetterton was the weekend that got away from star rookie Kiern Jewiss in Ginetta Juniors as he fought tooth and nail for his first outright win.

While Jewiss narrowly missed out on that elusive winner's trophy, it was Daniel Harper and Tom Wood who stole the honours.

Harper and Jewiss were the pair duelling for race one, a dice that was settled in favour of Harper after Jewiss was given a 'love tap' by his Douglas Motorsport team-mate to leave him struggling on the kerbs; he still crossed the line second, just 0.083s behind.

In race two, Jewiss and Tom Gamble made superb starts (Jewiss from pole, Gamble from fourth) before a brave move by Gamble at the outside of Brundle allowed him to sneak into the lead.

A wide moment for Gamble on the exit of Agostini allowed Jewiss back into the lead. But as Jewiss and Gamble battled into Coram, contact between the pair spun them both off, allowing third-placed Harry Dyson through.

Dyson looked set for his second win of the season before 15 seconds of time penalties for track limits dropped him to sixth, giving a surprised Harper his second victory of the weekend. "I didn't realise I'd won until I came into the pits!" said Harper.

Jewiss bounced back to scythe past Adam Smalley and lead race three with a well-executed cutback from the outside to the apex at Riches, but, despite leading for the majority, he couldn't hold on for victory.

On the final lap an impressive Wood made passes on Gamble at Agostini then Jewiss at Bomb Hole to win by just 0.07s.

JASON NOBLE

RESULTS

RACE 1 (7 LAPS) 1 Daniel Harper; 2 Kiern Jewiss +0.083s; 3 Tom Wood; 4 Adam Smalley; 5 Tom Gamble; 6 Harry King.

FL Smalley 2m20.960s (75.82mph). **P** Jewiss. **S** 18.

RACE 2 (9 LAPS) 1 Harper; 2 Smalley +6.715s; 3 Seb Priaulx; 4 Connor Grady; 5 Jewiss; 6 Harry Dyson. **FL** Wood 2m20.257s (76.20mph). **P** Jewiss. **S** 18. **RACE 3 (9 LAPS) 1 Wood;**

2 Jewiss +0.076s; 3 Gamble; 4 Smalley; 5 Harper; 6 King.

FL Priaulx 2m20.415s (76.11mph). **P** Harper. **S** 18.

POINTS 1 Priaulx 377; 2 Gamble 366; 3 Jewiss 329;

4 Harper 324; 5 Wood 320; 6 King 245.





CADWELL PARK
750MC JULY 29-30

Harridge ends victory drought

JAMES HARRIDGE HAS HAD A luckless season in the Formula Vee Championship since winning the opening round, but a clean sweep in the category's 50th anniversary Festival helped make amends.

Drivers were sent back to the paddock in Sunday's final due to a thunderstorm after 20 minutes spent sitting on the grid. At the second attempt, front-row starter Craig Pollard (GAC) was pushed off the grid because of leaking oil, although he insisted that only water was falling onto the track. And points leader Ben Miloudi's borrowed Sheane – his regular Storm preserved for the championship – failed to fire up.

When the race got underway, Harridge soon eased clear in his Maverick, as he had done in both heats. He didn't push the engine hard on Saturday, knowing that a hat-trick of finishes would be almost as much of an achievement as a festival win.

Specialist in the wet James Clennell (AHS Challenger) took second after a brilliant fight with Tim Crighton, who came through from row four in his venerable Scarab. Irish visitor Stephen Morrin (Leystone) took fourth ahead of Maurice Gloster (GAC). Peter Belsey (Spyder), who missed qualifying due to a snapped rocker shaft, claimed sixth after winning the morning repechage. Danny Hands, winner of Saturday's opening heat, suffered engine failure in the final.

The rivalry between the 750 Formula championship contenders reached a new

level, with long-time leader Robin Gearing sitting out Sunday's race following an explosive opening contest. Bill Cowley (Cowley MkIV) eventually took Saturday's win after a mistake by Gearing, but an earlier clash at the hairpin, when Cowley hit the Darvi from behind, was the key flashpoint. Cowley was untroubled in race two, while Bob Simpson, in his 49th season, made a great move on Mark Glover at Mansfield to grab second.

The Cadwell Park double-header could not have gone better for Pip Hammond, as he cruised to a brace of victories in his Vauxhall Nova. Lee Scott took control of the championship with two second places, as rival Matt Rozier was sidelined by a qualifying blow-up. Pete Morgan impressed with his charge from row five to third in the wet second race.

Ben Rushworth was victorious in the

After a tricky season so far, James Harridge won the Formula Vee festival final

opening Hot Hatch encounter that was twice red-flagged: first for barrier damage at Gooseneck, then for a heavy crash between Alistair Camp and Will Hunt at Coppice. The result was taken at two laps, with Honda Integra driver Rushworth ahead of Andy Waters and Camp. Neal Martin steered his Honda Civic to the race-two win, passing a car at Mansfield on each of the first three laps and finishing 11 seconds clear of Rushworth, who dived with Waters.

Champion in 2015, James Bark returned to the Clio 182 fold for the first time this season. Showing no signs of rustiness, he took the lead from Charlie Turner at Park late in the race, going on to defeat his old rival Patrick Fletcher by 2s, with Don de Graaff third. Turner fell to seventh with alternator issues. The second race was abandoned after a lap-one crash



The Clios kept close until a race-two crash

Pip Hammond took his brace comfortably



caused damage to the barriers.

In the first Historic 750 Formula race, Christian Pedersen stormed to victory from pole in his supercharged Austin 7. Ben Myall and Lyndon Thruston disputed second intensely until the former retired on the last lap. Al Frayling-Cork's Austin 7 bravely led the Handicap contest until the end, when Paul Mason charged ahead for his second win of the year.

Alistair Bray took a commanding double in the MX-5 Cup. In the opener Paul Bateman was second on the road but Ben Hancy – on the podium for the first time – benefited from his track limits penalty. Championship leader Ben Short flew in from the Silverstone Classic for race two, starting from the back, but could only get within 7s of Bray.

Carl Shield took a brace in the M3 Cup, as dominant points leader Adam Shepherd had a roll-bar link fail in qualifying. He was black-flagged with a flailing bumper in the first race, but bounced back to take second in race two.

Shaun Traynor extended his MR2 winning streak to four with two comfortable victories over Ben Rowe. Steve Hewson made his Roadsports pitstop at the earliest possible moment during a safety car period, his Peugeot 106 stealing a march on the BMW M3 hordes headed by Lucky Khera.

In the Armed Forces Enduro, Darren Berris (Westfield V8) lapped the field by lap 13.

IAN SOWMAN AND LEWIS DUNCAN

A stormy Sunday did little to deter drivers and marshals alike

RESULTS

FORMULA VEE 50TH ANNIVERSARY FESTIVAL –

HEAT 1 (6 LAPS) 1 Daniel Hands

(GAC); 2 Ben Miloudi (Sheane) +2.80s; 3 James Clennell (AHS Challenger); 4 Paul Taylor (GAC); 5 Jimmy Furlong (Sheane); 6 Maurice Gloster (GAC). **Fastest lap** Hands 1m39.99s (78.74mph). **Pole** Taylor. **Starters** 23.

HEAT 2 (8 LAPS) 1 James

Harridge (Maverick); 2 Clennell +15.33s; 3 Craig Pollard (GAC); 4 Stephen Morrin (Leastone); 5 Miloudi; 6 Tim Crighton (Scarab). **FL** Harridge 1m38.97s (79.55mph). **P** Clennell. **S** 22.

HEAT 3 (8 LAPS)

1 Harridge; 2 Pollard +8.31s; 3 Adam Macaulay (Sheane); 4 Peter Belsey (Spyder Mk2); 5 Hands; 6 T Crighton. **FL** Harridge 1m41.11s (77.7mph). **P** Harridge. **S** 23.

REPECHAGE (9 LAPS) 1 Belsey;

2 Macaulay +3.24s; 3 Taylor; 4 Steve Ough (AHS Dominator); 5 Ross Price (Leastone); 6 Andrew Crighton (Scarab Mk2). **FL** Taylor 1m40.22s (78.56mph). **P** A Crighton. **S** 21.

FINAL (6 LAPS) 1 Harridge;

2 Clennell +9.36s; 3 T Crighton; 4 Morrin; 5 Gloster; 6 Belsey. **FL** Clennell 1m44.95s. **P** Harridge. **S** 24.

750 FORMULA (BOTH 9 LAPS)

1 Bill Cowley (Cowley MkIV); 2 Robin Gearing (Darvi P88) +15.36s; 3 Mark Glover (Racekits Falcon); 4 Bob Simpson (SS/F); 5 Chris Gough (CGR2 Evo); 6 Max Sheppard (Sheppard MS750). **CW** Richard Rothery (PRS 1b). **FL** Cowley 1m35.93s (82.07mph). **P** Gearing. **S** 19. **RACE 2** 1 Cowley; 2 Simpson +3.65s; 3 Glover; 4 Gough; 5 Ian Barley (Racekits Falcon); 6 Rothery. **CW** Rothery. **FL** Cowley 1m37.87s (80.45mph). **P** Cowley. **S** 17.

CLASSIC STOCK HATCH (9 LAPS) 1 Pip Hammond

(Vauxhall Nova GTE); 2 Lee Scott (Ford Fiesta XR2i) +2.94s; 3 Andrew Thorpe (Citroen AX GTi); 4 Edward Cooper (Vauxhall Nova GSi); 5 Andy Philpotts (Ford Fiesta XR2i); 6 Matthew

Stubington (Peugeot 205 GTi).

FL Hammond 1m47.47s (73.26mph). **P** Hammond. **S** 23.

RACE 2 (5 LAPS) 1 Hammond;

2 Scott +8.48s; 3 Pete Morgan (Ford Fiesta XR2); 4 Stubington; 5 Ben Leach (Ford Fiesta XR2i); 6 Philpotts. **FL** Hammond 1m59.75s (65.75mph). **P** Hammond. **S** 22.

HOT HATCH (2 LAPS) 1 Ben

Rushworth (Honda Integra); 2 Andy Waters (BMW Compact) +5.15s; 3 Alistair Camp (Ford Fiesta ST); 4 Neal Martin (Honda Civic); 5 Matty Taylor (BMW Compact); 6 Martin Ward (Renault Clio Cup). **CW** Philip Wright (Renault Clio Cup); Paul Jarvis (Citroen Saxo).

FL Rushworth 1m40.66s (78.22mph). **P** Martin. **S** 21.

RACE 2 (6 LAPS) 1 Martin;

2 Rushworth +11.00s; 3 Waters; 4 Taylor; 5 Ward; 6 Wright. **CW** Wright; Jarvis. **FL** Martin 1m39.74s (78.94mph). **P** Rushworth. **S** 17.

CLIO 182 (8 LAPS) 1 James

Bark; 2 Patrick Fletcher +2.48s; 3 Don de Graaff; 4 Arron Sharp; 5 Ryan Gillespie; 6 Scott Sharp. **FL** Fletcher 1m44.28s (75.50mph). **P** Turner. **S** 23.

HISTORIC 750 FORMULA SCRATCH RACE (8 LAPS)

1 Christian Pedersen (Austin 7); 2 Lyndon Thruston (Historic 750 DNC) +13.26s; 3 John Davies (Rapid Mk1); 4 Martin Depper (Centaur Mk14); 5 Trefor Slatter (Centaur Mk11); 6 Greg Swan (Centaur Mk22). **CW** Ian Grant (Austin 7). **FL** Pedersen 1m53.21s (69.55mph). **P** Pedersen. **S** 17.

HANDICAP RACE (7 LAPS)

1 Paul Mason (Time 3B); 2 Slatter +3.10s; 3 Swan; 4 Nigel Howard (HCS Mk2); 5 Depper; 6 Al Frayling-Cork (Austin 7). **CW** Frayling-Cork. **FL** Ben Myall (Gerrel Mk1) 1m54.24s (68.92mph). **P** Paul Lawrence (Demon 72). **S** 12.

MX-5 CUP (10 LAPS) 1 Alistair

Bray; 2 Ben Hancy +7.54s; 3 Paul Bateman; 4 Marcus

Bailey; 5 Sebastian Fisher;

6 Matthew Short. **FL** Bray 1m47.31s (73.37mph). **P** Fisher. **S** 13.

RACE 2 (8 LAPS) 1 Bray;

2 Ben Short +6.91s; 3 Fisher; 4 Hancy; 5 Bailey; 6 Ian Tomlinson. **FL** Bray 1m46.91s (73.64mph). **P** Bray. **S** 14.

M3 CUP (12 LAPS) 1 Carl

Shield; 2 Simon Walker-Hansell +9.37s; 3 David Whitmore; 4 Paul Cook; 5 Sam Carrington-Yates; 6 Luke Sedzikowski. **FL** Shield 1m38.09s (80.27mph). **P** Shield. **S** 16.

RACE 2 (7 LAPS) 1 Shield;

2 Adam Shepherd +2.13s; 3 Walker-Hansell; 4 Carrington-Yates; 5 Whitmore; 6 Sedzikowski. **FL** Shield 1m38.26s (80.13mph). **P** Shield. **S** 16.

MR2 (6 LAPS) 1 Shaun Traynor;

2 Ben Rowe +2.84s; 3 Lewis Ward; 4 Paul Cook; 5 Tim Heron; 6 Will Gallacher. **CW** Gallacher; David Hemingway. **FL** Traynor 1m44.36s (75.44mph). **P** Traynor. **S** 28.

RACE 2 (8 LAPS)

1 Traynor; 2 Rowe +10.53s; 3 Cook; 4 Ward; 5 Chris Thomas; 6 Heron. **CW** Gallacher; Hemingway. **FL** Traynor 1m44.17s (75.58mph). **P** Traynor. **S** 28.

ROADSPORTS ENDURANCE SERIES (22 LAPS) 1 Steve

Hewson (Peugeot 106 GTi); 2 Lakhvinder Khera (BMW M3) +8.22s; 3 Andy Marston/Brett Evans (BMW M3); 4 Nick Williamson (BMW M3); 5 Matthew Weymouth (BMW M3); 6 Paul Cook/Wayne Lewis (BMW M3).

CW Khera; Rodren Vella/Bernard Galea (Honda Civic); Adam Chafer (Peugeot 206 GTi). **FL** Khera 1m37.03s (81.14mph). **P** Marston/Evans. **S** 27.

ARMED FORCES RACE CHALLENGE (25 LAPS)

1 Darren Berris (Westfield V8); 2 Darren Smee (Honda Integra) –1 lap; 3 Ed McKean (BMW 325i); 4 Ed Fuller (Tiger Super 6); 5 Ian Fletcher; 6 Darren Howe (VW Golf). **CW** Smee; McKean. **FL** Berris 1m39.30s (79.29mph). **P** Berris. **S** 26.



Formula Vee boasted a bumper grid

ALL PICS: WALKER



Grimes and Mowlem take control

FF CORSE DUO JOHNNY MOWLEM and Bonamy Grimes took the points lead in the Britcar Endurance Championship at Brands Hatch, a call to stay on rain tyres in the second two-hour race helping to secure a brace of victories for the pair.

Mowlem used a late safety-car period to cruise past leader David Mason's Ferrari 458 GT3 and win the opening encounter. Then, in race two, he instructed Grimes to keep the Ferrari 458 Challenge – equipped with wets on a drying surface – out on the circuit.

The significance of a double victory, on a day when championship rival Witt Gamski struggled to keep up in his Ferrari 458 GTE, wasn't lost on Mowlem.

"We were about to pit for slicks and it rained so I told him to stay out. We got lucky there, but I'm delighted with another win," said Mowlem.

The task for Mason and Calum Lockie in race one was made harder by a 150-second success pitstop, and it was made tougher by the inopportune safety car, caused by Kristian Prosser beaching his BMW M3 at Paddock. Mason was easy pickings by the more powerful machinery in the closing stages, and a hapless half-spin exiting Clearways cost him a podium. Up to second came the Ginetta G50 of Darron Lewis and Tom Knight, with Mark and Phil Cunningham third in their Porsche 997, and Gamski and Joe Macari taking fourth.

The opening half of race two produced a tight battle between Gamski/Macari and Grimes/Mowlem. When the rain intensified, the GTE was switched to wet tyres, but as it eased Macari had to pit

again, giving Grimes and Mowlem victory. A time infringement later forced a third stop, which dropped Macari further back to third, giving second place to Lewis and Knight. Lockie dominated the sprint 'race within a race' that was flagged off after 50 minutes of the two hours.

Alyn James and Martin Byford made it two wins out of two in Class 4 with their Honda Civic.

Once again, the Classic Touring Car Championship was split into four double-headers, with the Thunder/VTEC category producing the best action.

Dale Gent's path to victory in the first race was made easier as fellow front-row qualifier Garrie Whittaker failed to start. A safety-car interruption for Tony Palmer's stranded Ford Escort at Graham Hill Bend contracted the field, but Gent kept his Subaru Impreza ahead

to beat Dave Cockell's Escort by 1.3s.

Gent held his nerve with a wheelbearing failure on the last lap to double up in the second encounter, with Cockell beating the SEAT of Ilsa Cox for second place.

Dan Roberts-Jefferson was denied a comfortable double Classic VW victory by a power-steering failure in the second race. Ken Lark took the win after trailing Roberts-Jefferson home in race one. Pre-'05 honours went to Chris Bright, while Daniel Turner and Alan Palmer won in the 4Two Cup.

Jim McLoughlin won race one in the Pre-'83 Group 1 Touring Cars category, but his Ford Capri suffered from overheating later on to prevent a double. Race-one runner-up Mark Cholerton took the win in his Escort, with Alan Greenhalgh (Ford Falcon) and Paul Inch

Ross fended off Birley for a Tin Top win





Changing conditions kept the field on its toes at Brands

(Mini) taking Pre-'66 honours.

Craig Jamieson prevailed in an entertaining cross-class lead battle with Karl Cattliff (Pre-'93) to take his Ford Sierra RS to victory in both Blue Oval races. Jamieson narrowly won the first race, but the second win was closer with a margin of just 0.089s to Cattliff's BMW M3. The Honda Civic of Alexander Owen took a pair of Pre-'03 class wins.

Mick Storey claimed his first Classic 2CV victory in 22 years of trying in the first race of the day. A thrilling five-way battle for second culminated in Nick Crispin grabbing the runner-up spot from Matthew Hollis on the line.

Luca Proietti made an assertive move on leader Nick Crispin two laps from the end of an epic second race to take victory. Hollis went one better to secure second with a double overtake on Crispin and Alec Graham at Clearways.

James Ross (Vauxhall Astra) produced a stoic defensive drive to beat Rod Birley in the first of two Tin Top races. Poleman Birley recovered from a poor start in his Honda Integra to finish just 1.2s behind Ross. Birley defeated Ross in race two, but the pair were no match for Chris Whiteman, who won in his Honda Civic.

Birley (Ford Escort WRC) backed up a win in the opening Modified Saloons race with victory in a red-flagged second encounter, beating Malcolm Wise (Escort) and Andy Banham (Subaru) respectively. Malcolm Blackman took both Intermarque wins in his Vauxhall Tigra.

STEPHEN BRUNSDON

[→ P93 FULL RESULTS](#)



'Amnesiac' Davidson grabs double

NO MATTER WHAT'S THROWN IN Graham Davidson's direction, the current GT Cup championship leader can't help but extend his advantage at the top of the table – he took wins in both races at Oulton Park.

After a dramatic crash that knocked the Scottish driver out during testing at Donington earlier this month, his McLaren MP4 had undergone a full rebuild, with Davidson deeming this weekend as a chance to "rebuild confidence in what is pretty much a new car".

He sat comfortably in third for much of the first race, then passed the Lamborghini Huracan of Jake Rattenbury, the GTC-class driver admitting that he didn't have the race pace to keep up with the frontrunners. This left only the Mosler of Gareth Downing up the road and, with only a handful of corners left, it ground to a halt with an electrical issue affecting oil pressure, gifting Davidson victory.

With new wiring fitted for the pit race, the Mosler lined up on pole ahead of Davidson, but only managed a handful of laps before a gearbox issue slowed Downing dramatically for much of the race before he retired two laps from the finish.

The 2017 championship now became Davidson's to lose, even with 30 success seconds added to his pit time. That looked irrelevant until he was given an additional stop-go penalty for a short pitstop. "I hit the limiter a bit too late, but I thought it didn't make too much difference," he said.

Stalling on the pit entry only added to the time of his penalty, and on exiting he was a second behind the Aston Martin of Matt Manderson. Davidson took the lead with less than two minutes remaining. "Not a bad weekend for someone suffering from amnesia and broken fingers," he said.

A clean sweep for Jeremy Timms may have looked straightforward, but it was an uphill battle from the start in the Monoposto races for bike-engine, Formula Ford and Van Diemen classes.

Timms hit the barriers on his first lap of qualifying, with his Dallara F301 sustaining suspension and rear-wing damage. This didn't stop him taking wins eight and nine of the season – even in race two, where he started from the rear.

Ben Cater claimed his second win of the year from the Monoposto grid formed up of the 2-litre cars, while Ashley Dibden's Dallara was hit with an electrical issue that blew four cylinders. The star of the day was race-two winner Chris Hodgen who, having blown his engine in Friday testing, had to borrow a friend's Dallara, which his team worked on through the night to get ready. "It's a great way to thank them. I've been getting used to the car, so I'm happy with how it's turned out," said Hodgen after edging Cater for victory.

There was a win apiece in the Lotus Cup (sharing the grid with the Elise Trophy) for David McNulty and Simon Atkinson, but Atkinson wished the chequered flag had come a lap earlier in race one, after McNulty passed him with only metres to spare.

In the SsangYong Challenge, 2016 BMW Compact Cup champion James Gornall finally added his name to the list of winners with two convincing victories.

DOM D'ANGELILLO

[→ P93 FULL RESULTS](#)





DEMPSTER

KIRKISTOWN
500MRCI JULY 29-30

Murray triumphs in gripping battle

THE RIVALRY BETWEEN KEVIN O'Hara and Niall Murray for Northern Ireland FF1600 honours has been building over the past few months, and the pair went into last weekend's Kirkistown event separated by just 16 points, with Murray ahead.

In the opening laps of the first race poleman O'Hara was ahead and in determined form, with Murray trying all sorts of moves to dislodge him. He succeeded into the hairpin on lap three, but O'Hara was back in front a lap later.

Then the safety car came out. The cause was a tangle between Andy O'Brien – who had been making up ground after being tapped into a spin at the first corner – and a wandering backmarker. Fortunes were changed when the safety car came in, and this time it was Murray who had the advantage while O'Hara was under attack from hard-charging David

McCullough. For the rest of the race this trio stayed together, the outcome remaining in doubt until the last few metres, as Murray took victory by just 0.125 seconds over O'Hara. McCullough finished third, with only 0.331s between him and first place.

The second race promised more of the same, and delivered it too, with O'Hara pulling out a slight advantage in the early stages. But Lady Luck was not smiling on the County Kildare man and two laps before the finish his red Van Diemen coasted to a halt with malfunctioning electrics, handing Murray his second win of the day, and a much more secure championship lead. Behind, McCullough got the better of James Roe and Alan Davidson after a determined scrap. They were finally covered by 0.7s.

Elsewhere in a packed programme, Andy Southcott followed up his Croft

O'Hara couldn't prevent a Murray brace but it was a determined bout

successes of the previous week in his special MG Midget with a brace of wins in the Saloon/GT races. His son Chris Southcott was less successful, retiring his similar car due to overheating problems. Among the saloons, Andrew Armstrong in his BMW M3 was top scorer from newcomer Stephen Potter (Honda Integra).

Consecutive wins were also scored by Jonny Forsythe, who dominated a sparse field of Fiestas ahead of Mark Stewart and Ricky Hull. Jim Larkham did the same in his Radical Roadsports and the Mondello-based Stryker-class races. John Benson, in his Crossle 37S, took the runner-up spot in the dry first race ahead of Paul Thompson's sprightly one-litre Stryker-Honda. Alan Auerbach topped the Stryker ranks in sixth overall ahead of Greg Kelly and Paul Yeomans. It all changed when the rains came in time for the second race and, while Larkham tiptoed round to take his second victory, it was Auerbach who followed him over the line, with John McCandless taking third in his Crossle 47S. Bill Griffin and Des Bruton took the podium places among the Strykers in fourth and fifth places, with Bruton setting fastest lap overall.

Ginetta Junior honours were shared by Cameron Fenton and Patrick Dempsey, while Chris Grimes placed third in both.

Paul O'Brien won two of the three highly entertaining Legends races, with Niki Meredith taking the third, very wet, encounter.

RICHARD YOUNG



DEMPSTER

Andy Southcott swept the Saloon/GT races

RESULTS

FF1600 (14 LAPS) 1 Niall Murray (Van Diemen LA10); 2 Kevin O'Hara (Van Diemen RF01) +0.125s; 3 David McCullough (Van Diemen RF01); 4 Jordan Dempsey (Van Diemen RF00); 5 Alan Davidson (Mondiale M89S); 6 James Roe (Van Diemen RF99). **Fastest lap** Murray 1m01.467s (88.55mph) **Pole** O'Hara. **Starters** 18. **RACE 2 (16 LAPS) 1 Murray;** 2 McCullough +3.201s; 3 Roe; 4 Davidson; 5 Dempsey; 6 Andy O'Brien (Van Diemen RF00). **FL** O'Hara 1m01.370s (88.69mph). **P** O'Hara. **S** 18.

SALOON/GT (BOTH 13 LAPS) 1 Andy Southcott (MG Midget); 2 Andrew Armstrong (BMW M3) 25.878s; 3 Stephen Potter (Honda Integra); 4 Martin Duffy (BMW M3); 5 Ciaran Denvir (Honda Civic); 6 Stephen Traub (Honda Integra). **Class winners** Armstrong; Francis Allen (BMW 330i). **FL** Chris Southcott (MG Midget) 59.276s (91.83mph). **P** A Southcott. **S** 12.

RACE 2 1 A Southcott; 2 Armstrong +41.087s; 3 Potter; 4 Traub; 5 Denvir; 6 Allen. **CW** Armstrong; Allen. **FL** A Southcott 59.412s (91.62mph). **P** A Southcott. **S** 10.

FIESTA ZETEC (10 LAPS) 1 Jonny Forsythe; 2 Mark Stewart +2.325s; 3 Ricky Hull; 4 Desi McGlade; 5 Daniel Conlon; no other finishers. **FL** Forsythe 1m17.713s (70.04mph). **P** Forsythe. **S** 6.

RACE 2 (11 LAPS) 1 Forsythe; 2 Stewart +1.165s; 3 Hull; 4 McGlade; 5 Craig Brown; 6 Conlon. **FL** Stewart 1m17.911s (69.86mph). **P** Forsythe. **S** 6.

ROADSPORTS/STYRKERS (13 LAPS) 1 Jim Larkham (Radical PR06); 2 John Benson (Crossle 37S) +16.021s; 3 Paul Thompson (Stryker-Honda); 4 John McCandless (Crossle 47S); 5 Maurice McClay (Westfield GM); 6 Alan Auerbach (Stryker Ford). **CW** Thompson; McClay; Auerbach. **FL** Larkham 1m01.807s (88.07mph). **P** Larkham. **S** 20.

RACE 2 (8 LAPS) 1 Larkham; 2 Auerbach +9.710s; 3 McCandless; 4 Bill Griffin (Stryker Ford); 5 Des Bruton (Stryker Ford); 6 Conal Shipman (Stryker Ford). **CW** McClay; Auerbach. **FL** Bruton 1m14.717s (72.85mph). **P** Larkham. **S** 18.

GINETTA JUNIOR (BOTH 11 LAPS) 1 Cameron Fenton; 2 Patrick Dempsey +8.581s; 3 Christopher Grimes; 4 Robbie Parks; 5 Megan Campbell; no other finishers. **FL** Dempsey 1m11.673s (75.94mph). **P** Dempsey. **S** 6. **RACE 2 1 Dempsey;** 2 Fenton +1.601s; 3 Grimes; 4 Parks; 5 Campbell; no other starters. **FL** Dempsey 1m12.392s (75.19mph). **P** Dempsey. **S** 5.

LEGENDS (ALL 7 LAPS) 1 Paul O'Brien; 2 Ian Conroy +0.426s; 3 Niki Meredith; 4 Jonathan Taylor; 5 Ivor Greenwood; 6 Richard Kearney. **FL** Conroy 1m07.486s (80.65mph). **P** O'Brien. **S** 7. **RACE 2 1 O'Brien;** 2 Meredith +0.306s; 3 Conroy; 4 Greenwood; 5 Kearney; 6 Gordon Brown. **FL** O'Brien 1m07.836s (80.24mph). **P** Meredith. **S** 7. **RACE 3 1 Meredith;** 2 Conroy +0.215s; 3 O'Brien; 4 Brown; 5 Taylor; no other starters. **FL** Meredith 1m15.181s (72.40mph). **P** Brown. **S** 6.

Larkham cruised to a pair of wins



DEMPSEY



Spedding won then crashed, but is still happy

WISCOMBE PARK
BRITISH HILLCLIMB JULY 29-30

STURMAN

Storming Spedding's three on the trot

RICHARD SPEDDING MADE IT THREE victories in succession, but crashed out in the final encounter, while Wallace Menzies finally got a win on the slate for his stunning Gould GR50M. Meanwhile, series leader Trevor Willis continued his quest for a second title by finishing second and third.

"I waited so long for that first win, now three have turned up I'm going to need a bigger bus stop," said Spedding, who scored a double last time out in Jersey. "The paddle-shift glitched [in the second race] and I lost engine braking, but fortunately the damage appears superficial."

Menzies expressed more relief than joy, saying: "That's been over half the season coming and it's not for the want of effort from my crew as all I need to do is drive the car. It's taken some acclimatising, but let's build from this."

Alex Summers again confounded the forecasts in his relatively low-powered Firestorm Vee Six, and his second place in the first encounter was richly deserved.

The Force-AER of Will Hall looked at its best (though it still sounds like a shooting gallery when under power) and the plain-speaking Black Country factory boss was satisfied with fifth place overall.

Jerseyman Jason Mourant performed well for a pair of fifths. He is running at Loton Park next weekend as extra practice before

the big four-run-off showdown weekend at Shelsley Walsh. That meeting celebrates 70 years of the British Championship, where the largest crowd of the season is expected.

Sean Gould ran the factory Gould alone at Wiscombe and just holds off Honiton local Ed Hollier by two points overall despite an off at Martini hairpin in round 22.

For the past two years the Gould of Paul Haines has been so frustratingly unreliable that he has often left early after Saturday practice. All looks much better now that the oil surge and accompanying pressure losses have been cured by a redesigned oil tank, and Haines was happy to be in the mix on a Sunday for once. Two run-off scores and a class win bode well for the Farnham flier from now on.

Exeter racer Kelvin Broad scored both times, and 1100 driver Darren Gumbley got to grips with a car that 1989 British Champion Ray Rowan drove at Curborough, calling it "excellent".

OMS driver Lee Griffiths qualified only for one run-off and may be considered fortunate to have inherited a point when Spedding and Gould failed, but he survived where the others didn't. Cornishman Terry Graves could not find the run-off pace in his mighty Gould-Cosworth HB, although he had qualified well up to that point.

EDDIE WALDER



Wallace Menzies finally chalked up a win

STURMAN

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RESULTS ROUND-UP

BRANDS HATCH BARC

BRITCAR ENDURANCE CHAMPIONSHIP (55 LAPS)

1 Bonamy Grimes/Johnny Mowlem (Ferrari 458 Challenge); 2 Darron Lewis/Tom Knight (Ginetta G55 GT4) +47.888s; 3 Mark Cunningham/Phil Cunningham (Porsche 997 Cup); 4 Witt Gamski/Joe Macari (Ferrari 458 GTE); 5 David Mason/Calum Lockie (Ferrari 458 GT3); 6 Simon Rudd/Tom Barley (Ginetta G55 GT4). **Class winners** Lewis/Knight; Gamski/Macari; Mason/Lockie; Edward Moore/Marmaduke Hall (Ginetta G50); Marcus Fothergill/David Benett (Porsche 997 Cup); Rob Hudson/Adriano Medeiros (BMW M3 E46); Richard Woods/Mark Wakefield (Ford Focus); Alyn James/Martin Byford (Honda Civic Type R). **Fastest lap** Lockie 46.662s (93.15mph).

Pole Mason/Lockie. **Starters** 19.

ENDURANCE RACE (124 LAPS)

1 Grimes/Mowlem; 2 Lewis/Knight -3 laps; 3 Gamski/Macari; 4 Cunningham/Cunningham; 5 Rudd/Barley; 6 James/Byford. **CW** Mason/Lockie; Lewis/Knight; Gamski/Macari; James/Byford; Hudson/Medeiros; Rob Baker (Smart Car). **FL** Gamski 49.960s (87.04mph). **P** Grimes/Mowlem. **S** 22.

SPRINT RACE (51 LAPS) 1 Mason/Lockie;

2 Sean Cooper (Porsche Cayman GT4) +33.037s; 3 Kristian Prosser/Simon Baker (BMW M3 E46); 4 Fothergill/Bennett; 5 R Baker; 6 Roland Hopkins/Matthew Sleigh (Volkswagen Golf). **CW** Cooper; Prosser/S Baker; R Baker. **FL** Moore 52.003s (82.62mph). **P** Grimes/Mowlem. **S** 8.

THUNDER SALOONS/HONDA VTEC (16 LAPS) 1 Dale Gent (Subaru Impreza);

2 Dave Cockell (Ford Escort Cosworth) +3.993s; 3 Ilsa Cox (SEAT Leon Cupra Cup); 4 Mike Hibbert (BMW E36); 5 Malcolm Wise (Ford Escort Cosworth); 6 Ian Craig (BMW E46 M3). **CW** Cox; Robert Burkinshaw (Honda Integra); Richard Askham (Jaguar XJR); Andrew Mizzi (Honda Integra Type R); William Casswell (Honda Civic); Peter

Dunmore (Honda Civic Type R). **FL** Gent 48.937s (88.86mph). **P** Gent. **S** 23. **RACE 2 (18 LAPS) 1 Gent;** 2 Cockell +8.639s; 3 Cox; 4 Hibbert; 5 Wise; 6 Craig. **CW** Cox; Burkinshaw; Steve Waterman (Toyota Starlet); Casswell; Mizzi; Bradley Kaylor (SEAT Leon); Dunmore. **FL** Gent 49.807s (87.30mph). **P** Gent. **S** 20.

SMART 4TWO/PRE-'05 TOURING CARS/CLASSIC VW (17 LAPS) 1 Dan Roberts-Jefferson (Golf Mk4);

2 Ken Lark (Corrado) +29.158s; 3 Robert Gilham (Golf); 4 Alistair Lindsay (Golf); 5 Steven Rowland (Beetle); 6 Stuart Kendal (Vento VR6). **CW** Lark; Lindsay; Rory Baptiste (Golf GTI 16v); Chris Bright (Renault Clio); Simon Arthrell (Golf GTI 16v); Mario Neophytou (Peugeot 106 GTI); Neil Bray (MG ZR). **FL** Roberts-Jefferson 53.862s (80.73mph). **P** Roberts-Jefferson. **S** 30. **RACE 2 (16 LAPS) 1 Lark;** 2 Gilham +18.178s; 3 Kendal; 4 Bradley Kaylor (SEAT Leon); 5 Rowland; 6 Nick Penfold (Golf GTI Mk1). **CW** Kendal; Baptiste; Bright; Neophytou; Bray. **FL** Roberts-Jefferson 54.524s (79.75mph). **P** Roberts-Jefferson. **S** 30.

PRE-'66/PRE-'83 TOURING CARS (BOTH 16 LAPS) 1 Jim McLoughlin (Ford Capri);

2 Mark Cholerton (Ford Escort) +3.290s; 3 Peter Winstone (Ford Escort Mk1); 4 Alan Greenhalgh (Ford Falcon); 5 Alan Wilshire (Ford Capri); 6 Gary Fletcher (Vauxhall Firenza). **CW** Cholerton; Greenhalgh; Paul Inch (Mini Cooper); Simon Jeffs (Alfa Romeo Alfasud Trofeo); William Jenkins (BMW 3.0 CSL); Tony Crates (Ford Lotus Cortina Mk2); Mark Taylor (Jaguar XJS); Samuel Goodwin (Ford Fiesta); Luc Wilson (Austin A40); Freddie Brown (Hillman Imp); Tim Dodwell (Volkswagen Scirocco). **FL** McLoughlin 56.860s (76.47mph). **P** McLoughlin. **S** 29. **RACE 2 1 Cholerton;** 2 Stephen Primett (Ford Escort Mk1) +3.167s; 3 Stuart Caie (Ford Escort Mk1); 4 Winstone; 5 Wilshire; 6 Mike Haynes (Ford Capri). **CW** Caie; Taylor; Crates; Inch; Goodwin; Wilson; Brown; Keith Wright (Morris Minor). **FL** Primett 56.551s (79.89mph). **P** McLoughlin. **S** 25.

PRE-'93/PRE-'03/BLUE OVAL SALOONS (9 LAPS) 1 Craig Jamieson (Ford Sierra RS Cosworth);

2 Karl Cattliff (BMW E36 M3) +0.452s; 3 David Hickton (BMW M3 E46); 4 Alexander Owen (Honda Civic Type R); 5 Luke Allen (Honda Civic Type R); 6 Mark Fowler (BMW M3 E46). **CW** Cattliff; Owen; Allen; Simon Ward (Vauxhall Astra GTE 16v); Alexander Tait (Ford Fiesta); Chris Brown (Ford Fiesta XR2); Rory Baptiste (Volkswagen Golf GTI); Ayrton Rogers (Citroen AX GT). **FL** Jamieson 53.700s (80.97mph). **P** Owen. **S** 30. **RACE 2 (17 LAPS) 1 Jamieson;** 2 Cattliff +0.089s; 3 Hickton; 4 Owen; 5 Ward; 6 Allen. **CW** Cattliff; Owen; Ward; Allen; Tait; Baptiste; Brian Long (Ford Fiesta). **FL** Jamieson 54.051s (80.45mph). **P** Jamieson. **S** 25.

CLASSIC 2CV CHAMPIONSHIP (15 LAPS) 1 Mick Storey;

2 Nick Crispin +0.109s; 3 Matthew Hollis; 4 Chris Yates; 5 Alec Graham; 6 Tom Burgess. **FL** Burgess 1m08.637s (63.35mph). **P** Storey. **S** 18. **RACE 2 (17 LAPS) 1 Luca Proietti;** 2 Hollis +0.225s; 3 Crispin; 4 Katy Storey; 5 Graham; 6 Ainslie Bousfield. **FL** Graham 1m08.637s (63.35mph). **P** Bousfield. **S** 17. **TIN TOPS (14 LAPS) 1 James Ross (Vauxhall Astra VXR);** 2 Rod Birley (Honda Integra) +1.176s; 3 Chris Whiteman (Honda Civic); 4 Daniel Fisher (Honda Civic Type R); 5 Jaime Vanns (Renault Clio); 6 Gary Barlow (Honda Integra Type R). **CW** Birley; Mikey Day (Citroen Saxo); Gideon September (Ford Puma). **FL** Ross 54.832s (79.30mph). **P** Birley. **S** 28. **RACE 2 (17 LAPS) 1 Whiteman;** 2 Birley +1.689s; 3 Ross; 4 Fisher; 5 Graham Richardson (Honda Civic Type R); 6 Vanns. **CW** Ross; Day; Vince Wheeler (Renault Clio). **FL** Birley 55.023s (79.03mph). **P** Ross. **S** 28.

MODIFIED SALOONS (17 LAPS) 1 Rod Birley (Ford Escort WRC);

2 Malcolm Wise (Ford Escort Cosworth) +0.862s; 3 Andy Banham (Subaru Impreza); 4 Michael Eustace (BMW M3 E46); 5 Paul Adams (Ford Focus RS); 6 Martyn Scott (BMW E30). **CW** Eustace; Adams; Riku Garner (Renault Clio); Bill Richards (Rover Mini Clubman). **FL** Birley 51.913s (83.76mph). **P** Birley. **S** 13. **RACE 2 (8 LAPS) 1 Birley;** 2 Banham +3.161s; 3 Wise; 4 Eustace; 5 Adams; 6 Steve Rothery (Renault Clio). **CW** Eustace; Adams; Rothery; Richards. **FL** Birley 56.639s (76.77mph). **P** Birley. **S** 14. **INTERMARQUE (BOTH 18 LAPS) 1 Malcolm Blackman (Vauxhall Tigra);** 2 Lewis Smith (Vauxhall Tigra) +4.529s; 3 Steve Burrows (Peugeot 206CC); 4 Keith White (BMW Z4); 5 Michael Thurley (Vauxhall Tigra); 6 Ian Hales (Vauxhall Tigra). **CW** Volker

Timm (Audi TT). **FL** Smith 49.356s (88.10mph). **P** Blackman. **S** 16. **RACE 2 1 Blackman;** 2 Smith +4.319s; 3 Burrows; 4 White; 5 Hales; 6 Chris Ayling (Vauxhall Tigra). **CW** Timm. **FL** Blackman 49.843s (87.24mph). **P** Joe Russell (Audi TT). **S** 16.

OULTON PARK MSVR

GT CUP (15 LAPS) 1 Graham Davidson (McLaren MP4/12 GT3);

2 Jake Rattenbury (Lamborghini Huracan Super Trofeo) +26.987s; 3 Nigel Hudson/Adam Wilcox (Aston Martin GT3); 4 Andy Demetriou (Porsche 911 GT3 Cup); 5 Mike Brown/Matt Manderson (Aston Martin GT3); 6 Neil Huggins (Lamborghini Gallardo Super Trofeo LP570). **CW** Rattenbury; Huggins; Dominic Paul (Ginetta G55 GT4). **FL** Gareth Downing (Mosler) 1m38.128s (98.76mph). **P** Rattenbury. **S** 19. **RACE 2 (28 LAPS) 1 Davidson;** 2 Brown/Manderson +2.189s; 3 Hudson/Wilcox; 4 Rattenbury; 5 Paul; 6 Huggins. **CW** Rattenbury; Paul; Huggins. **FL** Davidson 1m38.749s (98.14mph). **P** Downing. **S** 18.

MONOPOSTO 1800, 1600, MOTO 1400 & MOTO 1000 (9 LAPS) 1 Jeremy Timms (Dallara F301);

2 Andrew Gordon-Colebrooke (Dallara) +1.764s; 3 Jason Timms (Dallara F301); 4 Jonathan Reed (Jedi MkVI); 5 Mark Reade (Leystone 1000); 6 Morgan McCourt (Leystone F1000). **CW** Reed; Chris Lord (Van Diemen RF82); Geoff Fern (Van Diemen RF89). **FL** Gordon-Colebrooke 1m38.779s (98.11mph). **P** Jason Timms. **S** 19. **RACE 2 (10 LAPS) 1 Jeremy Timms;** 2 Gordon-Colebrooke +2.258s; 3 Reed; 4 Reade; 5 Kyle Cutts (Speads RM05); 6 Lord. **CW** Reed; Lord; Fern. **FL** Jeremy Timms 1m36.884s (100.02mph). **P** Jason Timms. **S** 19. **MONOPOSTO F3, 2000, FR2000 & CLASSIC 2000 (BOTH 10 LAPS) 1 Ben Cater (Dallara F306);** 2 Chris Hodgen (Dallara F304) +14.189s; 3 Neil Harrison (Dallara F302); 4 Ashley Dibden (Dallara F301); 5 James Densley (Tatuus Formula Renault); 6 Richard Purcell (Dallara F305). **CW** Densley; Bryn Tootell (Van Diemen RF01); Robin Dawe (Vauxhall Lotus). **FL** Cater 1m36.765s (100.15mph). **P** Dibden. **S** 19.

RACE 2 1 Hodgen;

2 Cater +0.321s; 3 Dibden; 4 Harrison; 5 Densley; 6 Russell Giles (Dallara F398). **CW** Densley; Terry Clark (Van Diemen RF00); Dawe. **FL** Cater 1m37.380s (99.52mph). **P** Cater. **S** 18. **LOTUS CUP & ELISE TROPHY (BOTH 17 LAPS) 1 David McInulty (Exige V6 Cup R);** 2 Simon Atkinson (Exige V6 Cup R) +0.143s; 3 Bob Drummond (Exige V6 Cup R);

4 Craig Denman (Elise 111R); 5 Luigi Mazza (Elise S2); 6 William Stacey (Elise S2). **CW** Denman. **FL** Ryan Savage (2-Eleven) 1m49.400s (88.58mph). **P** Savage. **S** 19.

RACE 2 1 Atkinson; 2 D McInulty +1.046s; 3 Drummond; 4 Stacey; 5 Mazza; 6 Jason McInulty (Elise S3 Cup R). **CW** Stacey. **FL** D McInulty 1m50.430s (87.75mph). **P** Drummond. **S** 17.

SSANGYONG RACING CHALLENGE (BOTH 7 LAPS) 1 James Gornall;

2 Dean Jones +13.394s; 3 Luke Warr; 4 Gavin Pell; 5 Matt Smith; 6 Lewis Grant. **FL** Gornall 2m11.438s (73.73mph). **P** Gornall. **S** 11. **RACE 2 1 Gornall;** 2 Grant +0.825s; 3 Glenn Broster; 4 Jones; 5 Warr; 6 Smith. **FL** Grant 2m10.470s (74.27mph). **P** Gornall. **S** 11.

WISCOMBE PARK BHC

BRITISH HILLCLIMB ROUND 21 1 Richard Spedding (1.6 GWR-Suzuki Raptor) 34.66s;

2 Alex Summers (2.5 DJ-Cosworth Firestorm) 34.79s; 3 Trevor Willis (3.2 OMS-RPE 28) 34.81s; 4 Will Hall (2.0 Force-AER/XTec WH) 34.92s; 5= Jason Mourant (4.0 Gould-Judd GR55) & Wallace Menzies (3.3 Gould-Cosworth GR59M) 35.56s; 7 Sean Gould (1.6 Gould-Suzuki GR59) 36.54s; 8 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 37.23s; 9 Paul Haimes (1.3t Gould-Suzuki GR59) 37.39s; 10 Kelvin Broad (1.3s Pilbeam-Suzuki MP101) 37.82s; 11 Darren Gumbley (1.0 Force-Suzuki TA) 38.01s; 12 Terry Graves (3.5 Gould-Cosworth GR55) 38.25s.

ROUND 22 1 Menzies 34.50s BTD;

2 Willis 34.71; 3 Hall 34.91s; 4 Summers 35.13s; 5 Mourant 35.66s; 6 Hollier 36.48s; 7 Haimes 36.56s; 8 Broad 37.46s; 9 Gumbley 37.50s; 10 Lee Griffiths (1.3s OMS-Suzuki 25) 38.71s; Gould & Spedding fail. **CW** Ian Ingleheart (1.7 Westfield Cosworth SEU) 44.24s; Ben Wheeler (1.3 Empire-Suzuki Evo 2) 39.04s; James Hudson (1.8 Volkswagen Golf) 46.44s **record**; Adrian Lewis (1.3 Westfield Superbusa) 44.52s; Ben Bonfield (1.4 Austin Mini) 44.29s; Martyn Pike (1.8 Ford Escort Twin Cam) 43.44s; Jonathan Williamson (3.2 Porsche Carrera) 44.13s; Doug Bennett (2.3t Sylva-Honda Stryker) 39.97s; Ben Stephenson (1.0 Empire-Suzuki Evo 2) 37.37s; Spedding 35.42s; Johnathan Varley (2.0 Westfield Superbusa) 38.59s; Haimes 36.90s; Willis 35.06s. **POINTS 1 Willis 158;** 2 Spedding 118; 3 Menzies 116; 4 Summers 112; 5 Hall 93; 6 Scott Moran 86; 7 Dave Uren 77; 8 Mourant 73; 9 Gould 50; 10 Hollier 48.

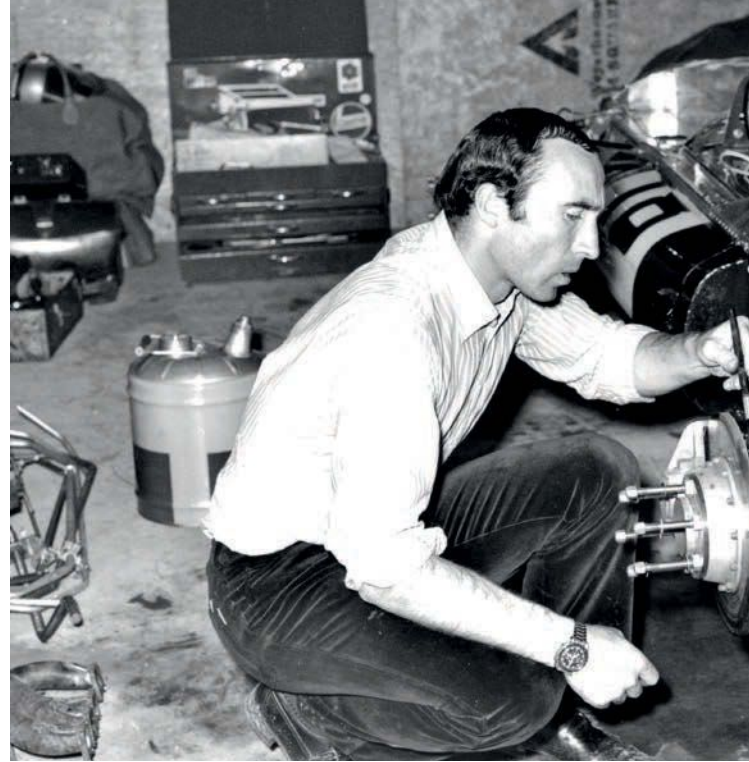


Rod Birley took both Modified Saloons wins

WHAT'S ON



Sir Frank Williams is central to film but not key voice



Williams' honesty tells a story that matters

WILLIAMS IS NOT THE FILM you think it is. It's not a visual, encyclopedic telling of the complete history of Williams in F1 – the actual racing footage is limited and often incidental, and it's not a tale of technology or drivers. What it is, though, is a family story.

The closest it comes to a predictable storyline is that of the rise of the team and triumph over adversity. But primarily this is a story about Sir Frank Williams and those close to him – and through that it encapsulates what it is that makes the team one of the best-loved in motorsport.

It's tempting to suggest a better title would be 'Frank', but that would sideline arguably the key voice in the whole picture. And it is quite a special voice, for the real surprise is that Virginia 'Gini' Williams is the star of the film, despite having passed away in 2013.

When writing *A Different Kind of Life* – one of the most engrossing motorsport books you could hope to read and a title all about her life with Frank Williams, both before and after the accident that left him a quadriplegic – hours of interviews were recorded with Pamela Cockerill. These audio recordings are a treasure trove that tie

the film together wonderfully and give it an authentic honesty that elevates it above the usual documentary status.

That honesty seems to permeate the whole film. It's no surprise to see Frank Williams himself, as well as characters such as Sir Patrick Head and Frank Dernie, who are among the talking head interviews, being straight to the point. But the honesty of the rest of the Williams family, including deputy team principal Claire Williams, holds the film together. That's to the credit both of those involved in the team, who could so easily have attempted to whitewash over some of the more honest moments, and to director Morgan Matthews.

As well as the interviews, there is plenty of archive material and delicately executed recreations of events that fill the visual gaps where no footage exists, which are handled in a way that never manages to upstage the storytelling.

Die-hard fans might well complain about the lack of coverage of the years since Frank Williams's accident, the decline and recent partial revival of the team, and of world championships for drivers such as Nigel Mansell, Alain Prost, Damon Hill and Jacques Villeneuve. It's also not the tale of Ayrton Senna at Williams – the



Archive material, interviews and recreations blend to tell the story

seismic driver death that is included is that of Piers Courage in 1970.

A documentary film is not simply checking off a list of things that happened, it's about telling a story that matters. That's what has been achieved by *Williams*, a film that arguably surpasses *Senna* – the yardstick by which all F1-related documentaries are judged – thanks to its sheer honesty.

It's not perfect: for the knowledgeable watcher, the necessary early minutes

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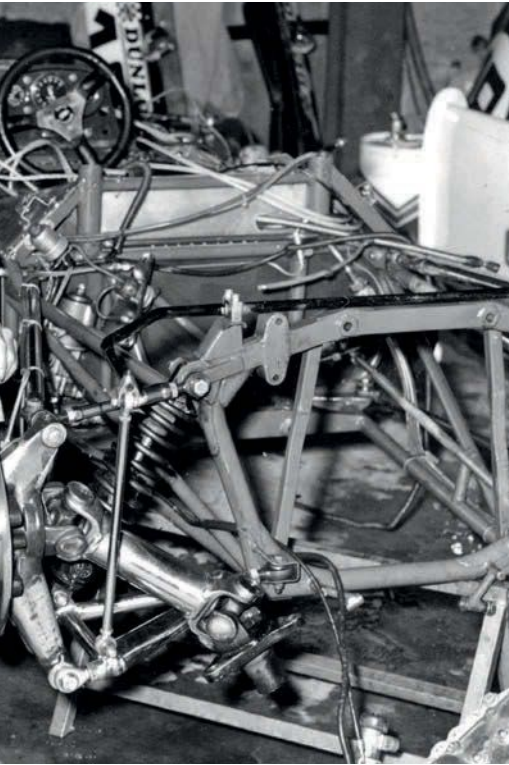
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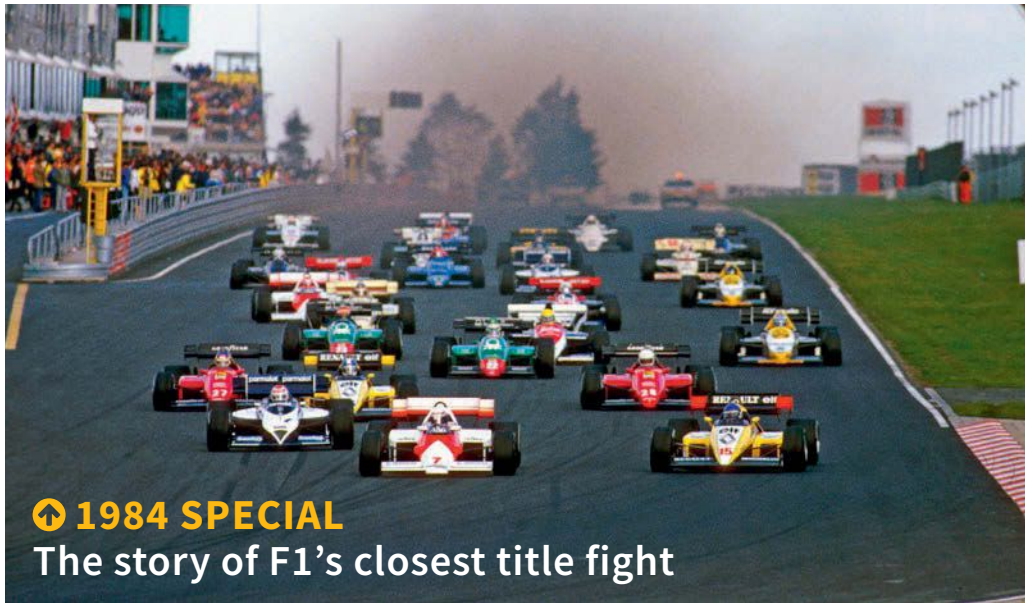
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It's handbags at dawn during the Formula E finale in Canada as defending champion Sebastien Buemi attempts to track down those whom he perceives to be the offending parties following an eventful first race.



NEXT WEEK

ON SALE THURSDAY



1984 SPECIAL
The story of F1's closest title fight



establishing what Williams is don't drag you in, and there is the odd scene that drifts away from the central narrative, but such imperfections are not disruptive. *Williams* is available on general cinema release from August 4, and also available through the Curzon Home Cinema streaming service. For more information, visit www.curzonartificialeye.com/williams.

EDD STRAW

INTERNATIONAL MOTORSPORT

IMSA SPORTSCAR
Rd 9/12
Road America,
Wisconsin, USA
August 6

SUPER GT
Rd 5/8
Fuji, Japan
August 6

NASCAR CUP
Rd 22/36

Watkins Glen,
New York, USA
August 6

WATCH ON TV
Live Premier Sports,
Sunday 1930

**WORLD RALLYCROSS
CHAMPIONSHIP**
Rd 8/12
Trois-Rivieres,
Quebec, Canada
August 5-6

WATCH ON TV
Live Motorsport.tv,
Sunday 1900

ADAC GT MASTERS
Rd 5/7
Nurburgring, Germany
August 5-6

V8 STOCK CARS
Rd 7/12
Velo Citta, Brazil
August 6

**EUROPEAN RALLY
CHAMPIONSHIP**
Rd 5/8
Rally Rzeszow, Poland
August 3-5

MOTOGP
Rd 10/18
Brno, Czech Republic
August 6

WATCH ON TV
Live BT Sport 2,
Sunday 1245

UK MOTORSPORT

SILVERSTONE BDC
August 5
Pre-'66 Bentleys,
Post-'66 Bentleys,
Morgans, Equipe GTS,
Allcomers Handicap,
Allcomers Scratch,
T Register/Morgans

SNETTERTON BRSCC
August 5
Caterham Academy,
Fun Cup

**BRANDS HATCH
BRITISH GT**
August 5-6
Formula 3, VW Racing
Cup, Ginetta, Mini

Challenge, VAG Trophy

CROFT HSCC
August 5-6
Midget/Sprite, Historic
Formula 3/Classic Racing
Cars, Historic and Classic
FF2000, Historic FF1600,
Historic Touring Cars,
Guards Trophy, Classic

Clubmans, Historic Road
Sports/70s Road Sports,
Formula Junior

ANGLESEY BRSCC
August 5-6
FF1600, Porsches,
Mazda MX-5, Ford XR,
Cockshoot Cup

FROM THE ARCHIVE

The Ford Capri RS2600 shared by John Fitzpatrick and Gerry Birrell adopts a characteristic pose during the Monza round of the 1973 European Touring Car Championship, before being forced to retire by a head-gasket failure. The race was won by the Niki Lauda/Brian Muir BMW 3.0 CSL.

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MY FIRST MOTORSPORT MEMORY



BEN ANDERSON

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RAIN, TEARS, TEMPERS, AND NO CARS IN SIGHT

This story begins as so many British family outings do – everyone piling into the car early on Sunday and heading off in the pouring rain.

It was the summer of 1988, I was only three years old. I don't recall if I knew where we were headed, but I do remember that it took what felt like an eternity to get there. Undoubtedly, my infantile perception of time elongated the journey, but so did the horrendous queues in and around Silverstone.

Traffic management was not the circuit's forte in those days. I remember my dad's temper rising as we crawled agonisingly towards the car park. His mood did not improve when we finally arrived, several hours later than planned. The British Grand Prix had already begun and we were not watching it.

We trudged our way to a grandstand – I can't remember if it was a main one – I feel like it was on the start/finish straight, but I can't be sure. I know it took what felt like another age to climb its external metal steps; I know my dad's furious temper set me on edge as we shuffled towards our seats, annoying all the other spectators who, unlike us rookies, had probably set off for Silverstone a week early to ensure prompt arrival.

I also know that I didn't see a single car in the flesh. I walked up to the front of the grandstand, but was too small to peer over the edge. I could see flashes of spray as the cars screamed past, though, and I certainly heard them come by. The noise was deafening – so deafening that my 20-month-old sister started bawling her eyes out. As you can imagine, this did nothing to improve the state of my dad's mood: he was at the end of his tether.

We were there for barely more than a few minutes before he declared enough was enough and we were leaving. All that aggro and I hadn't even seen a car! And yet there we were, trudging back to the car park from whence we came – at least we beat the rush to get out.

I didn't attend a grand prix again until 20 years later, when BMW invited me to watch the 2008 Silverstone race. I won a signed Formula BMW rear wing in a raffle, reported on Esteban Gutierrez's utter destruction of the field in the support races for Autosport and witnessed arguably Lewis Hamilton's greatest victory in Formula 1. The weather was utterly foul that day, too, but at least I got to see the cars. 🏎️

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