

FORMULA 1 2017 THE STORY SO FAR

 **AUTOSPORT**

F1'S NEW ERA

WHAT WE'VE LEARNED

**HOW FERRARI
CAUGHT MERCEDES**

**WHAT HAS GONE
WRONG AT RED BULL**

**McLAREN-HONDA'S
LATEST DISASTER**



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Who's hot and who's not so far in 2017?

WE'RE FOUR RACES INTO THE 2017 FORMULA 1 season, so what have we learned? Well, perhaps the most important thing is what we *don't* know: unlike the past three campaigns, we can't say for sure whether the world championship will be won by a Mercedes driver or a Ferrari one.

Ferrari's resurgence and the issues at Mercedes are just two elements that Ben Anderson and Karun Chandhok tackle in our cover piece this week (p18). They also turn their attention to the struggles at Red Bull and McLaren, the growing threat of Valtteri Bottas, and who is really delivering in the tight midfield battle.

This weekend's Spanish Grand Prix will be crucial. Many teams will bring their first serious updates to Barcelona, which should provide some insights into how the various battles will develop. Having been jumped by Red Bull during the course of 2016, can Ferrari keep the pressure on Mercedes in the development stakes?

The World Endurance Championship's phoney LMP1 war continued at Spa last weekend. Toyota won again but, with the Japanese firm and rival Porsche squad running different aero-package strategies, we still don't really know who's looking good for the Le Mans 24 Hours next month. Once again, predicting the winner is tough.

- This week Autosport pays tribute to Timo Mäkinen and Sir John Whitmore (p12 and p13), who died last week. Both were legends in their respective fields and don't always get the credit their talents and achievements deserved.



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COVER IMAGE
 Dunbar/LAT Images

COVER STORY

18 Formula 1 2017 decoded

PIT+PADDOCK

- 4** Fifth Column: Nigel Roebuck
- 6** Alonso's first Indy 500 test
- 9** Why longer races could boost WEC
- 11** Spanish Grand Prix preview
- 12** Obituaries: Mäkinen and Whitmore
- 15** Dieter Rencken: political animal
- 17** Feedback: your letters

FEATURES AND REPORTS

- 26** Formula 1's returning champions
- 30** Toyota beats Porsche at Spa
- 38** Thruxton BTCC: Neal stars amid drama
- 44** Pedrosa leads MotoGP Honda surprise

RACE CENTRE

- 48** Blancpain Sprint Cup; Formula V8 3.5; DTM; Super GT; NASCAR Cup; IMSA; World Rallycross; Australian Supercars

CLUB AUTOSPORT

- 65** Clio Junior series postponed
- 66** F4 racer Monger leaves hospital
- 68** Reid to race in Classic Stock Hatch
- 69** Humble Pye: the voice of club racing
- 70** Thruxton; Snetterton; Knockhill; Cadwell Park; Oulton Park; Bishopscourt; Prescott

FINISHING STRAIGHT

- 78** What's on this week
- 80** From the archive: 1981 Monaco GP
- 82** Have-a-go hero: Tony Kanaan

AUTOSPORT SUBSCRIPTION OFFER

- 83** Sign up and get a FREE Amalgam Collection model Formula 1 nosecone

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NIGEL ROEBUCK

A dark day for Monaco

BY COMMON CONSENT STIRLING MOSS, defying attacks from Ferrari, drove his greatest race at Monaco in 1961. It was not, though, Phil Hill or Wolfgang von Trips who put him under the greatest pressure, but the team's third driver, Richie Ginther.

"Stirling was the greatest I ever saw," Ginther said, "and that was my best race, but it drove me nuts when the mechanics kept giving me this board, 'Ginther – give all'. What the hell did they *think* I was giving?!"

Towards the end of the race six years later Ferrari gave similar messages to Lorenzo Bandini as he chased Denny Hulme, and Margherita, his widow, has a clear memory of his last time past the pits: "He took both hands off the wheel, as if to say, 'I can't do any more...'"

This was lap 82, and at the exit of the chicane – then a dauntingly fast left-right flick – Bandini's Ferrari hit the strawbales, then somersaulted and came to rest upside down, instantly engulfed in flames.

It is Sunday May 7 as I write, and 50 years to the day since this seminal accident in motor racing history – long, long ago, and still I shudder at the memory of that afternoon.

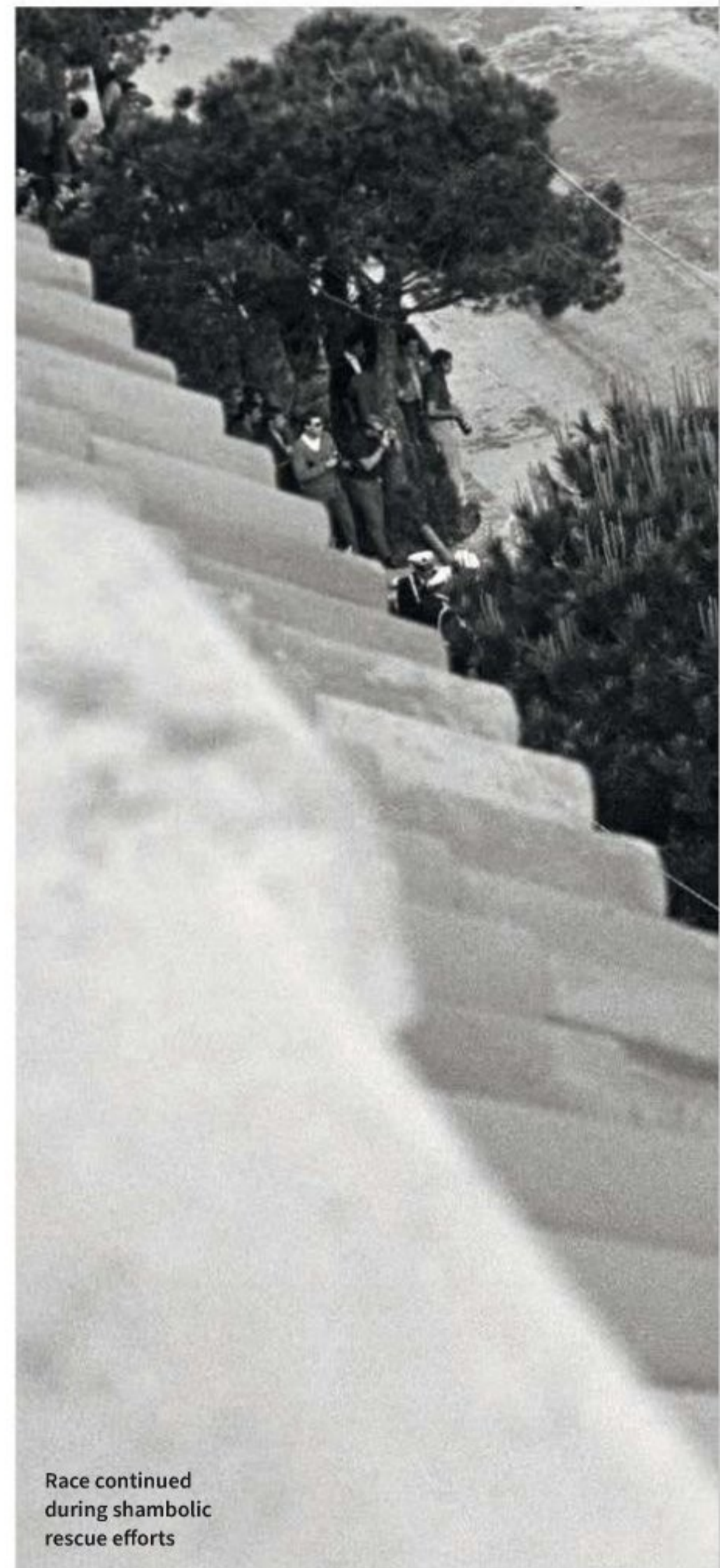
A few years after the accident Chris Amon, Bandini's team-mate, told me he thought the

race should have been stopped, and that was quite a radical thought, for back then they didn't stop a race for *any* reason: as the inept marshals struggled to rescue Bandini the cars continued to circulate.

"I went past the fire several times," said Amon, "and at first I thought two cars were involved, because strawbales were also burning. I realised it was Lorenzo, because I could see a gold wheel, and in the smoke and chaos I was looking for him, but couldn't see him – it never occurred to me he could still be in it. There didn't seem much activity around the car, so I assumed he'd got out all right – it wasn't until after the race that I realised he hadn't."

Giancarlo Baghetti was spectating at the chicane, and at Monza years later told me he was still haunted by the experience. "Unless there was a car coming past," he said, "all you could hear was Lorenzo screaming..."

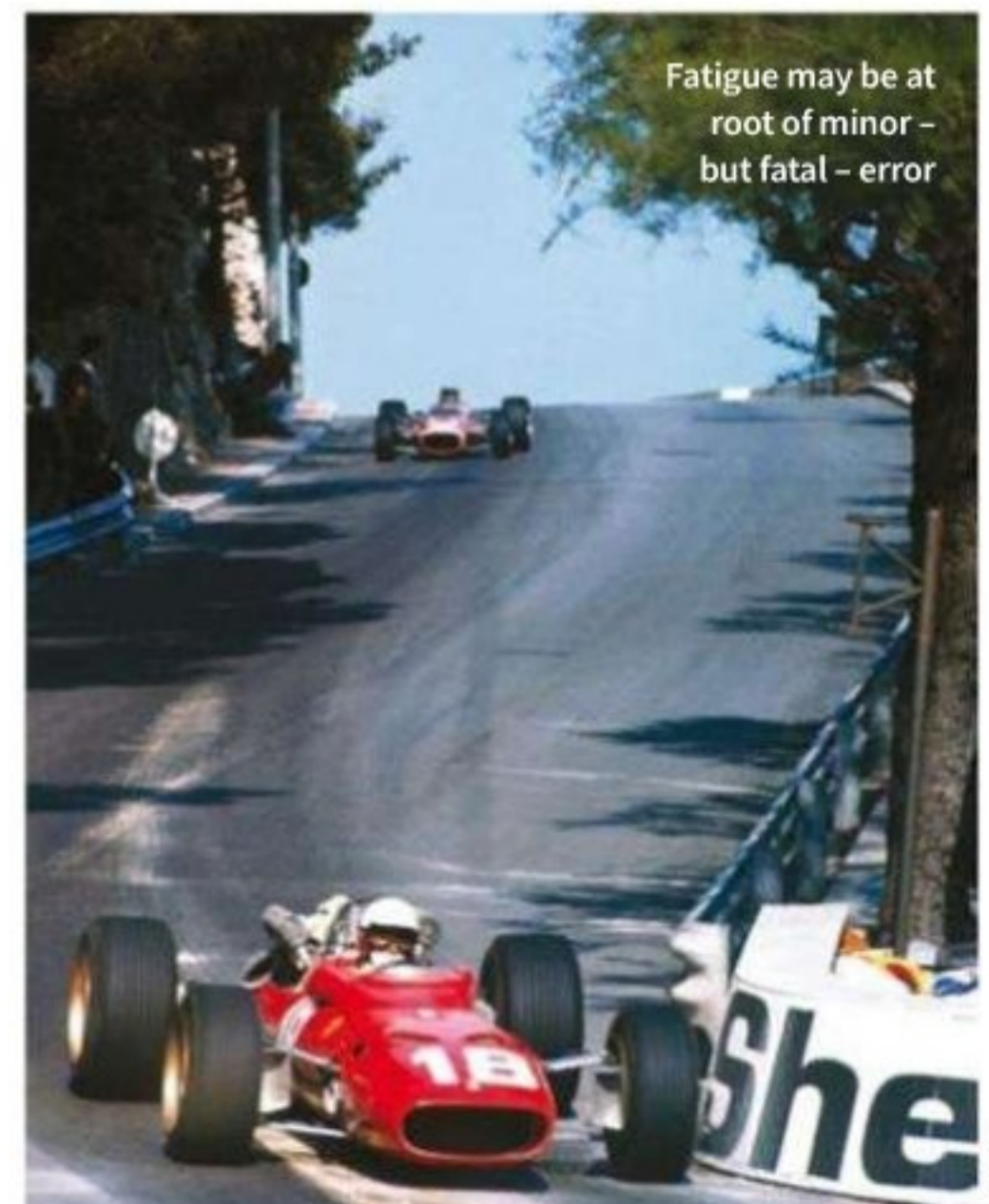
The marshals – one of whom never removed the pipe from his mouth – had only ropes with which to right the car, and none had any fireproof clothing. Five minutes went by before the car was turned over, and the driver literally manhandled from the cockpit. As they carried him away, a TV helicopter fanned the fire into life again. Unprotected, the marshals ran clear,



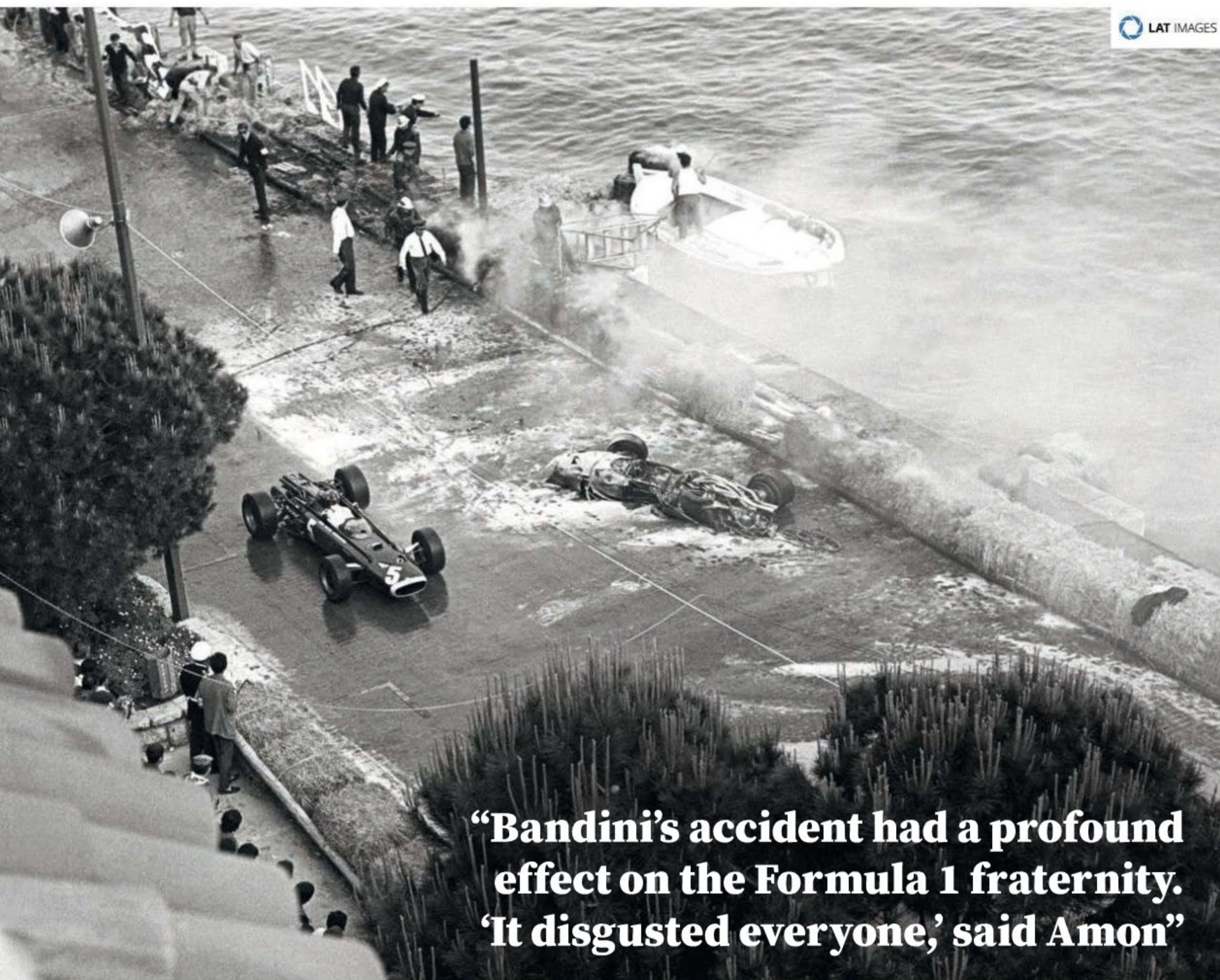
Race continued during shambolic rescue efforts



Bandini was on brink of F1 greatness, reckoned team-mate Amon



Fatigue may be at root of minor – but fatal – error



“Bandini’s accident had a profound effect on the Formula 1 fraternity. ‘It disgusted everyone,’ said Amon”

dropping Bandini as they did so.

It was, in sum, a scene from Hades. With no means of getting an ambulance to the area, eventually the hapless driver was taken across the harbour on a launch, thence to the Princess Grace Clinic, where three days later he died.

The following weekend Tony Brooks wrote a piece for *The Observer*, entitled ‘The Cruel Death of Lorenzo Bandini’. “Fire,” Brooks said, “is the consuming dread of the racing driver. To be killed outright is one thing; to be burned to the point of death is the supreme horror.”

Bandini had gone to Monaco with high hopes, having finished second there the two previous years. Partnering Amon, he had recently won the Daytona 24 Hours and the Monza 1000Km, and his star was in the ascendancy, as Chris acknowledged: “I really thought Lorenzo was on the point of going from good to great.”

John Surtees, Bandini’s previous team-mate, also reckoned him highly: “Lorenzo was very underrated. After leaving Ferrari, I joined Cooper, with Rindt – your first rival is

always your team-mate, and to me Jochen and Lorenzo were about the same...”

At Monaco Bandini started from the front row, but when Jack Brabham blew up on the first lap, and unfathomably continued round to the pits, Lorenzo – leading – was the first to find the oil, and as he sorted out a big moment Hulme and Jackie Stewart both got by. If Denny’s nimble Brabham took him on to his first grand prix victory there was no joy in his face as he went to the Royal Box.

The day after the race Bandini had been due to fly with Amon to Indianapolis, where both had drives in the 500, but now Chris travelled alone: “I stayed an extra day in Monaco, but Lorenzo wasn’t allowed any visitors. When I got to Indy on the Wednesday they told me he had died.”

Fifty years ago the Monaco Grand Prix was a very different event. For one thing, run over 100 laps, it lasted more than two and a half hours; for another, with a conventional gearshift you had only one hand on the wheel half the time;

for a third, you had no power-steering.

“I think Lorenzo was exhausted,” said Amon. “It was a heavy car, that Ferrari, and hard work round there. I was more tired at the end of that race than any other I can remember – it was a hot day, but I was actually shivering because I was so dehydrated. For most of the race Lorenzo had been going quite a bit quicker, but for a while he’d been missing gearchanges, clipping kerbs and so on. It wasn’t a big mistake he made – he was a few inches out, clipped the entry to the chicane, and that was it...”

The charismatic Bandini was an immensely popular member of the Formula 1 fraternity, and his accident had a profound effect. “It disgusted everyone,” said Amon, “that they made such a bloody mess of trying to put the fire out.

“As well as that, they’d ignored our request for guardrails on the harbourfront, and just had strawbales there. After the accident, of course, they did put guardrails in – if we’d had them in 1967 Lorenzo would have got away without a scratch...” ❄



INDIANAPOLIS 500

Alonso finds his 'respect'

FERNANDO ALONSO CAME AWAY FROM his first IndyCar test on the Indianapolis oval feeling "respect" for the famed venue after completing 110 laps in his Andretti Autosport-run McLaren-Honda entry last week.

The two-time Formula 1 world champion, who will miss the Monaco Grand Prix to contest the Indy 500 for the first time later this month, passed the mandatory rookie-orientation programme in his first hour on track last Wednesday, and quickly got down to working on basic set-up changes to the Dallara-Honda and procedures such as simulating full-course cautions and restarts, as well as experimenting with fuel saving and practising entering and exiting the pits at racing speeds.

The rookie process requires drivers to complete 10 laps at 205-210mph, 15 laps at 210-215mph, and then 15 laps above 215mph. In that final phase, Alonso attempted to take Turn 1 flat-out at the first attempt because he had seen team-mate Marco Andretti do it when shaking the car down in the morning, but he admitted he didn't have the bravery.

"Thanks to the rookie thing, the first couple of laps you lift off, you go into the corners and you

start feeling the grip, the car, and you follow the target you need to reach the [average] speed at the end of the lap," said Alonso, whose fastest lap of the day was clocked at 222.548mph.

"Then you need 15 laps above 215 so you run as free as you feel. I knew that Marco was flat-out in Turn 1, so I said I will do flat-out in Turn 1 because I know that the car is able to do it.

"And I arrived to Turn 1 and was convinced that I was doing flat-out, but the foot was not flat – it had its own life; it was not connected to my brain at that moment. On the second or third lap I was able to do it, but on the first lap it was definitely a very good feeling to be able to feel the respect of the place, the respect of the car, the respect of the speed. For any racing driver that is pure adrenalin, so it was a good day."

Alonso had familiarised himself with the 2.5-mile superspeedway and the car's controls through simulator work ahead of the test, although he had already accepted that it would feel much more difficult once he was driving at those speeds in real life. But having also watched footage of several Indy 500s to get a feel for the event, one big difference he found when driving for the first time was the width of the track.

Porsche, Toyota rule out Alonso

PORSCHE AND TOYOTA HAVE BOTH RULED OUT making a bid for Fernando Alonso's services for next year's Le Mans 24 Hours as the Spaniard bids for the unofficial triple crown of motorsport.

Alonso had expressed an interest in racing in the 24 Hours before he embarked on his 2017 Indy 500 campaign, and stated an intent to try to add wins at Le Mans and the Brickyard to his 2006-07 Monaco Grand Prix triumphs. But the two factory participants in the LMP1 division insist that they have no room for him next year.

"At the moment it's not on the table on our side because we only have two cars and I do not see that changing for next year," said Porsche LMP1 team principal Andreas Seidl. "With the six drivers we have right now, we are very happy. We have no seats available."

Toyota team director Rob Leupen suggested that the Japanese manufacturer, which is fielding a third car at Le Mans this year, would listen if there was an approach from Alonso, but he insisted that it was "not something we are interested in". "It's not a priority to get a big name in," he added. "There is no focus on this at all."

Mark Webber believes that, at 35, Alonso has 10 years to win Le Mans. "There's no rush," he said.

GARY WATKINS



LAT IMAGES

for Indianapolis oval

"The track is narrower than I thought," he said. "You watch the television and you see three cars alongside on the main straight – now I am in the car on the main straight and it's hard to imagine how you can fit three cars there at that speed. So now I will see some of the moves I was watching before in a different perspective."

Team boss Michael Andretti described Alonso's performance as "perfect", and noted that he was impressed with the way the Spaniard quickly started adjusting his style to suit driving on an oval.

"He gets it – he's one of the best in the world and you can see why," said Andretti. "He watched what he was doing with his line, he was changing it up lap after lap to get a feel. He was experimenting. One time I thought he was a little low [into one of the corners] but then the next lap he got it back up there a little bit, so it was good. Then he had a bit of understeer on one run and he adjusted his line for that. He's the real deal; I think he's going to be really strong this month."

"I was sure I was flat, but the foot had its own life"

Franchitti hails Alonso performance

Three-time Indy 500 winner Dario Franchitti said he was "amazed" by Alonso's test. "I thought he got up to speed incredibly quickly," said the Scot. "To drive an oval is a very unusual thing for a driver who has grown up on road courses, and Indianapolis is even more so a law unto itself."

"The good news is, there's a lot of days of practice. If it rains, that could change things a little, but every lap Fernando's going to get is going to be helpful."

Franchitti believes that Alonso will benefit from having five team-mates at Andretti Autosport – Ryan Hunter-Reay, Marco Andretti, Alexander Rossi, Takuma Sato and Jack Harvey.

"They're going to help him, which I think he will find quite unusual," he said. "You all want to beat your team-mates, but you all work together to beat the opposition because the cars are essentially the same, and it's how your team figures out the small differences that can make the difference between success and failure."

GLENN FREEMAN AND EDD STRAW

F1 TO INDY TOP ROOKIES

FERNANDO ALONSO NEEDS TO PICK UP THE pace by 7mph to match the fastest Indy 500 qualifying debut to date for a past-or-present Formula 1 driver. To qualify for our list, you have to have completed at least a season of F1 before your Indy 500 debut. The man at the top may surprise you...

YEAR	DRIVER	SPEED
2003	Toranosuke Takagi	229.360mph
1996	Michele Alboreto	228.232mph
2003	Shinji Nakano	227.224mph
2016	Max Chilton	226.686mph
1995	Christian Fittipaldi	226.377mph
1995	Eliseo Salazar	225.025mph
2012	Rubens Barrichello	224.263mph
2010	Takuma Sato	224.178mph
1994	Mauricio Gugelmin	223.106mph
2008	Justin Wilson	222.269mph



FORMULAE

LYNN ON MONACO STANDBY

BRITONS ALEX LYNN AND Alexander Sims were on standby to make their Formula E debuts this weekend in Monaco as Autosport went to press.

Spa 6 Hours LMP2 winner Lynn is DS Virgin Racing's reserve driver and is poised to replace Jose Maria Lopez, with the Argentinian already having skipped last weekend's Spa World Endurance Championship round as a legacy of his Silverstone WEC shunt.

The Essex driver's DS Virgin reserve duties have already allowed Lynn (above) to drive the DSV-02 in shakedown in Mexico City, while he has also driven the team's 2017-18 development car.

BMW GT factory driver Sims, meanwhile, is travelling to Monaco in case Robin Frijns is unable to race for the BMW-affiliated Andretti squad.

Frijns injured his knee while training and skipped the Blancpain Endurance opener at Monza, although he returned for the opening round of the series' Sprint Cup at Brands Hatch last weekend.

The Dutchman drove with a knee brace and reported no problems in the car, but had some difficulty with the driver change – which could prove a problem in Formula E, where it is mandatory for drivers to swap cars mid-race.

Another driver with BMW links – Robert Kubica – recently tested an FE car for the first time when he drove the series' test car at Donington Park.

SCOTT MITCHELL

LAT IMAGES



GP3 SERIES

GP3 season 'wide open' on eve of Barcelona starter

LEADING GP3 TEAM ARDEN BELIEVES THAT category powerhouse ART Grand Prix is beatable in the 2017 series, which kicks off this weekend at Barcelona, and that it should be an open contest between several drivers.

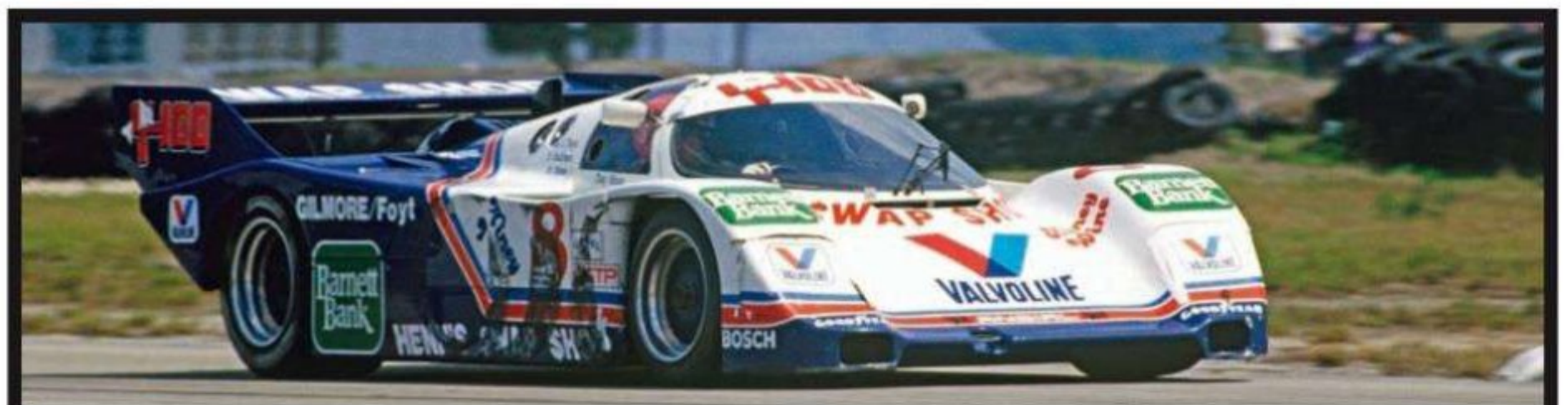
Although ART has won the drivers' and teams' titles for the past two seasons, Arden general manager Julian Rouse believes there are a high number of drivers on the GP3 grid with the talent to make up the podium places this season.

"It's going to be an interesting one this year – more so than people first thought," said Rouse. "There are probably one or two standout drivers, in terms of their pace and consistency over the testing, but after that I would say there are probably a good 10 or 12 drivers that have the potential to be on the podium."

ART will field Mercedes Formula 1 development driver George Russell, Renault academy member Jack Aitken, Honda junior Nirei Fukuzumi and Anthoine Hubert this season, but Rouse outlined his hopes that Arden's line-up of Red Bull junior and Formula 3 refugee Niko Kari, Euroformula Open champion Leonardo Pulcini (above) and Steijn Schothorst could challenge the French squad.

"They're always beatable, that's part of the fun," he said. "There's always been a good rivalry between the two teams and we've been two of the longest standing teams in the category. Ultimately with the experienced drivers they've got they're probably going to be the benchmark, but I don't see any reason why we can't take it to them."

ALEX KALINAUCKAS



OBITUARY

Preston Henn 1931-2017

PRESTON HENN, WHO HAS DIED AGED 86, had victory in the 1983 Daytona 24 Hours at the wheel of a Porsche 935 on his driving CV, but it was as an entrant that the Florida-based entrepreneur made his mark on the US sportscar scene and beyond in the early 1980s.

Porsches fielded by Henn, more often than not under his T-Bird Swap Shop banner, won at Daytona in 1983 and '85,

both times with AJ Foyt on the roster. There were also second-place finishes in the US enduro in '80 and '84, as well as a Le Mans podium in '84 for Henn's 956, with John Paul Jr and Jean Rondeau.

A billionaire who made his fortune running flea markets in drive-in cinemas, Henn liked to play the underdog. But, in reality, he "never skimped on equipment, engineers and drivers", says

former employee Steve Charsley.

"Preston liked driving, but he preferred owning cars and winning races – we used to say the race started when he got out of the car," continues Charsley, who had two stints with Henn. "When we won Daytona in 1983, he did the first 40 minutes or so and didn't get back in."

GARY WATKINS



WORLD ENDURANCE CHAMPIONSHIP

The WEC's new climax

THE REVELATION THAT THE WORLD Endurance Championship could climax next season with a true enduro longer than six hours – and with extra points up for grabs – has to be good news. At last it's an acknowledgement of two problems that have blighted the WEC since its rebirth in 2012.

The first is that the championship battles are skewed by the double points on offer for the Le Mans 24 Hours, the centrepiece round of the WEC. Few contest the idea that the French enduro should be worth more points than a regular six-hour event, but time and time again the events at Le Mans have served to water down the excitement of the championship run-in.

Think back to last season, and you may remember that Porsche drivers Neel Jani, Marc Lieb and Romain Dumas failed to pick up a single piece of silverware between their Le Mans winner's trophies and their end-of-season gongs. They sealed the title with a run of fourth, fifth and sixth positions. It hardly created the drama that the WEC deserves.

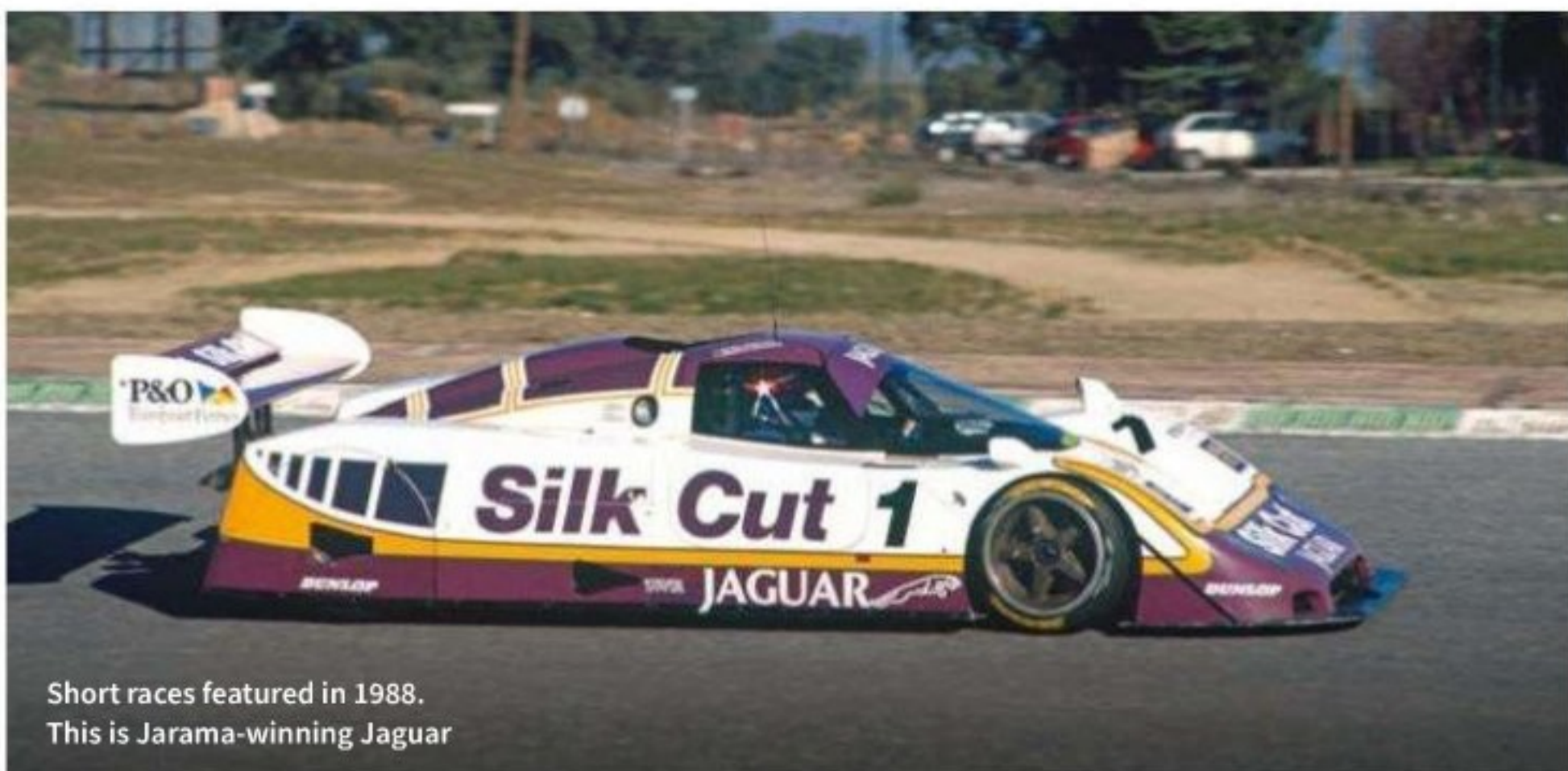
A longer race, perhaps with points and a

half up for grabs, would help ensure that the fight for the championship remains well and truly open right to the wire. A race of nine, 10 or 12 hours would also give the final event, wherever it be, a character of its own. And character is something that WEC events, Le Mans excepted, are missing right now.

The anonymity of a run of post-Le Mans flyaways that meld into one is a problem for the WEC. They aren't so much events as nondescript rounds of a championship. A longer race here and a shorter race there could help change that. And it would be very much in the spirit of the original world sportscar championship or fixtures such as the Kyalami 9 Hours. Even as late as 1988 there were three 360km sprints on the schedule.

WEC boss Gerard Neveu is insisting that the ideas are still at the formative stage. But the fact that it seems increasingly likely that we will have qualifying sprints on the Saturday of race weekends in GTE Pro next year shows that there is a willingness to try new things. And they are definitely needed.

GARY WATKINS



Short races featured in 1988. This is Jarama-winning Jaguar

IN THE HEADLINES

McLAREN OFFERS GAMER F1 ROLE

McLaren is offering a job as a Formula 1 simulator driver to the winner of a new eSports competition it has launched with renowned gaming company Logitech. The 'World's Fastest Gamer' will be given a one-year contract, and will work with engineers at McLaren's factory and at race tracks. The competition features a host of racing games on different platforms, culminating with 10 finalists competing at McLaren's factory in the autumn. McLaren executive director Zak Brown said: "This is absolutely the right time to be creating such a unique and exciting proposition; one that connects the worlds of racing and gaming in a way that's never been explored before. The winner will genuinely be a key part of our team at McLaren."

GROSJEAN IS NEW GPDA DIRECTOR

Haas driver Romain Grosjean has replaced Jenson Button as a director of the Grand Prix Drivers' Association. Button has stood down after leaving full-time racing, and Grosjean was elected by a vote at the recent Russian Grand Prix. The Frenchman joins Sebastian Vettel as a director, while Alexander Wurz is the chairman.

FOOTBALL MATCH HONOURS SCHUEY

Seven-time world champion Michael Schumacher will be honoured in the second 'Champions for Charity' football match, to be played in Mainz on July 3. The event will raise money for Schumacher's Keep Fighting initiative and the Dirk Nowitzki Foundation set up by basketball star Nowitzki. Football great Miroslav Klose, Mika Hakkinen and Schumacher's F3-racing son Mick will be in attendance.

DALY QUICKEST AS TRACK CUTS TYRES

Conor Daly topped last week's IndyCar Series test at the Gateway oval, which is back on the schedule for the first time in 14 years, in his AJ Foyt Racing Dallara-Chevrolet. The test was curtailed early by a spate of cut tyres. Circuit and IndyCar officials said the problems were caused by recent heavy rainfall, which resulted in drilling holes in the track to relieve the pressure of ground water.

INDYCAR EYES MEXICAN OVAL ROUND

IndyCar is eyeing a Mexican 2018 date on the 1.25-mile oval at former World Touring Car Championship venue Puebla. The series is also looking into a return to the Portland road course, as well as a venue at Calgary in Canada, and continues to work on a Chinese race.

MARIO TOLENTINO 1949-2017

Formula 1 designer Mario Tolentino has passed away. Tolentino replaced Gerard Ducarouge as chief designer at Alfa Romeo, and his first full car was the 1984 184T (below). After Alfa withdrew from F1 he penned the EuroBrun of '88, before producing the Dallara for Scuderia Italia in '89. His last F1 machines were the Lamborghini and AGS JH27, which both raced in '91.



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GT4 EUROPEAN SERIES NORTHERN CUP 2017 CALENDAR



MISANO
01-02 APRIL

BRANDS HATCH
06-07 MAY

RED BULL RING
10-11 JUNE

SLOVAKIA RING
15-16 JULY

ZANDVOORT
19-20 AUGUST

NÜRBURGRING
16-17 SEPTEMBER

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IN THE HEADLINES

BOCCOLACCI IS TRIDENT MISSILE

Formula Renault Eurocup 2016 runner-up Dorian Bocolacci and American ex-Formula 3 racer Ryan Tveter have completed Trident's line-up for the GP3 Series. Frenchman Bocolacci set the fastest times at the final two GP3 pre-season tests, which took place at Barcelona and Valencia last month, for the Italian team.

ITALIAN F4 CHAMP GETS CAMPOS RIDE

Reigning Italian Formula 4 champion Marcos Siebert and ex-F3 racer Raoul Hyman have been added to Campos Racing's GP3 squad. Argentinian Siebert beat Mick Schumacher to his F4 crown, while South African Hyman sat out most of the 2016 season.

LIEB RESERVE FOR PORSCHE AT LE MANS

Reigning World Endurance champion Marc Lieb will be Porsche's unofficial reserve driver for the LMP1 squad at Le Mans 24 Hours on June 17-18. The German remains on Porsche's payroll in a non-driving role within its customer sport department after he was dropped from the P1 line-up. He will get his first taste of the 2017-spec 919 Hybrid in Porsche's final pre-Le Mans endurance test at Motorland Aragon, which starts this weekend.

BENTLEY ADDS CAR FOR NURBURGRING

Bentley will field a third Continental GT3 in the Nurburgring 24 Hours on May 27-28 for factory drivers Guy Smith, Steven Kane and Maxime Soulet. The car will be run under the Bentley Team Abt banner by a crew including personnel from M-Sport, the British manufacturer's motorsport partner.

ROSENQVIST WINS IN SWEDEN

Formula E and Super Formula racer Felix Rosenqvist starred in a guest appearance in the Porsche Carrera Cup Scandinavia series at Knutstorp last weekend. The Swede, for whom this was his first taste of the series and the car, dominated Saturday's rain-affected first race before doubling up in the dry second race on Sunday.

TOP GEAR MAN FOR SPA 24 McLAREN

BBC *Top Gear* presenter Chris Harris has lined up his second Spa 24 Hours attack. He will share a Garage 59 McLaren 650S GT3 in the Blancpain Endurance blue-riband with McLaren chief test driver Chris Goodwin and Swedish gentleman driver Alexander West.

HUFF JOINS TCR INTERNATIONAL GRID

World Touring Car Championship star Rob Huff will contest most of the remainder of the TCR International Series. Huff, the 2012 WTCC champion, has joined Jean-Karl Vernay in the Leopard Racing Volkswagen Golf team. He took a best result of second at Spa last weekend, but has to miss this weekend's Monza round as it clashes with the Hungaroring WTCC event.

LOGANO LOSES PLAYOFF PASS

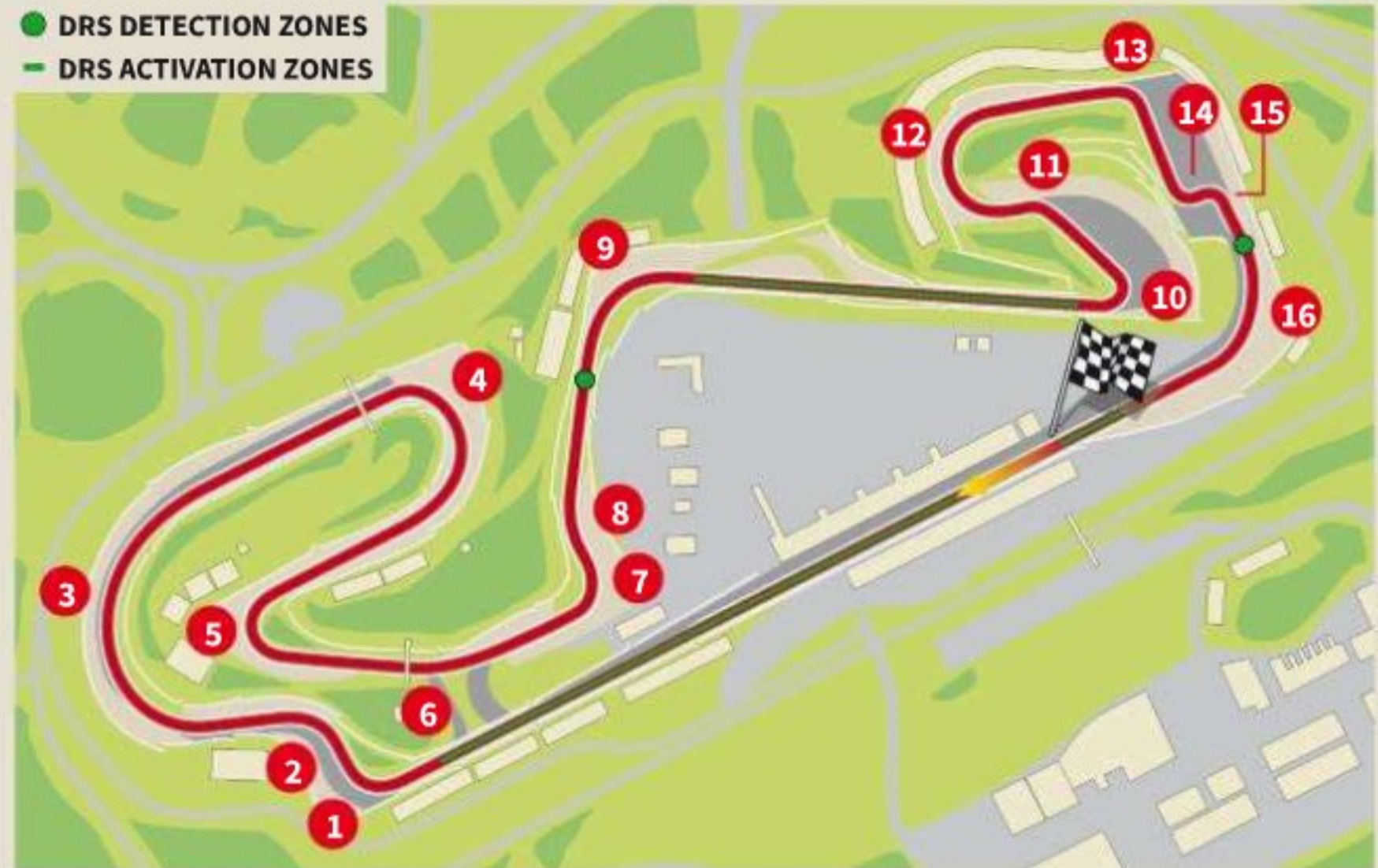
Joey Logano cannot use his recent NASCAR Cup win at Richmond to qualify for the playoffs after his Penske Ford failed post-race technical checks.

SEAN EDWARDS MEMORIAL BIKE RIDE

The Sean Edwards Foundation will hold its fourth annual memorial bike ride in Monaco on May 23, in honour of the GT star who lost his life in 2013 and to raise awareness for safety education in motorsport and on the roads. To register, visit store.seanedwardsfoundation.com.

F1 PREVIEW

Spanish Grand Prix
May 12-14



BARCELONA

LENGTH 2.892 miles **NUMBER OF LAPS** 66
2016 POLE POSITION Lewis Hamilton 1m22.000s
POLE LAP RECORD Mark Webber 1m19.995s (2010)
RACE LAP RECORD Kimi Raikkonen 1m21.670s (2008)



TYRE ALLOCATION

HARD	MEDIUM	SOFT	SUPER-SOFT	ULTRA-SOFT	INTERMEDIATE	WET
AVAILABLE	AVAILABLE	AVAILABLE	-	-	AVAILABLE	AVAILABLE

UK START TIMES

LIVE ON SKY SPORTS F1
FRIDAY
FP1 0900 **FP2** 1300
SATURDAY
FP3 1000 **QUALIFYING** 1300
SUNDAY
RACE 1300
BBC RADIO 5 LIVE SPORTS EXTRA 1230
HIGHLIGHTS ON CHANNEL 4
RACE SUNDAY 1845

PREVIOUS WINNERS

2016	Max Verstappen	Red Bull
2015	Nico Rosberg	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Fernando Alonso	Ferrari
2012	Pastor Maldonado	Williams
2011	Sebastian Vettel	Red Bull
2010	Mark Webber	Red Bull
2009	Jenson Button	Brawn
2008	Kimi Raikkonen	Ferrari
2007	Felipe Massa	Ferrari

THEMES TO WATCH

UPGRADE TIME

The Spanish GP is traditionally a race where teams introduce major upgrade packages. This could have a big impact on the balance of power up front.

RED BULL REVIVAL?

Red Bull has put a huge effort into its Spain package. But after being 1.7s off in qualifying last time out in Russia, it needs a miracle to get in the hunt.

FORCE INDIA'S FLOOR

Despite a 100% points-finishing record, Force India has had correlation problems and has lacked pace. A new floor, part of a big package, could solve that.

OBITUARY

Timo Makinen 1938-2017

TIMO MAKINEN WAS BLESSED WITH A quite extraordinary natural talent for controlling cars. That much was obvious from a very early age; no matter how bad the winter, how deep the snow, his family's newspaper van always delivered with Timo at the wheel.

No wonder he waltzed away with the 1965 Monte Carlo Rally, beating the rest of the field by an incredible 21 minutes.

Talking to this most original of Flying Finns last year, he still had some vivid memories of the French Alps more than half a century ago. "That," said Makinen, with understandable pride, "that Monte Carlo was my best ever result on a rally."

Given that, just months later, he won his native 1000 Lakes for the first time, the Monte result really was something special. Around that time, all of Makinen's results were special, coming mainly at the wheel of a BMC Mini Cooper. BMC team manager Stuart Turner remembers how he first heard of Makinen. "The local Morris dealer from Helsinki called into my office in Abingdon," said Turner. "He told me he was supporting a young lad and it would help him get publicity if I could find him a drive on the 1962 RAC."

A Cooper was found and, despite never having competed outside Finland before, a class win was captured. A contract was hastily drawn up with the Makinen signature added. That was the start of a long and fruitful relationship between Makinen and Turner, the Finn following the Englishman to Ford when BMC closed its doors in 1968 and Turner headed east from Abingdon to Essex.

It was in a Mini that Makinen really made his name. A hat-trick of wins on



the 1000 Lakes was quite exceptional in a car that barely harnessed 100 horses to get him down the road. A lack of power certainly hurt in some places, but Makinen had found a way around that problem: he kept his right foot where it was and danced his left to a new tune.

Left-foot braking is de rigueur throughout motorsport now, but it was Makinen and his countryman and BMC team-mate Rauno Aaltonen

who pioneered the principle. And Makinen needed all of that ability to send a Mini sideways on the 1967 1000 Lakes. Early in the Ouninpohja stage, the bonnet straps worked loose and it wasn't long before the bonnet flew up to block his view completely.

"We did about 12 of the 25 kilometres like that," Makinen said after the event. "I was third fastest, even though I could hardly see where I was going – the drag was terrible too. I kept trying to put my head out of the window, but the crash helmet was too big! I threw the car sideways this way and the other to try to get a view from the side windows."

For 1969, Makinen swapped the finger-tip intricacies of an underpowered front-drive Cooper for rear-wheel drive and twin-cam Escorts. Such was his innate ability, it was like he'd been born to both. There was another 1000 Lakes win with Ford, but it was the RAC Rally hat-trick from 1973 to '75 that really showed his worth to the Blue Oval.

By the end of 1976, 14 years on from that factory debut with BMC, Makinen's time at the sport's sharp-end was coming to a close. But he remained competitive, with Jean Todt co-driving him in a Peugeot 504 on some of Africa's more arduous marathon events for another five years.

Makinen was from Finland's old school; if it had an engine, he was willing to give it a go. When in 1969 there was a chance to contest the inaugural round-Britain powerboat race, of course Makinen was in – provided he could persuade his boat builder to stick a third V8 on the back. Of course he could. And, of course, he won.

DAVID EVANS

1973 RAC Rally was the first of a hat-trick of top-level victories on British gravel with Ford



LAT IMAGES



OBITUARY

Sir John Whitmore 1937-2017

WHEN STEVE McQUEEN WOWED A Brands Hatch crowd in October 1961, he did so in a Mini loaned by future dirt-biking buddy Sir John Whitmore, newly crowned British Saloon Car champion. And when Jim Clark and Jackie Stewart needed a London lair, it was Whitmore who, in 1964, volunteered his Mayfair flat: 'The Scottish Embassy', Balfour Place. "A terrific landlord and good fun, John and I were joined at the elbow for a long time," says Stewart.

Whitmore had been expected to follow his Lord Lieutenant of Essex father into the military and was sent to Sandhurst from Eton. But he was much happier completing his studies at agricultural college, a compromise with a view to his managing the 7000-acre Orsett Hall estate in Essex – won by his grandfather in a game of cards!

Stewart: "A bunch of us would stay there during the British GP: long, long table, 20 to 40 people, all with gold cutlery. Amazing stuff. But John got rid of it all. His father had been a very old, very traditional aristocrat, but John never was comfortable in that role."

Motorsport was another act of rebellion, an early step on his long, winding road. One of very few racing drivers to be chased through Zurich by secret agents and live for 10 years in an alternative community in Upstate New York, Whitmore not only renounced status and wealth, but he also repackaged what many considered New Age mumbo-jumbo into a self-improvement/leadership-training guide.

Contesting Le Mans had been his boyhood fantasy and nobody was more

astounded than he when, mere months into his career, in 1959, he finished 10th in a Lotus Elite run by Border Reivers. As had fellow gentleman-farmer co-driver Clark, he had impressed Lotus boss Colin Chapman during a dice in matching Elites and taken his chance when it was offered. But these close friends chose different routes thereafter.

Though lanky Whitmore levered himself into Formula Juniors, he was even more effective when folded into a Mini. A switch to Ford Lotus Cortina allowed him to really stretch his legs, and he became a category benchmark in Europe and North America until his 1966 retirement.

Having fallen two (net) points shy of a second BSCC title, in Mini Cooper and Cooper S, he was wooed by Ford's £5000 retainer and finished third in the European Touring Car Championships of 1964 and '66, winning it in '65. "Of the Cortina drivers, there were Jim Clark, John and Jack Sears," says Stewart. "I would put myself fourth. John was very good."

His partnership with team manager Alan Mann had a profound effect on Whitmore, on and off the track. It also allowed him to prove his adaptability in AC Cobra and Daytona Coupe. In a seven-litre Ford GT MkII co-driven by Frank Gardner he finished second in the 1966 Spa 1000Km, having the month before finished second at Monza in Essex Wire Corp's GT40, co-driven by Masten Gregory. And at Le Mans he qualified third, ahead of Bruce McLaren, the eventual winner in Ford's 1-2-3.

This multi-million-dollar programme, however, was indicative of the sport's metamorphosis, and the death of one

Whitmore chases Jackie Stewart at Karlskoga in 1965 European Touring Car Championship; Sir John won his class

friend too many led Whitmore to question his involvement. He sold the family seat, parted from his Swedish airhostess wife and became a tax exile in Geneva. "He and I went to Switzerland in 1968," says Stewart. "[Prime Minister] Harold Wilson was charging more than 90% tax and you were only allowed to take out something like £5000 per family unit. But you could take possessions. That's why John had the Rolls."

But whereas his neighbour sported fashionably long hair coiffed by celebrity hairdresser Jay Sebring, Whitmore bought into Flower Power. Stewart: "A Jesus figure to look at – beard, sandals – he would arrive at our house like that. Very hippy-hippy-yeah. But it was real, not forced. His move from Geneva to Big Sur was abstract, even so. A huge jump from motor racing."

Attending California's humanist Esalen Institute, Whitmore was content to be a deep fish in the biggest pond: life, with all its complexities – and how best to simplify them. "Sometimes he'd try to influence you into another way of thinking, but never in an aggressive or boring fashion," says Stewart. "Though he disappeared more or less, we never lost our friendship."

Motor racing was Whitmore's past, a foreign country. Yet in 1990 he returned out of the blue, in a Can-Am McLaren M8F of all things. The skill remained but the belief wavered – until he passed Charles Agg's sister car around the outside at Stowe Corner. A 'spiritual moment' that should have even the doubters reaching for that 1992 *Coaching for Performance* bestseller.

PAUL FEARNLEY

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First among equals

It's a well-known fact that Formula 1's revenues aren't shared equally, but the real question is how best to change the system

By Dieter Rencken, Special Contributor

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IT'S USUALLY AROUND THE TIME OF THE SPANISH

Grand Prix that Autosport reveals the shares of revenues made to teams during the course of a season by commercial-rights holder Formula One Management. These used to be colloquially known as "Bernie Monies", but given that FOM is now a Liberty Media subsidiary, and Bernie Ecclestone is no longer CEO but 'chairman emeritus', we're going to have to coin a revised moniker for a 'pot' totalling almost a billion dollars.

Whatever name you attach to it, a billion split 10 ways provides for an average of \$100 million each. That's roughly what it costs mid-ranking teams to design and build two cars, pay the costs of tyre supply and engine leasing, cover logistics for the season, and make payroll. One wonders, then, why Mercedes, Ferrari, Red Bull Racing and McLaren persist in spending double that (or triple in some instances) every season.

The reason is simple: because they can.

Of this year's pot of \$940m (£725m), these four teams collectively receive almost one third simply for entering, with Mercedes pocketing over a tenth of the pot in bonuses regardless of actual performance – and it will continue doing so until the end of 2020, when the current covenants expire. In total, Ferrari's projected earnings for 2017, based upon its 2016 third-place constructors' championship finish, amount to \$180m.

Contrast that with Force India. This independent team placed fourth, yet earns just \$72m. In an activity in which money (largely) equals performance, Ferrari's bonus is a big advantage. That illustrates how unevenly F1's monies are distributed, and just how skewed the financial playing field actually is. This is in itself not news, though.

The question is, what sort of revenue structure should be introduced to redress the inequalities of the past – and when? Taking the timeline first, it's clear that no changes can be enforced before the current contracts expire, and the privileged faction are highly unlikely to voluntarily accept reductions (why should they?), so the earliest revision date is 2021.

As for any future structure, F1 faces five alternatives: a) carrying on with the philosophy of bonus and performance payments, possibly with a revised mix; b) a straightforward division of the pot by the number of eligible teams; c) dividing it according to a mix of qualifying, race and championship performances; d) a pure championship performance-linked structure; and e) an incentive-linked structure combining performance and marketing activities.

Given its patent shortcomings, continuing with the current structure, which has resulted in only three (privileged) teams winning grands prix since 2014, would not find favour – save, possibly, among those privileged teams. But even they must realise that such a structure would surely result in invitations to appear before the EU Competition Commissioner in Brussels.

At the other extreme lies the socialist approach outlined in b). F1 is arguably the most capitalist of all sports, and thus socialism hardly suits its ethos. Some of F1's tail-enders may push for an "all-animals-are-equal" structure, but that is more because they are presently disadvantaged by F1's "some-are-more-equal-than-others" doctrine. Plus, they hope to be at the sharp end one day.

Combining practice, qualifying, race and championship performances to calculate earnings (as in earlier times) provides an alternative structure, and could well incentivise teams to participate in all sessions. But given restrictions on engines and transmission usage, this may not be greeted warmly.

A constructors' championship-based structure prevailed from 1998-2012, and delivered the most realistic revenue-distribution formula by demanding that teams finish in the top 10 at least twice in three years (so-called Column 1 monies) to provide an historic element, and classification in the previous season to reward recent performance

(Column 2). To date this proved the least contentious structure.

Finally, combining a classification-based structure with marketing-linked elements would encourage teams to market themselves – and, by extension, F1 – in line with FOM's plans to grow F1 going forward. Such promotional activities could take various forms, including social-media initiatives, driver appearances and sponsor activation, with the aim of spreading F1 far and wide, including pushes into new territories.

Liberty is on a mission to expand F1, if only to generate additional revenue streams in the face of anticipated income shrinkage due to waning interest in F1 (primarily among Millennials), and subsequent reductions in race-hosting and broadcast fees. Simultaneously, independent teams are expected to push for larger slices of the sport's revenues, so such a structure would dovetail perfectly with FOM's stated objectives.

Plus, of course, it would shift the focus from privilege positions to on and off-track performance while levelling F1's playing field. The biggest advantage, though, is that such marketing incentives could be introduced immediately – to the benefit of teams and F1 – while preparing the ground for the post-2020 settlement. ✎

“F1 is arguably the most capitalist of all sports. Socialism hardly suits it”



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Racing at its very best is a lesson to all



Good clean fun: F4 at Thruxton rated higher than bill-topping BTCC by reader Skeet

Having just attended the BTCC round at Thruxton over the weekend, I saw one of the best races I have seen in many years, and it was *not* the touring cars.

The first Formula 4 race on Sunday was simply sensational from start to finish (report, p70). The battles throughout the field, and the cleanliness they were fought with, were a credit to these young drivers, particularly with recent events still looming large in everyone's memory.

If in the rarefied world of F1 they are in any doubt that properly simplifying the aerodynamics is not the way forward to better racing, get them all into one room, sit them down and get them to watch this race on a loop until it sinks in.

A big thank you to all the F4 drivers. That race was worth the admission price all on its own.

Michael Skeet
Southampton

Indy takes no prisoners

I'll be rooting for Fernando Alonso in the Indy 500, but with all the comparisons with Mansell, Hill and Clark as rookies, let us not forget three-time world champion Nelson Piquet's debut in 1992.

Nelson was driving a Lola-Buick for John Menard and was ably coached by

Indy veteran Gary Bettenhausen. However, in practice he lost control of the car, sending him head-on into the wall, smashing both his legs. A cautionary tale that tells us that Indy does not take prisoners, no matter how great they are.

Jeremy Elliott
London SW2

Code 60's time has come

It was with great interest that I read your article on Code 60 (April 27), especially considering my one annoyance of modern motorsport: the safety car.

I am of course all for motorsport being as safe as possible and wish to see neither driver nor marshal put in unnecessary danger, but I wonder if it's time safety cars should be replaced by the Code 60 system in as many series as possible.

A case in point is the British GT race at Rockingham. A 120-minute race that included three safety-car periods, the last of which was at around the 100-minute mark, leaving just 20 minutes to be run under green flags. This left me wondering almost what the point was of the previous 100 minutes of racing, as all the cars were line astern. A Code 60 system would have meant the cars' 'true' positions would have been kept and the result would have

been more representative of the full race.

To my mind, the safety car has ruined more races in recent memory than it has saved. All hail the purple flag!

Gary Jones
Matlock

Downgraded Triple Crown

When we originally spoke of Graham Hill's Triple Crown, it was for winning the Indianapolis 500, the Le Mans 24 Hours and the *world championship* – not the Monaco Grand Prix. Nor any other GP, come to think of it, though any F1 race would have done just as well.

So when did it become fashionable to downgrade the Triple Crown? Even if we accept the argument that a Monaco win is now the equivalent of 'half a world championship' in prestige, it still does not overshadow the championship in the way 'The World's Greatest Auto Race' has been of far more importance than any of the AAA, USAC, CART, IRL or IndyCar titles (though not the world championship 1950-60 of course). Or how *La Plus Grande Course du Monde* has always dominated sportscar racing. Nor has Monaco had a series named after it, unlike the US and French events...

David Cole
Oakham, Rutland

The Triple Crown has indeed been described as including the Monaco GP or the F1 world championship. We would not argue that winning Monaco is on a par with taking the title, but it seems consistent to include it because the other two parts are individual races – the Indy 500 and Le Mans 24 Hours. In Alonso's case, it is a moot point, seeing as he has won both Monaco and the F1 world championship – ed

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F1 2017

DEFO





DEED

By Ben Anderson, Grand Prix Editor, and Karun Chandhok, Special Contributor





If Formula 1 has done anything over the first four races of 2017, it has ensured that this season will certainly not be a repeat of the same old story.

Mercedes is competitive, but no longer dominant; Ferrari is genuinely resurgent following a season of real struggle; Red Bull has confounded expectations by so far failing to join the fight at the front; and McLaren-Honda has yet to make the massive leap forward expected amid the greater design freedom afforded by new regulations.

F1's midfield remains as competitive as ever, while the new dynamic at the very front looks set to finally allow the two most successful grand prix drivers of the past decade to go head-to-head for the world championship. That's unless F1's newest

race winner Valtteri Bottas turns out to be the real deal.

In the wake of Nico Rosberg's shock retirement, and the rewriting of F1's technical rulebook with the advent of much faster cars running on bigger and better Pirelli tyres, F1 no longer looks like the Mercedes slow-go roadshow of the past three seasons.

Car development should come thick and fast, with the first major skirmish in F1's aerodynamic development war anticipated at this weekend's Spanish Grand Prix at Barcelona – the traditional 'start' (Russia excepted) to the European leg of the campaign. Barcelona will be the reference point against which all progress since pre-season testing can be judged. Ahead of that moment, Autosport brings you its expert analysis of F1's winners and losers so far in 2017.

Mercedes is still ahead on supertime (see Gary Anderson's performance analysis, p25)

HOW FERRARI TOOK CONTROL

FOR THE FIRST TIME IN MANY YEARS, FERRARI LEFT BARCELONA after pre-season testing looking like a genuine contender. You always wonder if it will flatter to deceive come the grands prix, but thus far there's no question it is a genuine threat to Mercedes.

The SF70H is not just fundamentally quick, crucially it's competitive on a variety of tyres and conditions. In recent years, Ferrari seemed to struggle on certain tyre compounds, but so far it has been right there on every type of tyre, which is very important for racking up points.

Ferrari also seems to have superior tyre management to Mercedes, which gives it better options in terms of strategy. Look at the Australian GP, where Sebastian Vettel seemed happy to sit right

“The championship battle is going to be about upgrades now”

behind Lewis Hamilton in dirty air and keep the pressure on, so much so that the Brit opted to pit earlier than he should have and lost the race.

The team also appears to have improved strategically. There were several times last year when Ferrari seemed to either give up track position or underestimate an undercut from a rival – Australia, Canada, Singapore and Japan all come to mind.

This year, however, it seems much sharper. Bahrain was a great example. Ferrari called Vettel in on lap 10 to get him out of the Bottas train. This gave him a powerful undercut and, if there had been no safety car, he would have ended up an impressive seven seconds ahead of the Mercedes duo.

Is the Ferrari a faster car than the Mercedes over one lap? Not everywhere. The W08 was on pole for the opening three races of this season, remember. But a key point could be that the SF70H's wheelbase is 20cm shorter than that of



the Mercedes, so on circuits with shorter corners and sharp changes of direction, the Ferrari works well.

This is why I believe they were strong in sectors two and three at Sochi, and that could bode well for races like Monaco, Azerbaijan, Singapore and Italy too. The common belief in the paddock is that the Ferrari power unit is a match for the Mercedes when it comes to bottom-end punch out of the corner – even when it comes to Q2 and Q3 when the teams turn the wick up – but perhaps not quite there yet in terms of top-end speed.

This championship battle is going to be about upgrades now. Ferrari showed its intent to keep pushing by bringing a small front-wing update in Bahrain, but realistically it's the Barcelona packages that will be key to a large chunk of the season. Nevertheless, Ferrari is off to a good start.

KARUN CHANDHOK



Ferrari is quick, and has honed its strategic nous

Is it time for Merc to consider softening equal-status ethos?



LAT IMAGES

IS MERCEDES ON THE ROPES?

FOR THE FIRST TIME SINCE 2013 WE'RE NOT SEEING MERCEDES dominate Formula 1. Fundamentally, I don't think the team has gone backwards because if you look at the gap to everyone else but Ferrari, it's still devastating. The fact is Ferrari has made a big relative leap forward, and this is putting pressure on Mercedes and exposing any weaknesses in the Anglo-German squad.

The car began the season heavier than the team wanted, giving it less scope for ballast placement – which is a key tuning tool for chassis balance. Mercedes and Red Bull were also two teams that had to alter their suspension designs to comply with FIA clarifications over the winter, and this could have had a detrimental effect on both squads' performance relative to Ferrari. Interestingly, the regulation

clarification came after Ferrari sought clarity – a possible flashback to the past with the Scuderia winning a bit of a political war.

The story of the season is going to be defined by what updates the teams bring, and watching the changes that Mercedes and Ferrari reveal as we head into the European season is going to be fascinating.

There's been a change at the top of the Mercedes technical pyramid, with Paddy Lowe being replaced by James Allison, but fundamentally the brains behind the design of the car – headed by Aldo Costa, Geoff Willis and Mark Ellis – remain unchanged, so we won't see the effect of the Allison/Lowe shuffle for a while yet.

Mercedes is very conscious of being unbiased with its drivers, but this year the enemy is no longer within. Mercedes is in a different

“Mercedes needs to think outside the box in terms of strategy calls”

championship battle against Ferrari and needs to start rethinking its approach. We've seen drivers in the same team taking points off each other in the past, and the danger is that can allow someone else to come through (1986 and 2007 immediately come to mind). This is going to become trickier now, especially with Bottas getting stronger.

It's impossible to pick number-one and two drivers so early in the season, but what's become clear is that Mercedes probably needs to move away from its philosophy of giving the lead car the first call on strategy, and think outside the box in terms of what needs to be done to win a particular race. For example, a lap-nine pitstop for Hamilton in Bahrain would have given him the double undercut to jump past Vettel and Bottas. There are some extremely clever people on the Mercedes pitwall and I'm sure they're aware of this, but perhaps the change in philosophy needs to come from further up the chain. Over to you, Toto Wolff and Niki Lauda.

KARUN CHANDHOK



Charlie Whiting's rule clarification may have hurt Mercedes and Wolff

IS BOTTAS THE NEW ROSBERG OR THE NEW KOVALAINEN?

IN EVERY F1 GENERATION THERE ARE CERTAIN DRIVERS WHO come onto the grid with great hype and momentum behind them, make an immediate impact, live up to expectations and turn out to be one of the all-time greats.

From the past 55 years, Jim Clark, Jackie Stewart, Niki Lauda, Alain Prost, Ayrton Senna, Michael Schumacher, Fernando Alonso, Lewis Hamilton, Sebastian Vettel and Max Verstappen make my personal list of drivers who fit into this category. Excluding Verstappen, the other nine drivers account for an incredible 31 out of the past 54 world championships.

The way F1 teams are structured means there will always be another driver who has to go up against one of these special talents in equal machinery. Those drivers have to raise their game higher than they could ever imagine just to take the fight to their team-mates, and this is a huge challenge.

Since Hamilton arrived in F1 he's had five different team-mates. If you look at the points they scored against him, taking Hamilton's score as the 100% baseline, Alonso scored 100% (109-109), Heikki Kovalainen scored 51% (147-75), Jenson Button scored 102.3% (657-672, although Hamilton won more races in that period) and Nico Rosberg scored 89.6% (1334-1195).

You'd have to say Alonso and Button pushed Hamilton extremely hard, Rosberg wasn't far behind, and Kovalainen was a big chunk adrift. Now, what sort of team-mate is Valtteri Bottas going to be? That destiny is in his own hands.

Bottas is a very fast, calm and now reasonably experienced racing driver. But he will need to be relentless in qualifying and the races, and in all conditions, to take on the likes of Vettel and Hamilton.

In the final stint in Australia, Bottas looked very strong, whereas in China and Bahrain he was clearly behind Hamilton. But then we got to Russia and the Finn was brilliant. He was nearly half a second quicker than Hamilton in every section of qualifying and, come the grand prix, once he got to the first corner first, he was gone.

The opening stint was tremendous, but soaking up the pressure at the end, with Vettel bearing down on him, was equally impressive. At a circuit where you have to slightly under-drive and not ask too much of the front end, he managed it beautifully, while his team-mate looked unhappy all weekend.

Four races are probably not enough to make a fully informed call on this, but it's becoming clear that Bottas is looking more like a potential Rosberg than a Kovalainen.

KARUN CHANDHOK



Bottas has a hard yardstick in Hamilton

SUTTON



Red Bull's start to the season has not gone smoothly

SUTTON

WHAT'S GONE WRONG AT RED BULL?

RED BULL HAS BEEN THE MOST OBVIOUS LOSER OVER THE FIRST four races of 2017, given that the former world champion team finished last season with the second-quickest car.

Max Verstappen scored an opportunistic podium in China, but otherwise this season has been a struggle so far, with the Renault-powered RB13 lacking downforce and grunt, stuck in a no-man's land behind Ferrari and Mercedes, but well clear of the rest.

Much was made of the RB13's basic aerodynamic look when it was unveiled, but team boss Christian Horner insisted his squad had deliberately focused on reducing drag – no doubt expecting Renault to suffer a power deficit compared to Mercedes and Ferrari – and Red Bull has repeatedly reiterated its faith in this direction, despite an underwhelming start to the campaign.

Both drivers have said the car lacks power and downforce, and Autosport understands the RB13 is producing less downforce than expected, even allowing for aggressive efficiency targets.

There have also been suggestions that the FIA's pre-season suspension-rules clarification has set Red Bull back, given it was one of the teams required to ditch its design in the wake of the ruling. But Horner insists that configuration was too heavy to make it onto the car in any case, while Williams technical chief Paddy Lowe says trick suspension designs of the kind the FIA has outlawed "tend to be add-ons" rather than anything fundamental.

"It's a bit like FRIC [front and rear interconnected suspension systems that were outlawed in 2014]," Lowe explains. "Everybody thought FRIC was going to completely change the order of the grid, but it didn't really. Taking it off didn't fundamentally change the car or how you would have chosen to build it in the first place."

Regardless of the exact reasons, a lack of grip is certainly holding Red Bull back in the corners, further exposing what remains a significant power deficit on the straights. The FIA says the Renault engine falls within the 0.3s equivalency target it set 12 months ago, but Red Bull is critical of the calculation formula for ignoring full-power lap times set in Q3 and estimates the engine is actually more than half a second behind as things stand.

Red Bull is planning a major update for this weekend's Spanish GP. But Autosport understands the Renault engine programme has fallen behind schedule owing to reliability concerns on the dyno, so even if Red Bull corrects its chassis problems, it will be fighting with one hand tied behind its back for a good while yet.

BEN ANDERSON

CAN McLAREN-HONDA SAVE ITSELF?

IT'S BECOMING TEDIIOUSLY REPETITIVE TO SAY THAT McLaren-Honda has started the season disastrously, but for the third year in succession it unfortunately remains a fair representation of the facts.

More freedom within the aerodynamic and engine regulations was meant to be McLaren-Honda's big chance to correct the competitive slump of the past two seasons (four if you count McLaren's own struggles since the end of 2012) and get back into the fight at the front of the grid. McLaren wasn't necessarily expecting a title tilt this year, but podiums and a top-four finish in the championship certainly.

But those aspirations have been thrown well off course. Honda failed to make the expected leap forward with its combustion engine over the winter, despite significant improvements to the weight and packaging. The result was woeful unreliability throughout pre-season testing, which has placed the team massively on the back foot.

Countermeasures were put in place for the first race, and reliability has improved, but a spate of MGU-H failures in Bahrain caused fresh concerns, and Stoffel Vandoorne has already churned through so many turbochargers that he had to serve a grid penalty just four grands prix into a 20-race season.

Fernando Alonso has failed to finish at all so far, though in fairness two of those retirements were not Honda's fault. But there can be no doubt the bulk of the blame for another terrible start lies with the Japanese firm, which has gone backwards in terms of power output and is struggling to develop without introducing new problems.

Alonso will skip the Monaco Grand Prix to contest the Indy 500, such is McLaren-Honda's lack of competitiveness so far this year. He is driving superbly, making Q2 in each of the first four races in a package that's not worthy of that achievement. To be fair, the drivers reckon the MCL32 chassis is decent, with Alonso suggesting it would be "in the top five in every race" with equivalent power to Mercedes and Ferrari.

There were suggestions McLaren might abandon Honda to return to the Mercedes customer-engine programme in a bid to break this nightmarish cycle, but instead it looks as though Honda has sought help from Mercedes and independent engine builder Ilmor in a bid to correct its current problems. A major engine update is planned for June's Canadian GP, which should be the first big step on the road to redemption for this troubled alliance.

BEN ANDERSON



Woeful start to the season for both McLaren drivers

The battle for midfield glory is tight



WHO IS WINNING THE MIDFIELD FIGHT?

FORMULA 1'S MIDFIELD CLASH IS OFTEN CONSIDERED MORE competitive than the battle for the world championship itself. The teams within it are more closely matched in terms of resources, and usually scrap over positions that award smaller differences in points than at the very front.

The battle to be best-of-the-rest behind the big three teams in this year's contest already looks very tight after four races. Williams has the fastest car in the midfield, with Felipe Massa the only driver outside Mercedes, Ferrari and Red Bull to make Q3 at every race, but apart from that form is difficult to read.

Discounting underperforming Red Bull's unique position adrift of the top two and well clear of the rest, the average pace gap between Williams and Ferrari so far stands at 0.783%, whereas a gap of 0.774% spans Williams, Renault, Toro Rosso, Haas and Force India. That falls to 0.719% if you only analyse Q2 lap times, which avoids the bias of only four midfield cars getting extra runs by making Q3 at each race.

Williams has the fastest car, but only one driver (Massa) extracting its potential; Renault is also quick, but lacks consistency in the races and is also too heavily reliant on one driver; Toro Rosso has two very evenly matched drivers, but lacks pure performance from its car and engine package; Haas has a very fast car and powerful engine, but lacks experience, personnel and has two quick but inconsistent drivers; while Force India has two strong drivers and is maximising every race, but lacks pace compared to the others.

If you re-imagine the first four races of this year's championship without Mercedes, Ferrari and Red Bull present, you can get a more representative read on the midfield fight. This version of the championship would have produced pole for Romain Grosjean in



“Force India is proving that success in F1 is not only about having the fastest car”



In Merc/Red Bull/Ferrari-free F1, Grosjean would have been on Oz pole

Melbourne, pole for Nico Hulkenberg in Bahrain, and two poles for Massa (China and Russia), but Sergio Perez would be leading the championship from Massa by 10 points owing to podiums in every race, including victory from team-mate Esteban Ocon in Russia.

Force India’s ‘miraculous’ consistency would give it 126 points and a 52-point margin in the constructors’ race over Williams and Toro Rosso (tied on 74 points), with Renault on 53 and Haas on 47.

In similar fashion to the real battle at the front this season, Force India is proving that success in F1 is not only about having the quickest car.

BEN ANDERSON

GARY ANDERSON'S PERFORMANCE ANALYSIS

MY RANKING TRACKS THE PURE SPEED AND QUALIFYING/RACE performance of all 10 teams on the 2017 grid after the first four races.

The supertime is calculated by taking each car’s fastest single time from each race weekend and converting it into a percentage of the outright pace.

These figures can be a little misleading, as it’s partly down to the driver who puts together that one lap, which can be influenced by track conditions or yellow flags getting in the way. But it still paints a clear picture.

So, if we award points on the same basis as in the races to the lead qualifier, it tells you a little more. My philosophy here is that if one driver can be in a high position, the second driver should be able to do the same – or they are there for the wrong reasons.

You can then repeat this for the race and award points for the first car home for each team. This gives us a picture of where teams need to concentrate their development effort. Inevitably, this is distorted by reliability, but getting to the chequered flag is part of the game.



F1 2017 PERFORMANCE ANALYSIS

	SUPERTIME	QUALIFYING SCORE	RACE SCORE	TOTAL POINTS	QUAL-RACE CHANGE
Mercedes	100.019%	93	86	179	-7
Ferrari	100.267%	79	86	165	+7
Red Bull	101.442%	60	60	120	equal
Williams	102.050%	44	36	80	-8
Force India	102.824%	24	40	64	+16
Renault	102.230%	36	28	64	-8
Toro Rosso	102.569%	26	32	58	+6
Haas	102.570%	28	23	51	-5
Sauber	103.963%	7	11	18	+4
McLaren	103.492%	7	6	13	-1

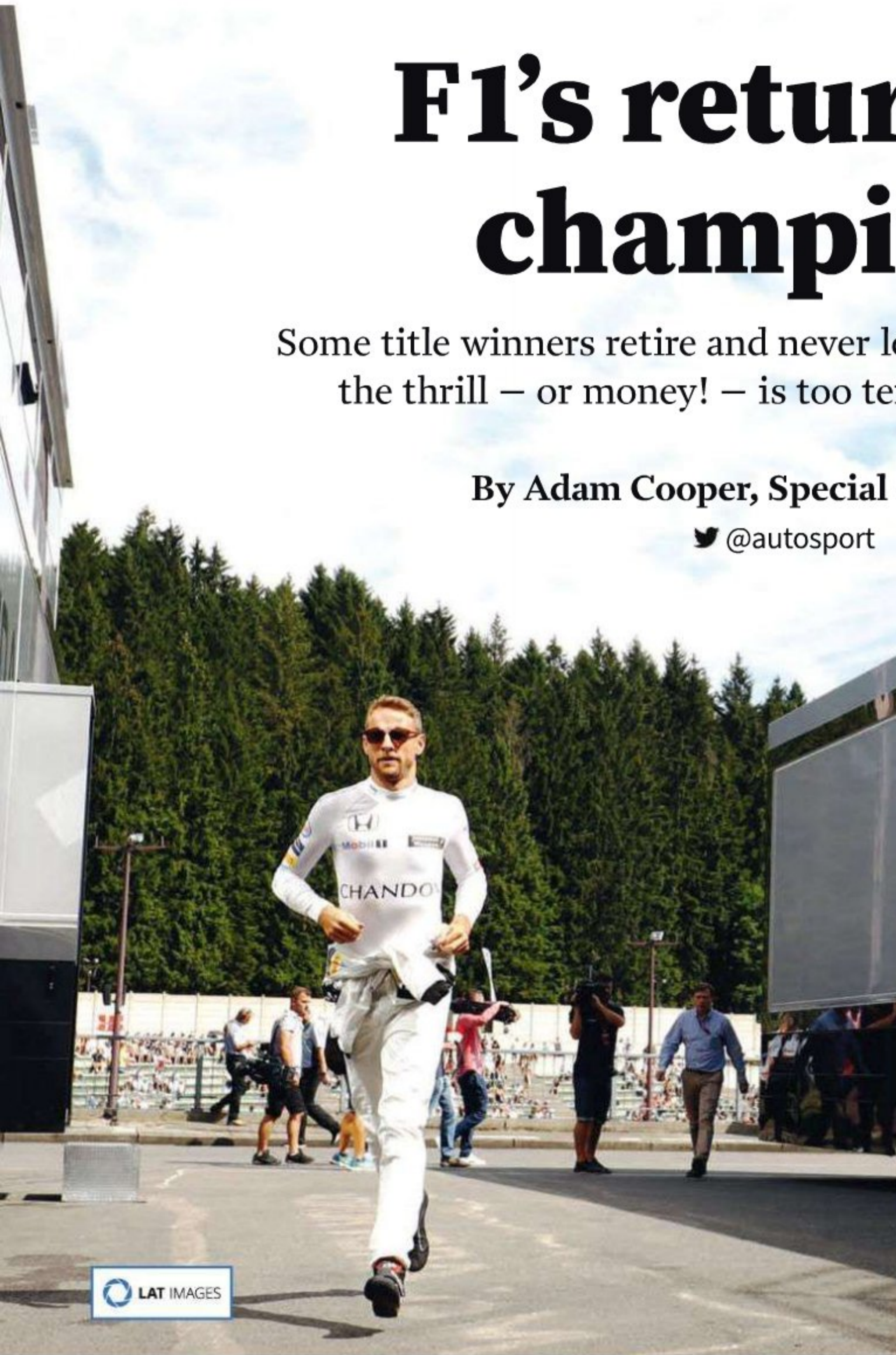


F1's returning champions

Some title winners retire and never look back, but for others the thrill – or money! – is too tempting to stay away

By Adam Cooper, Special Contributor

🐦 @autosport



When Jenson Button returns to a McLaren race seat for this month's Monaco Grand Prix, he will be following in the footsteps of many other world champions who have been tempted back to

Formula 1 after what was thought to be their final start.

Some have returned after struggling to come to terms with retirement, while others – like Button in a couple of weeks' time – made special guest appearances.

A few harboured doubts about their decision to stop racing, stepped back in the cockpit for a test, sated their curiosity and abandoned the idea of a full-scale return.

But although every case is different, there are common threads in the final chapters of some of F1's most successful drivers.

JUAN MANUEL FANGIO

The 1958 French Grand Prix was not strictly a comeback for Fangio, but the five-time champion had been on a break, and retirement was on his mind.

After winning the title with Maserati in 1957, he contemplated stopping at the top of his game, but the Italian marque persuaded him to keep his options open. Taking part in his home race in Buenos Aires in January '58 was a no-brainer and, after finishing fourth, he won a non-championship event at the same venue.

That could have been the perfect

swansong, but Fangio was persuaded to return to drive an updated 250F at Reims in July. He'd missed Monaco, Zandvoort and Spa, but even during that short hiatus something had changed.

"Racing no longer gave me satisfaction," he wrote in his autobiography. "It had become an obligation. And when racing begins to feel like work, well..."

Unhappy with the car, Fangio finished fourth. The fatal accident that befell Ferrari's Luigi Musso was the final straw – he decided straight away that he would not race again.





ALAN JONES

Jones retired at the end of 1981, having won the world championship the previous year, but soon had itchy feet. He hooked up with his former Shadow boss Jackie Oliver to drive for Arrows early in '83 but, after low-key outings in the Race of Champions and at Long Beach, he'd had enough.

Then his former Can-Am team boss Carl Haas presented an offer he couldn't refuse and he signed to drive for the well-financed

"I decided, 'Well, bugger it, I'll give it a go.' It looked good on paper"

Beatrice/FORCE team for 1985.

"I decided, 'Well, bugger it, I'll give it a go,'" he explains. "On paper it looked like being a good proposition."

Some impressive names were involved – Teddy Mayer and Tyler Alexander ran the operation, Ross Brawn designed the car and works Ford engines were part of the package. The team entered the last four races of 1985 with a Hart engine, and the

uncompetitive Ford V6 didn't arrive until the third race of '86. That characterised a project that promised much, but didn't deliver. When the sponsor pulled out, the team closed and Jones retired for good.

"It had a positive point in my bank account," he says. "That was about the only positive point! I went back to England for a year, and I enjoyed that aspect of it. But I did not enjoy my racing one bit."



MARIO ANDRETTI

When Andretti contested his last race with Alfa Romeo at Las Vegas in 1981, he assumed his F1 career was over. No decent drive was available for '82, so he committed to Indycars with Pat Patrick.

"Once I'd left Alfa, I thought, 'This is it,'" he recalls. "I wanted to leave with a much better taste, but I was not going to join a team that was not capable of winning."

Then, just two races into the 1982 season, Carlos Reutemann retired. When Frank Williams invited Andretti to race at Long Beach, he agreed. He tested the FW07C but was not happy with the set-up. In the race, he retired after a brush with the wall.

There was no question of continuing at Williams, so he went back to Indycars, but another F1 opportunity came up after Didier Pironi was badly injured at Hockenheim. Enzo Ferrari rang Andretti, a Maranello driver between 1971 and '73, and asked him to race at Monza.

"The fact that he called me personally, I thought, 'Absolutely, I have to do this'. Patrick fought me, but I said, 'You can fight all you want, I'm going!'"

He took a sensational pole position but finished third with a turbo issue, while a suspension problem put paid to his final F1 outing in Las Vegas.

NIKI LAUDA

Lauda famously walked away from his Brabham BT49 early in the 1979 Canadian Grand Prix weekend, forcing team boss Bernie Ecclestone to urgently seek a substitute. Focusing on his airline, Lauda was rarely seen at a race over the next two years. But after being offered a McLaren test by Ron Dennis in September '81, he quickly made up his mind that the time was right to return. After four seasons and a third title, in '84, he stopped for good at the end of '85.



NIGEL MANSELL

Few took Mansell seriously when he made his first retirement announcement at Silverstone in 1990 – and he subsequently agreed to join Williams for '91.

But when the newly-crowned world champion left F1 to enter the CART Indycar series with Carl Haas in 1993, he had such immediate success that nobody expected him to return.

Then a difficult second season in the US in 1994 – and the opportunity presented at Williams after the death of Ayrton Senna – changed everything.

Mansell says that the deal was approved by Haas: "I'd signed through to 1997. [But] he said, 'I'm sorry, if you want to drive again, you'll have to speak to someone else. I've just sold all your contracts.'"

Amid much fanfare, Mansell returned to Williams for the 1994 French GP, before competing at Jerez, Suzuka and Adelaide at the end of the year.

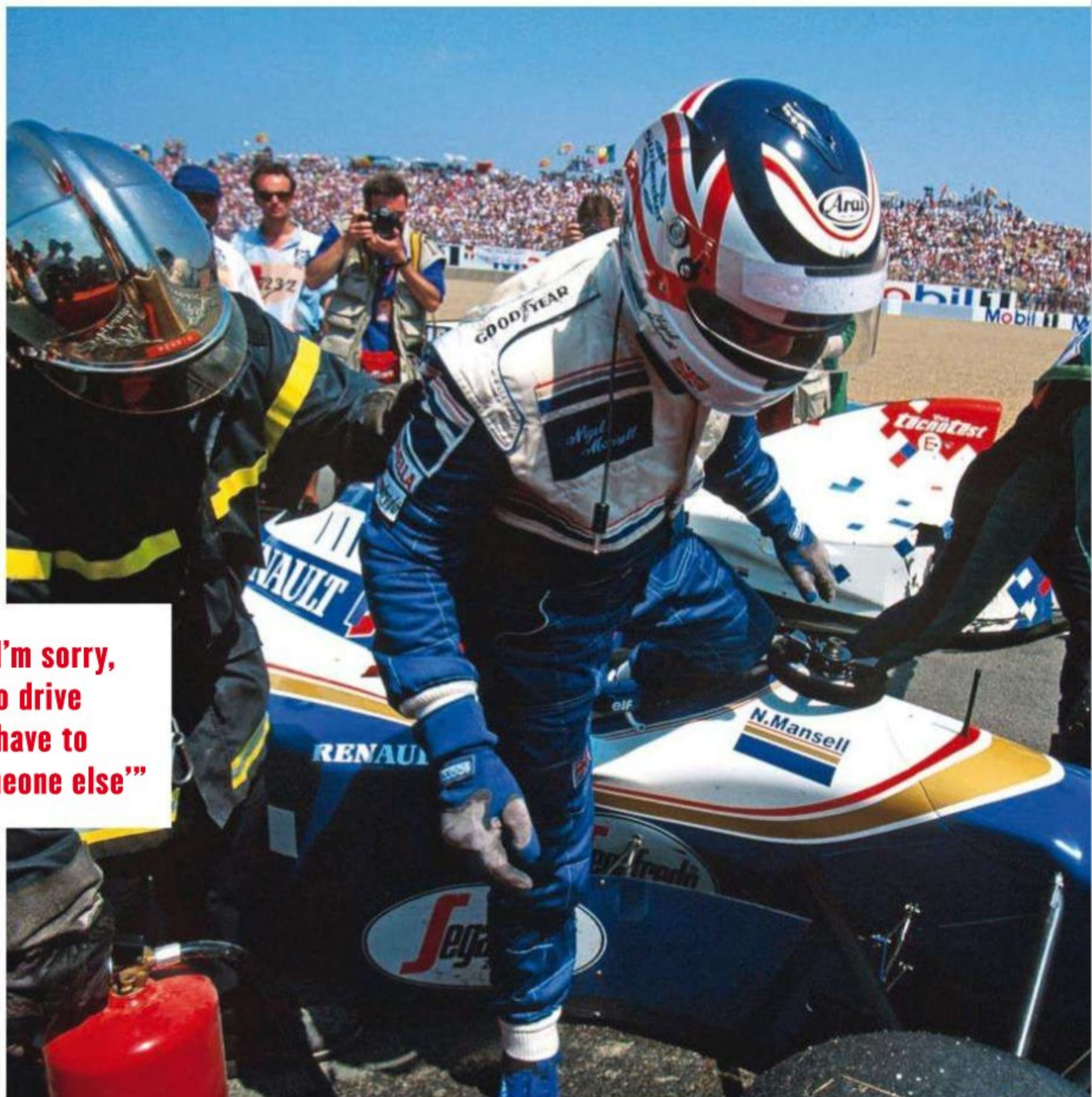
He won in Australia after the infamous collision between Michael Schumacher and Damon Hill.

Against all the odds, he then signed to drive for McLaren for 1995.

It was a marriage of convenience that suited both, but the honeymoon was short. Mansell missed the start of the season because the car had to be redesigned so he could fit in it, and then after two disappointing races it was over.

There was one final fling, when he tested for Jordan at Barcelona at the end of 1996. It was basically a PR stunt for sponsor Benson and Hedges – but had a race seat been offered, Mansell is unlikely to have said no.

"Haas said, 'I'm sorry, if you want to drive again, you'll have to speak to someone else'"



MICHAEL SCHUMACHER

Many observers thought that Schumacher's retirement at the end of 2006 had come too early. And when a chance to replace the injured Felipe Massa at Ferrari came up after the '09 Hungarian GP, he quickly said yes. Injuries previously sustained in a motorcycle crash forced him to pull out, but a seed had been sown. After regaining full fitness, he returned with Mercedes the following year. Schumacher retired again at the end of '12 – but still couldn't resist the chance to demo an F1 car around the full Nurburgring track.



ALAIN PROST

After a messy split from Ferrari at the end of 1991, Prost was forced to spend the following season watching from the sidelines. He was a free agent again for '93, and he returned with Williams and duly won the world championship. He then retired, but wasn't quite finished – a couple of years later he tested for McLaren, but turned down the chance of a return.





SUTTON



LAT IMAGES

KIMI RAIKKONEN

When Raikkonen was eased out of Ferrari at the end of 2009 he went rallying (given that he was being paid handsomely not to drive for the Scuderia, he would have lost out had he stayed in F1 with a rival team). Although he never officially retired, few expected him to return. But after two years away he accepted an offer from Lotus for '12, and his career continues back at Ferrari.

THE NEARLY MEN



SUTTON

PHIL HILL

Hill decided to leave F1 and focus on sportscars at the end of a disappointing 1964 season with Cooper. Two years later he helped John Frankenheimer make the film *Grand Prix*, driving a camera car in races. He then accepted an offer from Dan Gurney to drive the second AAR Eagle at Monza. But the team's focus was on Gurney's new Weslake V12 car, and Hill failed to qualify. This time he decided to stop for good.

EMERSON FITTIPALDI

Double world champion Fittipaldi retired at the end of the 1980 season in large part because of the pressures of running the eponymous F1 team he owned with his brother Wilson. After the squad folded in '82 he realised he missed racing, and at the start of '84 he tested for Spirit. A fulltime return with a back-of-the-grid squad did not ultimately appeal, so he opted to go to Indycars – where a whole new life opened up.



SUTTON



LAT IMAGES

MIKA HAKKINEN

When Hakkinen stopped at the end of 2001, it was painted very much as a sabbatical, with the prospect of a return in '03. What that might mean for his replacement Kimi Raikkonen, or even David Coulthard, was never made clear. In fact, in '02 Hakkinen announced he was properly retired. In November '06 he tested for McLaren at Barcelona – and it was enough to convince him that, at 38, his F1 days were behind him.

THE ONES WHO DIDN'T COME BACK



LAT IMAGES

Four world champions were killed while still active in F1 – Alberto Ascari, Jim Clark, Jochen Rindt and Ayrton Senna – while two others (Mike Hawthorn and Graham Hill) lost their lives away from the track just after retiring.

Any hopes of Nelson Piquet (above) returning to F1 after 1991 were ended when he broke his legs in a crash at Indianapolis the following May, while another whose career did not end to his own schedule was Jacques Villeneuve, who had an acrimonious split with Sauber in 2006.

Champions who stayed away from competition after their F1 careers include Giuseppe Farina (although he did race in the Indy 500 when it was still in the world championship), Jack Brabham, Denny Hulme, Jody Scheckter, James Hunt and Damon Hill.


John Surtees retired to focus on running his team, but did test on a regular basis, as did Jackie Stewart, who continued to drive Tyrrells, usually for filming purposes, after promising wife Helen that he wouldn't race again.



The car in front is the wrong Toyota

Davidson, Buemi and Nakajima took victory when full-course yellows scuppered team-mates Conway and Kobayashi

By Gary Watkins, Special Contributor

 @gazzasportscars





Banzai first-corner move sent Lapierre wide

Toyota made it two wins from two starts in the 2017 World Endurance Championship last weekend, but it was the ‘wrong’ TS050 HYBRID that took the

honours at Spa. Sebastien Buemi, Anthony Davidson and Kazuki Nakajima claimed victory by just two seconds from the sister car on a day when Mike Conway and Kamui Kobayashi lost well over a minute during two full-course-yellow virtual safety cars. And through nothing more than sheer bad luck.

Ill-timing did for the #7 TS050 in Saturday’s WEC 6 Hours of Spa. The car was stopping one lap ahead of the other regular Toyota WEC entry in the team’s pitstop cycle, and twice it had just called in for fuel when the race was neutralised. The sister car then came in for its service under the yellows and gained seconds by the handful.

Kobayashi was half a minute up on

Davidson in the third hour when bad luck hit for the first time. Once the race went green, the Japanese driver found himself 15 seconds in arrears.

Yet such was the advantage enjoyed by Conway and Kobayashi, who were driving as a duo after Jose Maria Lopez was ruled out of the race as a consequence of vertebra damage sustained in his Silverstone shunt last month, that they were able to all but wipe out that deficit.

Conway was just three seconds behind the winning Toyota when he pitted for fuel in the fourth hour. One lap later, and the yellows were out again, and he was trailing Nakajima by more than 40s after the yellow period ended.

The second-placed Toyota all but made up that ground over the remainder of the race, Kobayashi starting the final lap just over a second down on Buemi. The Japanese driver wasn’t about to make a bid for the lead, he insisted afterwards. And besides, traffic over the final lap meant he wouldn’t get any closer. “At the end I caught up with Sebastien,”



Toyota pitwall acknowledges two wins from two for #8

said Kobayashi. “But in the last laps it’s not fair to attack when we are running one-two, so I just followed him.”

The drivers of the winning Toyota were magnanimous enough to admit their good fortune at a track where they lost victory 12 months ago with engine failure. “Today we were not the fastest by far,” said Buemi after Toyota had notched up its first WEC one-two since the Shanghai round in 2014. “The #7 car deserved the



LAT IMAGES

BIRD AND RIGON WIN FERRARI THRILLER

FERRARI BOUNCED BACK FROM ITS trouncing at the hands of Ford at Silverstone last month to post what ended up as a dominant one-two at Spa. Dominant and also thrilling, because the factory AF Corse squad allowed two cars that were rarely separated by more than a handful of seconds for the first five hours free rein to battle it out at the front.

Davide Rigon and Sam Bird claimed the victory over James Calado and Alessandro Pier Guidi after the two Ferrari 488 GTEs swapped positions – and possibly a bit of paint – multiple times over the course of the race. The winning #71 led by under a second into the final round of stops, and cemented its advantage when Bird forewent new tyres whereas the #51 car took two new Michelins at the front as Pier Guidi handed over to Calado. That gave Bird a 10s lead that he was able to extend on hot tyres in the drizzly conditions.

“That was good fun, but stressful,” said Bird, who also took pole together with Rigon. “The sister car pushed us so hard. AF and Ferrari have worked so hard since Silverstone to deliver us a super race car that’s quick over one lap and a stint.”

Rigon led from pole ahead of the two Ganassi Ford GTs, before Calado slipstreamed to second as the American cars were swapping positions on the Kemmel Straight. Oliver Pla briefly held the lead for Ford after foregoing a tyre change at the first stops, before Pier Guidi and Bird (the Ferraris had swapped positions in the pits) came past in short order on the run to Les Combes.

Pier Guidi was run out wide by a Toyota as he completed the move, which allowed Bird to make a lunge up the inside into Malmedy and

then seal the lead in the following hairpin. Calado returned the favour on the #71 car, passing Rigon on track just before half-distance. The cars would swap positions twice more in the pits before Bird passed Pier Guidi with just over 90 minutes to go.

Ford took third and fourth places. The car Tincknell shared with Andy Priaulx and Pipo Derani fell out of contention when it lost more than a minute stranded on the Eau Rouge runoff after its first pitstop. A fuel-priming issue caused by the car coming into the pits on its last dregs of petrol was to blame and meant it could do no better than fourth.

The sister car, in which Pla was joined by Stefan Mucke and Billy Johnson, lost contact with the Ferraris two hours into the race after the last-named was tapped into a spin at the Bus Stop. Time lost in the second full-course yellow meant it finished 30s in arrears of the second-placed Ferrari.

Porsche was out of the picture on the way to fifth and sixth positions and Aston Martin absolutely nowhere in seventh and eighth. The Porsche drivers complained of a lack of front grip and higher-than-expected degradation on their Michelins, while the Aston boys were expecting a more competitive showing on their Dunlops in the warmer conditions of race day. It didn’t turn out like that and the drop in temperatures as the race progressed only made their life even more miserable.

Aston did salvage some pride with a victory in the GTE Am division. Pedro Lamy, Mathias Lauda and Paul Dalla Lana dominated aboard their Vantage GTE despite a 10s penalty for a grid infringement.

victory more because they lost so much time with the full-course yellows.”

Conway, perhaps, summed it up best: “We got screwed by the two full-course yellows at exactly the wrong time. The car was very good all weekend – we’ve been really dialled into this place.”

Toyota Motorsport GmbH technical director Pascal Vasselon put the total time the #7 car lost to the yellows at “more than a minute and probably as much as 70s”. The seconds that disappeared in the pits also hit the car in the middle of the race. Conway, on his second stint on a set of Michelins, was overtaken by Brendon Hartley in the #2 Porsche 919 Hybrid on fresh rubber. Both made ground towards the leader, but the Toyota almost certainly lost some vital seconds – Conway reckoned “three or four” – that could have made all the difference come the end of the race.

Kobayashi had a key advantage over Buemi as he chased him down in the final laps. The #7 Toyota was on the softer of the two Michelin compounds as light drizzle moved >>



LAT IMAGES



Lotterer led the early laps for Porsche from Conway and Buemi...



G-DRIVE QUASHES REBELLION FOR LMP2 HONOURS

G-DRIVE RACING HAD THE FASTEST LMP2 car at Silverstone, but was unable to capitalise courtesy of a broken door latch. This time, its ORECA-Gibson 07 didn't have a clear advantage, yet Alex Lynn, Roman Rusinov and Pierre Thiriet came away with what turned out to be a comfortable victory.

It was the turn of the Rebellion squad

to have an unusual niggles on its ORECA at Spa last weekend. Whether it cost Bruno Senna, Julien Canal and Nicolas Prost the victory is a matter of debate, but it definitely robbed the Spa crowd of a grandstand finish.

Lynn led Prost by under 10 seconds before the penultimate round of pitstops when the Rebellion car lost

a full minute as the team effected repairs to the mandatory FIA antenna after Senna had climbed aboard. Any chance of the Anglo-Swiss team improving on its second-place finish at Silverstone was as good as gone.

Senna – who was able to charge back to finish second, 53s down on the winning ORECA – was sure that he

could have closed down Lynn to take the victory, even with an earlier 10s time penalty after Canal had nudged Billy Johnson's GTE Ford into a spin at the Bus Stop. "The car was mega today, so fast and great on the tyres," said the Brazilian, who had charged into the class lead during his opening double after gearbox problems had left the car ninth on the grid. "Those 10s didn't matter because we still had something in hand."

Lynn was expecting a "dog fight" after Senna got back in for the final two stints. "It would have been extremely close," he said, "but it was nice that it fell our way even though we didn't have the big advantage that we enjoyed at Silverstone."

Silverstone winners Oliver Jarvis, Ho-Pin Tung and Thomas Laurent took third in their Jackie Chan DC Racing ORECA, 20s down on the Rebellion car. A total of three spins – one for Jarvis and two for Tung – and a drivethrough penalty didn't help a car that had qualified last in class behind the Rebellion, nor did minor body damage sustained as Jarvis battled his way through the pack early on.



Lynn, Thiriet and Rusinov took their first win together

...but it was the other Porsche trio of Hartley, Bernhard and Bamber on the podium



“We were lucky with the full-course yellows, but they were lucky to have the better car”

over the 4.35-mile Circuit de Spa-Francorchamps. “Every drop of rain made my life more difficult,” said Buemi.

The #8 Toyota wasn’t a match for the sister car at any time last weekend. “The first time we turned a wheel here, we were six to seven tenths down and we were seeing bigger fuel cuts on our car,” explained Davidson. “It looked like they had more power than us. It was a real head scratcher and we even copied their set-up in qualifying in desperation.

“We were lucky with the full-course yellows, but they were lucky to have the better car. So I guess it’s swings and roundabouts.”

Toyota also had a better car than Porsche, or at least one more-suited to Spa. The high-downforce Toyota again had the edge over the low-downforce Porsche, which was running aerodynamics developed for the Le Mans 24 Hours. The 919s were closer to the TS050s than at Silverstone three weeks before at a circuit requiring less downforce, and this time there was no late safety car to spice things up and keep it close.

The vagaries of the full-course yellow did allow Porsche to finish closer to Toyota than it might otherwise have

done. Hartley, Earl Bamber and Timo Bernhard ended up third, trailing the second-placed Toyota by 33s after six hours of racing. The Porsche made its stops during the full-course yellows, which meant the gap should have been much bigger, even taking into account an extra stop to deal with a slow puncture for Bamber late in the second hour.

Hartley took fastest race lap by a tenth from Conway, but the Porsche wasn’t a match for the Japanese car over a double stint on the tyres courtesy of some missing downforce. “Our tyre wear was simply too high,” explained Porsche LMP1 team principal Andreas Seidl, who reckoned that was only to be expected given the aerodynamic configuration in which the 919 was running.

Hartley also struggled at the beginning of the race from fifth on the grid. “In the hotter temperatures, the balance was quite different to what we had on Thursday and Friday,” he explained. “But as the track temps came down the car was definitely more in the window. We were close to the #8 car, but the #7 Toyota was incredible today.”

The #2 Porsche again finished ahead of Andre Lotterer, Nick Tandy and Neel



New face Kunimoto is a star in Japan, but struggled at Spa

Jani in the other car. Lotterer and Jani had maintained Porsche’s monopoly of pole position at Spa since its entry into the LMP1 arena in 2014, but there was an element of luck about it. Conway and Kobayashi would have taken qualifying honours had not the latter come to an almost complete standstill on the exit of the Bus Stop when Dominik Kraihamer spun the ByKolles privateer P1 CLM right in front of him.

Lotterer led the first nine laps, but fell to fourth behind Hartley after he encountered “a massive tyre drop” halfway through his stint. The #1 car ran to a different strategy from the other Porsche, changing tyres at the first stop in expectation of heavier rain at the end. The thinking was that some inclement weather would require wets, which are outside the new-tyre allocation >>



LAT IMAGES

of four and a half sets.

Tandy used his fresh rubber to get ahead of the double-stinting Hartley before Bernhard subsequently got the better of Jani in the middle of the race. The #1 crew's tyre tactics ultimately didn't pay off and they ended up 50s behind the sister car in fourth position at the finish.

The third Toyota, running Le Mans aero here, ended up two laps down in fifth place in the hands of Nicolas Lapierre, Stephane Sarrazin and Yuji Kunimoto. Sarrazin set the fastest lap in qualifying, but Lapierre was unable to follow up on it courtesy of traffic and then a track-limits violation, which left the #9 car fourth on the grid.

Lapierre, who outbraked himself into La Source at the start after an overambitious attempt to wrest the lead

from Lotterer, and Sarrazin showed the pace of the car in the race. Or rather they did through the opening half of a double stint. The #9 Toyota was running in a truer Le Mans trim, whereas the Porsches had more downforce cranked on for the demands of Spa, and struggled over the latter stages of a double.

"I was impressed by the car in the high-speed corners," said Sarrazin. "We're very happy with the car because we were always expecting more tyre degradation than the others here.

Kunimoto also struggled. The reigning Super Formula champion, who will be making his Le Mans debut next month, was nowhere near the pace of his team-mates on his WEC debut.

The German ByKolles team picked up its first top-six result in nearly three years of trying with its ENZO

Winning Toyota made up at least a minute with pitstop timing

CLM-NISMO P1/01 privateer LMP1 contender in only its second race with Nissan power and the first with a new front-end aero treatment.

James Rossiter was able to haul the car ahead of the five LMP2s that had outqualified the CLM during the opening stint. Dominik Kraihamer and Oliver Webb were able to keep the car in front of the P2 hordes, before Rossiter got back in to complete the job, though a loss of straightline speed in the closing stages meant he was only 20s up on the P2 winner at the chequered flag.

Spa, like Silverstone, gave few pointers for Le Mans courtesy of the different configurations the P1 manufacturers were running. Perhaps the only firm conclusion that could be drawn is that Toyota appears to have closed the deficit on Porsche in the pits. The German manufacturer was gaining a handful of seconds at every pitstop at Silverstone, but this time the two factories were more evenly matched.

"We were a bit slower, but not much slower," said Vasselon, who wasn't specific on where Toyota had made the gains over the past three weeks. "We have worked on a series of little things that have optimised our pitstops."

The race at Spa last weekend was won and lost in the pits. Not as a result of the actions of the mechanics manning the fuel hoses and wheelguns, but through nothing more than bad timing.

"To those people who say that you make your own luck in motor racing, I say think again," said Davidson. "The race was won in the full-course yellows. The duo in #7 were blindingly quick and should have walked it." ❄️



ByKolles team got ahead of LMP2s - and stayed there

LAT IMAGES

RESULTS ROUND 2/9, SPA (B), MAY 6 (173 LAPS – 752.900 MILES)

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Sebastien Buemi (CH) Anthony Davidson (GB) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	6h00m11.490s
2	Mike Conway (GB) Kamui Kobayashi (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	+1.992s
3	Brendon Hartley (NZ) Timo Bernhard (D) Earl Bamber (NZ)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	+35.283s
4	Andre Lotterer (D) Neel Jani (CH) Nick Tandy (GB)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	+1m25.438s
5	Nicolas Lapierre (F) Stephane Sarrazin (F) Yuji Kunimoto (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-2 laps
6	James Rossiter (GB) Oliver Webb (GB) Dominik Kraihamer (A)	ByKolles Racing Team	ENSO CLM-NISMO P1/01	LMP1	-12 laps
7	Roman Rusinov (RUS) Pierre Thiriet (F) Alex Lynn (GB)	G-Drive Racing (TDS)	ORECA-Gibson 07	LMP2	-13 laps
8	Bruno Senna (BR) Julien Canal (F) Nicolas Prost (F)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-13 laps
9	Oliver Jarvis (GB) Ho-Pin Tung (PRC) Thomas Laurent (F)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-13 laps
10	Nelson Piquet Jr (BR) Mathias Beche (CH) David Heinemeier Hansson (DK)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-14 laps
11	Romain Dumas (F) Gustavo Menezes (USA) Matt Rao (GB)	Signatech Alpine Matmut	ORECA-Gibson 07	LMP2	-14 laps
12	Nelson Panciatici (F) Pierre Ragues (F) Andre Negrao (BR)	Signatech Alpine Matmut	ORECA-Gibson 07	LMP2	-15 laps
13	Jean-Eric Vergne (F) Tor Graves (GB) Jonathan Hirschi (CH)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-15 laps
14	Roberto Gonzalez (MEX) Simon Trummer (CH) Vitaly Petrov (RUS)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-15 laps
15	Emmanuel Collard (F) Francois Perrodo (F) Benjamin Hanley (GB)	TDS Racing	ORECA-Gibson 07	LMP2	-15 laps
16	Tristan Gommendy (F) David Cheng (USA) Alex Brundle (GB)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-17 laps
17	Davide Rigon (I) Sam Bird (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-22 laps
18	James Calado (GB) Alessandro Pier Guidi (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-23 laps
19	Olivier Pla (F) Stefan Mucke (D) Billy Johnson (USA)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-23 laps
20	Harry Tincknell (GB) Andy Priaulx (GB) Pipo Derani (BR)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-23 laps
21	Richard Lietz (A) Frederic Makowiecki (F)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-24 laps
22	Kevin Estre (F) Michael Christensen (DK)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-24 laps
23	Jonny Adam (GB) Darren Turner (GB) Daniel Serra (BR)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-25 laps
24	Nicki Thiim (DK) Marco Sorensen (DK) Richie Stanaway (NZ)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-25 laps
25	Pedro Lamy (P) Paul Dalla Lana (CAN) Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	-27 laps
26	Christian Ried (D) Matteo Cairoli (I) Marvin Dienst (D)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Am	-27 laps
27	Weng Sun Mok (MAL) Keita Sawa (J) Matt Griffin (IRL)	Clearwater Racing	Ferrari 488 GTE	GTE Am	-28 laps
28	Francesco Castellacci (I) Thomas Flohr (CH) Miguel Molina (E)	Spirit of Race (AF Corse)	Ferrari 488 GTE	GTE Am	-29 laps
R	Nigel Moore (GB) Philip Hanson (GB) Karun Chandhok (IND)	Tockwith Motorsports	Ligier-Gibson JS P217	LMP2	151 laps-gearbox
R	Michael Wainwright (GB) Ben Barker (GB) Nick Foster (AUS)	Gulf Racing	Porsche 911 RSR	GTE Am	76 laps-accident

Winners' average speed 125.416mph. **Fastest lap** Hartley 1m57.638s, 133.182mph.
LMP2 Beche 2m05.950s, 124.392mph. **GTE Pro** Estre 2m17.045s, 114.322mph.
GTE Am Cairoli 2m19.074s, 112.654mph. In each car, first-named driver started race.

QUALIFYING

1 Jani/Lotterer 1m54.097s; **2** Conway/Kobayashi 1m54.693s; **3** Sarrazin/Lapierre 1m54.701s; **4** Nakajima/Buemi 1m54.907s; **5** Bernhard/Hartley 1m55.440s; **6** Lynn/Thiriet 2m02.601s; **7** Menezes/Rao 2m02.624s; **8** Panciatici/Negrao 2m02.629s; **9** Vergne/Graves 2m02.632s; **10** Beche/Heinemeier Hansson 2m03.619s; **11** Webb/Kraihamer 2m03.827s; **12** Moore/Chandhok 2m04.176s; **13** Hanley/Perrodo 2m05.058s; **14** Gommendy/Cheng 2m05.421s; **15** Senna/Canal 2m05.614s; **16** Laurent/Tung 2m14.220s; **17** Rigon/Bird 2m15.017s; **18** Pla/Mucke 2m15.418s; **19** Priaulx/Tincknell 2m15.565s; **20** Pier Guidi/Calado 2m15.765s; **21** Makowiecki/Lietz 2m16.862s; **22** Estre/Christensen 2m17.010s; **23** Thiim/Sorensen 2m17.156s; **24** Turner/Adam 2m17.640s; **25** Lamy/Dalla Lana 2m18.659s; **26** Cairoli/Ried 2m19.065s; **27** Molina/Flohr 2m19.658s; **28** Griffin/Mok 2m20.915s; **29** Barker/Wainwright 2m22.120s; **30** Petrov/Gonzalez no time.

Fastest in each class **LMP1** Sarrazin 1m53.658s; **LMP2** Vergne 2m00.945s; **GTE Pro** Rigon 2m14.938s; **GTE Am** Lamy 2m16.217s.

CHAMPIONSHIP

LMP1 drivers **1** Nakajima/Buemi/Davidson 50; **2** Bernhard/Bamber/Hartley 33; **3** Tandy/Lotterer/Jani 28; **4** Kobayashi/Conway 19.5; **5** Jarvis/Laurent/Tung 16; **6** Prost/Senna/Canal 16.

LMP1 manufacturers **1** Toyota 69.5; **2** Porsche 61.

LMP2 drivers **1** Tung/Jarvis/Laurent 40; **2** Lynn/Thiriet/Rusinov 37; **3** Senna/Canal/Prost 36; **4** Menezes/Rao 22.

GTE drivers **1** Priaulx/Tincknell/Derani 38; **2** Rigon/Bird 36; **3** Pier Guidi/Calado 36; **4** Johnson/Pla/Mucke 27; **5** Makowiecki/Lietz 25; **6** Sorensen/Thiim/Stanaway 12.

GTE manufacturers **1** Ferrari 72; **2** Ford 65; **3** Porsche 34; **4** Aston Martin 24.

GTE Am drivers **1** Lauda/Dalla Lana/Lamy 45; **2** Sawa/Griffin/Mok 40; **3** Ried/Dienst/Cairoli 33; **4** Barker/Wainwright/Foster 12.



Jarvis, Tung and Laurent maintain LMP2 points lead

BTCC/THRUXTON





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Neal stars but Ingram still leads

Points leader holds on as others come to the fore at Thruxton

By Matt James, BTCC Correspondent

[@MattJMNews](#)

Again there were three different race winners in the British Touring Car Championship at Thruxton, but for the first time this season

Tom Ingram's Speedworks Motorsport Toyota Avensis was not among them.

Team Dynamics Honda Civic Type R driver Matt Neal was imperious in race one on his way to glory, and he was a shoo-in for race two as well before a mechanical failure. That gifted top spot to Rob Collard's WSR BMW 125i M Sport. In race three, the sister BMW of Colin Turkington took full advantage of the reversed-grid pole position to collect his second victory of the season.

A second, a third and a fourth for Ingram weren't the headline results he has had so far this year and it was a bumpy journey to those two podiums, but he did extend his advantage at the top of the points table.

The other big story was the way that Honda bounced back at Thruxton. While it has generally been Gordon Shedden – who lifted the crown in both the past two seasons – who has held the upper hand in terms of pace, it was the sister machine of three-time title winner Neal who was the quicker in Hampshire.

Neal's win in race one was his first of the season, earned after fending off an early attack from the reigning champion. He was dominating a destructive race two as well, before a fuse on the power steering came adrift as he hit the kerbs, which forced him to visit the pits. Another win had gone begging, surely.

Neal then fought back from almost last place on the grid to grab 10th on the



penultimate lap of the finale (though he was later penalised for gaining an unfair advantage). He should have walked away from the meeting as the highest scorer.

Instead, the big points winner was Shedden, whose qualifying performance to line up second with a full load of success ballast aboard was stunning.

He was carrying the 75kg maximum ballast despite the fact that he had not been leading the standings coming into the weekend. That was because his exclusion from the previous round at Donington Park for a ride-height infringement had been deemed as a breach of the technical rules, rather than a sporting issue. So therefore cars came to Thruxton as if the points had been issued based on on-the-road results.

Shedden put the frighteners on Neal at the start of race one, but decided to let his lighter team-mate go. He did that again in the first start of race two, >>



“There’s obviously something about the shape of the Civic that really suits this layout”

which was then halted when MG’s Dan Lloyd crashed out of the event at Church Corner on the opening lap.

At the restart, Shedden was forced to cede ground to a fast-starting Collard, who jumped him when he was caught out with a slide on cold tyres at Church. He still managed second and followed that with fourth in race three.

“The car is good, but the cards haven’t really quite fallen my way again,” said Shedden. “We had 75kg in qualifying and we got to the front row and we carried that into race one, which gave us second place, and then we took 66kg to second in race two as well.”

That was the key strength of the Civic around the Hampshire speedbowl. It

could carry the weight with ease compared with the cars around it.

Shedden was quick to point out the car’s strengths. “We’ve done it [had success] with most of the NGTC cars we have run here,” said the Scot. “We’ve done it with the older-spec parts and we’ve done it with the newer-spec cars too. There’s obviously something about the nature of our car, the shape of the Civic, that really suits this layout.”

Neal went further. “We spend a lot of time in the wind-tunnel over the course of the winter, and the aero on the Civic is really good – that has to be a benefit here,” said the three-time title winner. “We refine the car through testing and



Collard made a great start to race two and held on for the win

the work that we do away from the race meetings. Also, this is a track where it’s easier to carry weight, which helps too. But, essentially, this shows up the strengths of the base car.”

Despite that prowess, Neal has an unenviable record of disaster in at least one race so far at each of the opening three rounds. “I know, it is frustrating,” said the 50-year old. “But Gordon was ninth in the standings at the halfway



Shedden made light work of success ballast

THE CHURCH DEBATE

THE DEMANDS OF THRUXTON ARE WELL known, and Church is the corner that most drivers relish. Standing trackside, which is a privilege journalists are afforded, your breath is snatched from you by the speed and momentum through this right-hander, the fastest corner in UK motorsport.

But there is a trade-off: when it goes wrong there, it really goes wrong. Three years ago at Thruxton, Simon Belcher ended up in the trees when he had a component failure on his Toyota at Church, and Ollie Jackson reduced his Welch Motorsport Proton to scrap. In seasons leading up to that, Nick Foster (WSR BMW 125i M Sport) and Jason Plato, back in his MG days, have both ended up on the wrong side of the tyre barrier there.

Circuit bosses decided to take action, and are halfway through a redevelopment process on that part of the track. They have already spent £250,000 – but that wasn't enough to stop Dan Lloyd rolling his MG at Church after contact on the opening lap of race two.

The Yorkshireman was highly critical of the modifications at the corner. "I want to know why there aren't tyres in front of the barrier there," he demanded after stepping from his car. "We are doing 120mph there, and it's ridiculous that you can go straight off, there's no gravel and you're into a solid bit of Armco. I'm lucky I'm in a BTCC car – we have a roof and a certain amount of protection, but it's different for those who are in single-seaters."

Autosport understands that the issue had been raised by Matt Neal in the drivers' briefing before the meeting, and his Team Dynamics

Honda team-mate, reigning champion Gordon Shedden, was also concerned.

Shedden said: "The track passes the safety standards but sometimes the drivers are asking for a little bit more, and that's just letting us add our tuppence into it. You could turn around and say that Allard needs more run-off, and it does – but you can't do everything. I think people just want a little more protection at Church, because no-one wants to hit anything hard."

"Church is always a hot spot and they have changed it, but rather than make big differences they've put the Armco in the same place as the previous tyre barrier."

Thruxton managing director Bill Coombs said that the Motor Sports Association had visited the circuit the week before the BTCC race weekend and approved the changes – which are only the first phase of the realignment of the corner.

"Before the changes for 2017, there was a three-metre drop going from the edge of the track to the tyre barrier," said Coombs. "We've levelled that off – which was a huge job – and we've put the Armco there. The MSA recommended that we don't have tyres because if a car goes in at an angle, which most do at Church, then the rotation that produces on the car can have a more serious effect on the driver. We have done what we were told."

"This is only the first phase, too. Once we have filled in and levelled off the land behind the current barrier, we will have another 50 metres of runoff. That work will be done in time for 2018."

point last year, and he still won... there's still so much to play for."

They will both have to go some to catch up with Ingram in the hunt. The 23-year old walked away with a 17-point buffer over Shedden after a weekend that looked like it would fall apart.

Ingram struggled for set-up all through the practice sessions and it was only an engineering brainstorm before qualifying that put things back on track. "We went back to basics," said Speedworks team boss Christian Dick. "We had to work hard, but we really pulled it out."

Ingram took his Avensis, loaded with 66kg of success ballast, to fourth place and was the best of the non-Hondas. He banked that finishing position in a tame race one, but jumped on a small error by Jack Goff's Eurotech Racing Honda Civic Type R and Neal's retirement in race two to grab a podium finish. Better was to follow in race three, when he again pounced on first Rob Austin (Handy Motorsport Toyota Avensis) and then Goff to follow Turkington home.

"This was what we didn't expect when we came here, but these are the >>>

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BTCC/THRUXTON

situations we've been working on over the winter," said Ingram. "When things aren't going too well, we can regroup and come up with solutions. The points we scored this weekend could be vital."

The points BMW gained could well prove crucial too. Thruxton has never been kind to the rear-wheel-drive cars, because its edgy nature is more suited to a car that can be pulled around a track rather than one that has to be pushed.

The new, bigger tyres didn't help either, and all of the WSR-run cars – Turkington, Collard and Andrew Jordan – were at sea in practice and qualifying. The set-up they had was not enough to generate the grip levels they needed from the front of the 125i M Sports, and they were suffering from dire understeer.

Collard's race-two win was set up when he powered from the third row of the restarted event to split Neal and Shedden – a getaway he described as "textbook" – and then he collected first when Neal pitted. A fully ballasted seventh in race three meant he left the venue as the fifth highest points scorer of the weekend, which seemed unlikely when he lined up 18th for race one.

Turkington went one better, collecting the fourth-highest amount of points. He chipped away at the car and dragged it to ninth on the grid. That set him up for two solid if subdued openers with seventh and sixth, but it was enough for him to earn a reversed-grid pole.

He didn't need to be asked twice, but it was the work done in the debrief room that really pushed him to the front. "We tried something different in race two, and it was in the right direction," said Turkington. "So we went further in race three. It really clicked, and on the first lap I knew we had it in the sweet spot at last. To be able to get that kind of performance on a track that isn't one of our best is fantastic." Turkington's results mean he is third in the standings, 19 points behind leader Ingram.



Turkington took a win on a weekend WSR hadn't expected much from RWD BMWs

The third WSR car, the Pirtek version of Jordan, could only take five points from Thruxton. Like his team-mates, he was looking for a decent set-up but couldn't find it in time for qualifying, so he was forced to go from 16th on the grid. Worse was to follow in race one where he made a highly uncharacteristic mistake by spinning out of 12th place on lap 14 – an error to which he manfully held his hands up afterwards. He was on a rescue mission after that.

Ash Sutton is still the only man to have worked out how to get the most from the factory-supported Team BMR Subaru Levorg. While team-mates Jason Plato, Josh Price and James Cole struggled badly with a straight-line speed deficit and handling woes (none of them could muster a point), Sutton continued to impress.

The Bishop's Stortford man qualified eighth and used the rear-wheel-drive strengths of the car, plus the fact that he had no ballast, to jump to sixth. He lined up on the second row for the restart of race two and had his eyes on a podium, but he bogged down away from the line and could only register an eighth. He rebounded to sixth in race three with less ballast than those around him, but it was a solid haul from the Levorg.

While the factory Hondas were making hay at the front, the Eurotech Racing versions fitted with the strong BTCC TOCA engine, tuned by Swindon, were in the mix too – well, Jack Goff's was. He took third on the grid and was slightly miffed that a slip-up at the chicane in qualifying had let a potential front-row start go begging.

He trailed the factory cars home in third in race one before taking fourth in the second race, and stepped back onto the rostrum in race three. "I was desperate to get some silverware for the team, so to get two is awesome," he said.

Privately, Austin wasn't overly optimistic coming to Thruxton, a track that has never been kind to him during his touring car career. He did a solid job in qualifying to place the Avensis on the third row, and he was the second of the non-Hondas. But that was to prove a high point in the opening race as incorrect tyre pressures meant he was forced into a 16-lap damage-limitation mode.

Austin crossed the line in ninth, but took advantage of the chaos at the start of race two to move up and finish ahead of Turkington in fifth. That gave him a front-row start for the finale, and a solid run to fifth place meant he banked his highest weekend total of the campaign so far. ❄



Sutton skilfully wangled points with the Levorg

RESULTS ROUND 3/10, THRUXTON (GB), MAY 7 RACE 1 (16 LAPS – 37.696 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Matt Neal (GB)	Team Dynamics · Honda Civic Type R	20m59.855s
2	Gordon Shedden (GB)	Team Dynamics · Honda Civic Type R	+0.290s
3	Jack Goff (GB)	Eurotech Racing · Honda Civic Type R	+1.372s
4	Tom Ingram (GB)	Speedworks Motorsport · Toyota Avensis	+1.772s
5	Adam Morgan (GB)	Ciceley Motorsport · Mercedes A-Class	+2.230s
6	Ash Sutton (GB)	Team BMR · Subaru Levorg	+2.474s
7	Colin Turkington (GB)	WSR · BMW 125i M Sport	+5.060s
8	Mat Jackson (GB)	Motorbase Performance · Ford Focus	+5.940s
9	Rob Austin (GB)	Handy Motorsport · Toyota Avensis	+6.366s
10	Rob Collard (GB)	WSR · BMW 125i M Sport	+7.302s
11	Jeff Smith (GB)	Eurotech Racing · Honda Civic Type R	+14.721s
12	Aiden Moffat (GB)	Laser Tools Racing · Mercedes A-Class	+14.925s
13	Matt Simpson (GB)	Team Dynamics · Honda Civic Type R	+15.605s
14	Tom Chilton (GB)	Power Maxed Racing · Vauxhall Astra	+15.801s
15	Dave Newsham (GB)	BTC Norlin Racing · Chevrolet Cruze	+15.999s
16	Senna Proctor (GB)	Power Maxed Racing · Vauxhall Astra	+16.684s
17	Luke Davenport (GB)	Motorbase Performance · Ford Focus	+17.127s
18	Ollie Jackson (GB)	AmD Tuning · Audi S3 Saloon	+17.283s
19	Chris Smiley (GB)	BTC Norlin Racing · Chevrolet Cruze	+19.638s
20	Aron Taylor-Smith (IRL)	Triple Eight Racing · MG6	+21.023s
21	Dan Lloyd (GB)	Triple Eight Racing · MG6	+21.373s
22	Stephen Jelley (GB)	Team Parker Racing · Ford Focus	+22.837s
23	Jason Plato (GB)	Team BMR · Subaru Levorg	+23.869s
24	Martin Depper (GB)	Motorbase Performance · Ford Focus	+24.039s
25	Michael Epps (GB)	Team Hard · Volkswagen CC	+25.383s
26	Will Burns (GB)	Team Hard · Volkswagen CC	+27.719s
27	James Cole (GB)	Team BMR · Subaru Levorg	+28.300s
28	Andrew Jordan (GB)	WSR · BMW 125i M Sport	+28.585s
29	Josh Price (GB)	Team BMR · Subaru Levorg	+29.374s
30	Ant Whorton-Eales (GB)	AmD Tuning · Audi S3 Saloon	-1 lap
R	Josh Cook (GB)	Team Parker Racing/Maximum · Ford Focus	2 laps-accident
R	Jake Hill (GB)	Team Hard · Volkswagen CC	2 laps-accident

Winner's average speed 107.71mph. **Fastest lap** Sutton 1m17.619s, 109.27mph.



Ingram kept racking up the points all weekend

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Win elevated Turkington to third in title hunt

QUALIFYING

1 Neal 1m16.040s; **2 Shedden** 1m16.075s; **3 Goff** 1m16.200s; **4 Ingram** 1m16.236s; **5 Austin** 1m16.377s; **6 Smith** 1m16.395s; **7 Morgan** 1m16.494s; **8 Sutton** 1m16.588s; **9 Turkington** 1m16.622s; **10 M Jackson** 1m16.640s; **11 Chilton** 1m16.648s; **12 Moffat** 1m16.653s; **13 Simpson** 1m16.656s; **14 Proctor** 1m16.702s; **15 Davenport** 1m16.742s; **16 Jordan** 1m16.864s; **17 Cook** 1m16.934s; **18 Collard** 1m16.962s; **19 Whorton-Eales** 1m16.966s; **20 Epps** 1m16.974s; **21 Plato** 1m17.039s; **22 Newsham** 1m17.060s; **23 Taylor-Smith** 1m17.130s; **24 Hill** 1m17.248s; **25 O Jackson** 1m17.252s; **26 Cole** 1m17.255s; **27 Smiley** 1m17.283s; **28 Jelley** 1m17.451s; **29 Lloyd** 1m17.460s; **30 Burns** 1m17.571s; **31 Depper** 1m17.767s; **32 Price** 1m18.172s.

RACE 2 (6 LAPS – 14.136 MILES)

1 Collard 7m56.984s; **2 Shedden** +0.212s; **3 Ingram** +0.507s; **4 Goff** +1.575s; **5 Austin** +2.791s; **6 Turkington** +2.971s; **7 Morgan** +3.327s; **8 Sutton** +4.143s; **9 Moffat** +5.152s; **10 Smith** +5.623s; **11 Simpson** +6.255s; **12 Chilton** +6.770s; **13 Newsham** +7.120s; **14 Jordan** +7.640s; **15 Smiley** +8.319s; **16 O Jackson** +9.591s; **17 Davenport** +9.867s; **18 Epps** +10.554s; **19 Burns** +11.617s; **20 M Jackson** +11.830s; **21 Hill** +12.389s; **22 Jelley** +13.039s; **23 Proctor** +14.693s; **24 Whorton-Eales** +16.431s; **25 Plato** +18.742s; **26 Price** +19.115s; **27 Taylor-Smith** +20.190s; **28 Cole** +21.437s; **29 Neal** +39.987s; **30 Cook** +50.217s; **R Depper** 5 laps-accident; **R Lloyd** 0 laps-accident.

Winner's average speed 106.69mph.

Fastest lap Neal 1m17.444s, 109.51mph.

GRID RACE 2

Decided by result of Race 1.

RACE 3 (16 LAPS – 37.696 MILES)

1 Turkington 20m56.728s; **2 Ingram** +2.576s; **3 Goff** +4.081s; **4 Shedden** +5.836s; **5 Austin** +10.002s; **6 Sutton** +10.756s; **7 Collard** +11.732s; **8 Moffat** +12.414s; **9 Morgan** +12.989s; **10 Chilton** +13.694s; **11 Neal** +13.725s; **12 Newsham** +14.616s; **13 Jordan** +14.917s; **14 M Jackson** +17.474s; **15 Hill** +19.220s; **16 Simpson** +20.962s; **17 O Jackson** +21.430s; **18 Smiley** +21.647s; **19 Proctor** +22.520s; **20 Epps** +22.865s; **21 Jelley** +26.224s; **22 Cook** +26.275s; **23 Burns** +32.973s; **24 Price** +34.599s; **25 Taylor-Smith** +41.519s; **26 Cole** +42.960s; **27 Smith** +52.180s; **28 Plato** -2 laps; **R Davenport** 6 laps-accident; **R Lloyd** 1 lap-accident; **NS Whorton-Eales** electrical/misfire; **NS Depper** accident damage.

Winner's average speed 107.98mph.

Fastest lap Chilton 1m17.380s, 109.60mph.

GRID RACE 3

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

CHAMPIONSHIP

1 Ingram 131; **2 Shedden** 114; **3 Turkington** 112; **4 Collard** 103; **5 Morgan** 96; **6 Goff** 89; **7 Neal** 73; **8 Sutton** 62; **9 Austin** 59; **10 Moffat** 51.

Honda's Spanish surprise

All eyes were on Yamaha as MotoGP hit Europe for the first time in 2017, but Honda and Dani Pedrosa dominated

By Mitchell Adam, International Editor

🐦 @DrMitchellAdam



Sport is just one of the arenas in which expectation can lead you astray. Yamaha was considered to have not just the dominant package in MotoGP in 2017, as evidenced by Maverick Vinales's early wins and Valentino Rossi's championship lead, but the one that would work best at Jerez.

The Spanish Grand Prix venue was a 'Yamaha track,' people believed entering the year's first European round. Rossi won from pole last year, leading then-team-mate Jorge Lorenzo home, while Lorenzo was on the top step of the podium 12 months earlier.

So underrated were Honda's chances that Marc Marquez even fielded questions pre-event about

the threat Tech3 Yamaha's rookies could pose. Every expectation was that Honda would find it difficult. So, too, would Lorenzo on his Ducati, given his tough start to life in red and the Italian manufacturer's dire record at the circuit.

By Sunday afternoon, though, Hondas had topped all but one session (the inconsequential warm-up), filled the front row of the grid and claimed a one-two in the race, with Dani Pedrosa leading Marquez home. They were joined on the podium by Lorenzo, while Vinales and Rossi struggled, the Yamahas finishing a distant sixth and 10th.

Honda started the season with another revamped engine that its engineers were working to pair with MotoGP's control electronics. Its riders were not quick to endorse it as solving the acceleration deficit they have faced in recent seasons. Positives and negatives, was the general

Pedrosa and Marquez qualified one-two, and finished the race in the same dominant order

message; there was still work to be done, even after Marquez had shown everybody a clean pair of heels in Argentina before crashing, and at Austin for long enough to grab his first win of the season.

The latest piece of work was a revision to its anti-wheelie software. And on the evidence of the weekend at Jerez, Honda is now surely working in the margins rather than trying to lock down a direction. Not that it or its riders would ever admit that, of course.

It's not so much that Honda won, it's that from Friday afternoon — practice one was wet — it never really looked like being threatened. Pedrosa was fastest in the first three sessions, then beat Marquez in a qualifying shootout by 0.049 seconds to take his first pole position since the 2015 Malaysian Grand Prix, 18 months ago.



LCR satellite rider Cal Crutchlow joined the factory pair on the front row, not missing the opportunity to mention that he had been “wasting time testing things for Honda” during the weekend, after shouldering the load in a test at the resurfaced Le Mans earlier in the week. Honda had not locked out a front row since the 2014 German GP. Vinales was best of the rest, four tenths adrift.

Crutchlow observed after Friday practice that Pedrosa had one of his best chances to win a race in 2017, given that his frame and riding style meant he would not stress and overheat the front tyre as much as he and Marquez. In the race, Pedrosa was also able to use a softer rear tyre. While Crutchlow crashed out of fourth in the early stages, his Pedrosa prediction came to fruition.

The Spaniard did not waste his pole position and led from start to finish.

It actually resembled the 2016 Jerez race, in which Rossi and Lorenzo were the key players for Yamaha. Pedrosa edged away early, while the rider more widely expected to get the job done loitered just behind.

Pedrosa led by just over 1.6s mid-race, with the medium rear tyre rather than the hard, before Marquez got half a second closer over the next four laps. Having fallen away in the second half of the Austin race, there was a response from Pedrosa this time. He lapped in the 1m40s bracket for all but two laps, if you overlook the first and last, and had more than enough in the tank to withstand the pressure even as Marquez came again to get within a second with three laps to go.

It was Marquez rather than Pedrosa who then blinked, making a mistake and backing off. Pedrosa crossed the line more than six seconds clear, a 30th >>



KTM'S PROGRESS

IT'S NOT OFTEN THAT A COMPETITOR IS genuinely beaming after qualifying 15th. But Pol Espargaro sported a grin as wide as any you'll see on Saturday afternoon at Jerez.

KTM made a major step forward with its new MotoGP bike, and Espargaro and Bradley Smith qualified 15th and 16th in just its fourth full-time race. It introduced a reconfigured engine, changing the firing order to the 'big-bang' profile used by other manufacturers to soothe power delivery after testing the revision at Le Mans in the week before the race.

Yes, KTM has tested at Jerez plenty of times – and the familiar surroundings helped after the Argentina and United States flyaways – but it was a promising showing to get Espargaro onto the fifth row.

Such was KTM's progress that the Spaniard was ninth in fourth practice, and missed out on a spot in Q2 by just three tenths. Smith reckons he could have made Q2 directly if not for a mistake on his last lap in third practice while aiming for the top 10.

“This was a dream only a few days ago,” Espargaro enthused. “Honestly, it's amazing to be where we are after four races and considering where we were at the last race. It's unbelievable.”

Espargaro crashed out of the race at Turn 11 on lap six, seconds after Cal Crutchlow went down, and admitted he “tried too much”, while Smith (below) scored points for the second time this season with 14th.

KTM's development programme is relentless, with the next big-ticket item a new chassis that has Espargaro dreaming of another big step.

While both riders played down the engine's pure lap-time improvement, Smith said it was “helping us be more consistent over stringing laps together. The idea is to bring consistency to the package and allow us to concentrate on actual chassis development by bringing a different style of engine that doesn't upset the chassis as much.”



grand prix victory continuing his record of winning a race each year since entering MotoGP in 2006. Having spent a lot of time playing a supporting role to Marquez since '13 – the year of his last Jerez win – this was another Pedrosa masterclass.

“At the beginning I pulled a gap,” he said. “But I didn’t want the gap to be too big. I could be faster in the beginning but with the medium rear I didn’t want to stress the tyre too much. Marc was on the hard; maybe it took a little more time to warm up. But I knew he could be strong from the middle to the end.

“We worked very hard from the winter and, while we’ve not started the championship well, we’ve improved little by little, knowing the bike better, working in a better area. This is all positive.”

After Vinales won the first two races, the regrouping Honda has taken the next two. Admittedly the Yamahas did struggle beyond what you would consider normal at Jerez, but Honda looks to have at least done enough to ensure its leading riders are not taking a knife to a gunfight.

“I would say we are learning more about the bike and getting closer to where the bike is looking stronger,” added Pedrosa. “It’s about the setting of the bike and also you are getting more used to the riding style, learning from our mistakes and our not-so-good points, and we are able to stay more in the good area. You have to add that for some reason Yamaha were not strong this year here when normally they are.

“But what we can do is try to step up, little by little. Since the last race we have improved and hopefully we can keep improving.”

Marquez had no answers for Pedrosa but, having been eighth in the championship and 37 points off Vinales two grands prix ago, he is now within four points of leader Rossi. It’s a top four covered by just 10 points, with Vinales second between Rossi and Marquez, and Pedrosa fourth.

Neither Yamaha rider fired a shot in the race. Vinales was passed early by Tech3 rookie Johann Zarco on the manufacturer’s 2016 bike, then by the



Pedrosa (right) delivered a masterclass, relishing a track that suits his riding style

Ducatis of Lorenzo and Andrea Dovizioso. Vinales spoke on Saturday about struggling for traction exiting left-hand corners, but instead he was perplexed in the race to have “no feeling on the front” tyre.

Rather than trying to push too much and crash, he settled for sixth, in the end having to work to keep Pramac Ducati’s Danilo Petrucci at bay. Rossi fared even worse, passed by Petrucci, Zarco’s team-mate Jonas Folger and Aprilia’s Alex Espargaro on the way home. That left him 10th, after enduring his own variety of grip problems, especially at the rear. Chasing better acceleration, a set-up change for the race did not pay off, and he had to slow significantly in the closing laps due to a vibration.

Andrea Iannone made a rapid start to jump from fifth to third on his Suzuki, but then fell away, crashing out of ninth place mid-race. In just his fourth MotoGP start, Zarco was again a big mover in the early laps, settling into third place.

He was one of only four riders on the medium front tyre, as others opted for the hard, pressuring and even passing

Marquez briefly for second, but ultimately could not go with the Hondas. Still, the double Moto2 champion held his own until being caught by Lorenzo, another on the medium front.

Enjoying easily his best weekend on a Ducati, Lorenzo was elated to be in the top four in the practice sessions. He surely will have enjoyed passing the factory Yamaha riders on laps three and four, before reeling Zarco in. Lorenzo found a way by Zarco down the back straight on lap 12 of 27, and shook off the Yamaha to claim his first podium with his new team.

Jerez has been a happy hunting ground for Lorenzo, qualifying on the front row in each of his Yamaha outings and taking seven podiums from those nine starts. But it’s not been for Ducati, its last podium coming in 2011 with Nicky Hayden.

“It’s [worth] more than a victory with the Yamaha,” he said. “Everybody knows the difficulties at the moment, to be competitive in the dry with a special bike that we have now with the Ducati, and a difficult track for us like Jerez has been in the last few years.

“That Jerez is one of my favourite tracks made us quite strong in all the sessions apart from qualifying, where we struggled a little bit. So I knew I had the pace to fight, maybe not for the podium, but for fifth or sixth position. Then, unexpectedly, I started overtaking riders.

“The race pace was quite slow because of the heat and I could overtake the riders little by little and stay on the rear of Zarco. I took some laps to overtake him and when I overtook him it was difficult to pull away, but finally in the last laps, probably because the tyres were a little bit better, I could escape and enjoy this very good result for me and for the team.”

Three days after celebrating his 30th birthday, Lorenzo called his third place the “best present ever”. An unexpected one at that. 🍷



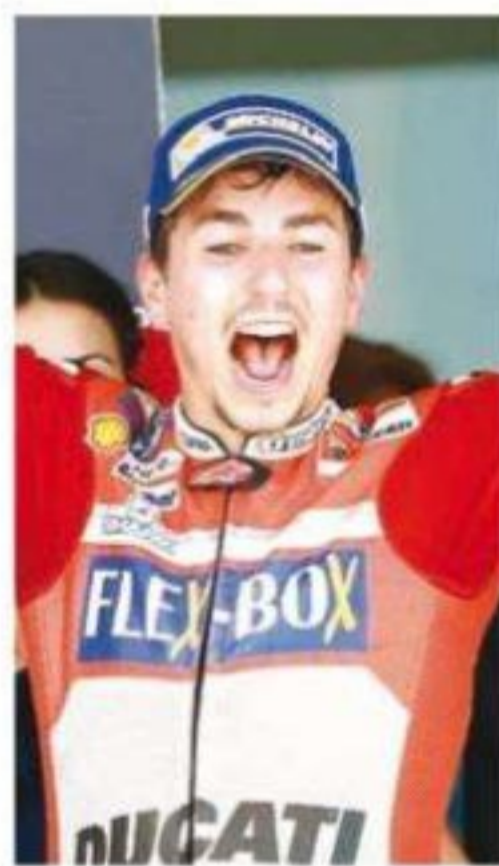
Vinales finished sixth as Yamaha struggled

Lorenzo (#99)
got past Zarco
to take third



RESULTS ROUND 4/18, JEREZ (E), MAY 7 (27 LAPS – 74.205 MILES)

POS	DRIVER	TEAM	TIME
1	Dani Pedrosa (E)	Honda	45m26.827s
2	Marc Marquez (E)	Honda	+6.136s
3	Jorge Lorenzo (E)	Ducati	+14.767s
4	Johann Zarco (F)	Tech3Yamaha	+17.601s
5	Andrea Dovizioso (I)	Ducati	+22.913s
6	Maverick Vinales (E)	Yamaha	+24.556s
7	Danilo Petrucci (I)	PramacDucati	+24.959s
8	Jonas Folger (D)	Tech3Yamaha	+27.721s
9	Alex Espargaro (E)	Aprilia	+31.233s
10	Valentino Rossi (I)	Yamaha	+38.682s
11	Scott Redding (GB)	PramacDucati	+40.979s
12	Hector Barbera (E)	AvintiaDucati	+43.199s
13	Loris Baz (F)	AvintiaDucati	+43.211s
14	Bradley Smith (GB)	KTM	+47.964s
15	Karel Abraham (CZ)	AsparDucati	+51.279s
16	Sam Lowes (GB)	Aprilia	+1m08.885s
17	Takuya Tsuda (J)	Suzuki	+1m27.450s
R	Andrea Iannone (I)	Suzuki	9laps-accident
R	Tito Rabat (E)	MarcVDSHonda	9laps-accident
R	Cal Crutchlow (GB)	LCRHonda	5laps-accident
R	Jack Miller (AUS)	MarcVDSHonda	5laps-accident
R	Alvaro Bautista (E)	AsparDucati	5laps-accdamage
R	Pol Espargaro (E)	KTM	5laps-accident



Winner's average speed 97.966mph. **Fastest lap** Pedrosa 1m40.243s, 98.699mph.

QUALIFYING 2

1 Pedrosa 1m38.249s; 2 Marquez 1m38.298s; 3 Crutchlow 1m38.453s; 4 Vinales 1m38.677s; 5 Iannone 1m38.744s; 6 Zarco 1m38.861s; 7 Rossi 1m38.908s; 8 Lorenzo 1m38.910s; 9 Folger 1m39.108s; 10 Miller 1m39.125s; 11 Redding 1m39.152s; 12 A Espargaro 1m39.400s.

QUALIFYING 1

1 Iannone 1m38.919s; 2 A Espargaro 1m38.942s; 3 Petrucci 1m39.090s; 4 Dovizioso 1m39.255s; 5 P Espargaro 1m39.282s; 6 Smith 1m39.321s; 7 Bautista 1m39.462s; 8 Rabat 1m39.564s; 9 Abraham 1m39.678s; 10 Baz 1m39.824s; 11 Barbera 1m39.906s; 12 Lowes 1m40.213s; 13 Tsuda 1m40.386s.

RIDERS' CHAMPIONSHIP

1 Rossi 62; 2 Vinales 60; 3 Marquez 58; 4 Pedrosa 52; 5 Dovizioso 41; 6 Zarco 35; 7 Crutchlow 29; 8 Folger 29; 9 Lorenzo 28; 10 Petrucci 26; 11 Redding 26; 12 Miller 21; 13 A Espargaro 17; 14 Bautista 14; 15 Baz 12; 16 Barbera 12; 17 Iannone 9; 18 Abraham 9; 19 Rabat 8; 20 Rins 7; 21 Smith 3; 22 P Espargaro 2.

MANUFACTURERS' CHAMPIONSHIP

1 Yamaha 83; 2 Honda 79; 3 Ducati 59; 4 Aprilia 17; 5 Suzuki 16; 6 KTM 4.

IN THE HEADLINES



WHEN PUSH COMES TO PUSH

Jack Miller qualified a dry-weather best of 10th, but was collected on lap six by Alvaro Bautista. Miller was fined €1000 for pushing Bautista in the aftermath, and kicking his Aspar Ducati, which he attributed in part to frustration at rivals "lunging from six kilometres back", overshooting Turn 1 and costing him time in the opening laps.

LOWLY LOWES IN THE RACE

Encouraged by practice gains and targeting his first MotoGP points, Aprilia rookie Sam Lowes was a distant 16th and more than 37 seconds behind team-mate Alex Espargaro in what he called "the worst race of my life". The Brit "struggled for grip front and rear" in the hot conditions, and was searching for answers in Monday's post-race test.

TSUDA SUBS FOR RINS

Takuya Tsuda made his MotoGP debut, deputising for injured Suzuki rookie Alex Rins, and finished 17th. For the next round at Le Mans, 2014 World Superbike champion Sylvain Guintoli takes over as Rins's broken left wrist heals.

CANET BELIEVE IT

Aron Canet claimed his maiden Moto3 victory after passing Romano Fenati and Joan Mir at the final corner. Fenati headed the 10-strong lead pack starting the final lap, but Canet pounced, with points leader Mir finishing third. Brit John McPhee qualified 25th and made it up to 13th before crashing with nine laps to go.

KENT GETS KTM LIFELINE

KTM has offered Danny Kent a lifeline in Moto3, the championship he won in 2015. Kent split with the Kiefer Racing Moto2 team at Austin, and will return to Moto3 to race a factory KTM as a wildcard at Le Mans.

MARQUEZ JR'S FIRST MOTO2 WIN

Alex Marquez, younger brother of Marc, dominated proceedings to take his first win in Moto2. His Marc VDS team-mate and championship leader Franco Morbidelli led early on, but crashed at Turn 9, with the Spaniard then finishing 3.4s clear of Francesco Bagnaia, riding for Valentino Rossi's squad, and KTM's Miguel Oliveira.

RACE CENTRE

BLANCPAIN • FORMULA V8 3.5 • DTM • IMSA • NASCAR • WRX



Engelhart pulls away as Perez Companc holds the rest of the field back

Bortolotti and Engelhart

BLANCPAIN GT SPRINT CUP
BRANDS HATCH (GB)
MAY 7
ROUND 2/5

MIRKO BORTOLOTTI AND HIS GRASSER Racing team-mate Christian Engelhart were untouchable at Brands Hatch last weekend, as they won both races in their Lamborghini Huracan GT3 to propel themselves into the overall Blancpain GT Series points lead.

It was the first time that a Huracan GT3 had won in the Sprint Cup since its debut at Misano in 2015, but you wouldn't have known it from watching Bortolotti, who was in his element on the Brands Grand Prix layout.

The Italian was inch-perfect in qualifying, setting a new GT3 lap record that put him a full half a second clear of anybody else and six tenths faster than the next best Lamborghini, driven by team-mate Norbert Siedler in fourth.

Bortolotti then continued his dominance in the qualifying race. He built a six-second lead in the opening stint before handing over to Engelhart, who survived a safety-car restart to win from the Rowe Racing BMW Jesse Krohn shared with Markus Palttala and the second Grasser Lamborghini of Siedler and Ezequiel Perez Companc.

Palttala joked that he was still thinking

about his lunch when Engelhart hit the gas and left him behind at the start of the feature race, which allowed Perez Companc to move up to second place. But the Argentinian was never able to challenge for the lead and instead focused his attentions on defending against a long train of cars headed by the frustrated Palttala, Felix Serralles (Auto Sport Promotion Mercedes), Antonio Felix da Costa (Rowe BMW) and Ben Barnicoat (Strakka McLaren).

Following an early safety-car period, which was required after Jules Szymkowiak punted Clemens Schmid into the gravel trap at Stirlings, Indy Lights convert Serralles made it past Palttala on lap eight and piled the pressure on Perez Companc, but couldn't find a way by as Engelhart continued to pull away at the front. His lead stood at an unassailable 20s by the time the pit window opened and Perez Companc peeled in, but a broken driveshaft when Siedler tried to pull away dashed all hopes of a Grasser one-two.

Bortolotti was able to ease off in the final laps of the race and still take the chequered flag with a comfortable 18.9s advantage, his fourth victory in six Blancpain races alongside Engelhart – a stretch that goes back to the Endurance Cup finale at the Nurburgring last season.

With Perez Companc and Siedler out,



AT A GLANCE

MAIN RACE

- 1 Engelhart/Bortolotti
Lamborghini
- 2 Leonard/Frijns Audi
- 3 Winkelhock/Stevens
Audi

QUALIFYING RACE

- 1 Engelhart/Bortolotti
Lamborghini
- 2 Palttala/Krohn BMW
- 3 Perez Compagnon/
Siedler Lamborghini

 P53 RESULTS

HAWKINS

peerless at Brands Hatch

Serralles and Dani Juncadella looked set to inherit second, but a slow driver change was then made worse when the Spaniard had to avoid an errant wheel in the pitlane. That put the Merc on a collision course with Philipp Eng's BMW, which forced both cars out.

A slow stop for Palttala and an even worse turnaround for Barnicoat, who lost 15s in the handover to Alvaro Parente, opened the door for the WRT Audis of Robin Frijns/Stuart Leonard and Will Stevens/Markus Winkelhock to complete the podium, after they had run in the lower reaches of the top 10 before the stops.

Frijns, with heavy strapping on his knee after tearing a ligament on a training run last month, sneaked past Stevens for second at Druids early in his stint, securing Leonard a career-best BGTS finish in the process. Despite missing out on second, Stevens wasn't unhappy with a podium on his first appearance at Brands since he finished second in a Formula Renault UK race back in 2011, after failing to complete a lap at either Misano or Monza.

Palttala and Krohn were elevated to fourth by a post-race penalty for the Szymkowiak and Fabian Schiller Mercedes – which had started the qualifying race from the back of the grid after HTP erroneously ran both drivers in Q1 – with Dries Vanthoor and Marcel Fassler fifth.

HTP duo Franck Perera and Maximilian Buhk

retained the Sprint Cup points lead after salvaging sixth from 23rd on the grid in the main race. Buhk was on course for fifth in the qualifying race when he was thwarted by a puncture with 10 minutes to go, but drove cleanly in the feature to make up the lost ground and capitalise on the misfortune of other crews.

Perera's and Buhk's nearest championship rivals before the weekend, Steven Kane and Vincent Abril in the M-Sport Bentley, could only muster 12th in the main event after Kane suffered a dramatic blowout at Paddock Hill Bend in the qualifying race.

Enzo Ide's difficult start to his Sprint Cup title defence continued as last year's Brands winner never recovered after his co-driver Christopher Mies was hit by Christopher Haase at the start of the qualifying race and was forced to retire, which put the Belgian at the back of the grid for the feature. Stifled in traffic for the opening stint, even WRT's typically slick pitwork could only raise the Audi to 14th by the finish.

After their dominant performances in both races at Brands, Bortolotti and Engelhart now have a five-point advantage over Buhk and Perera in the BGTS drivers' championship standings heading to the next round at Silverstone, which takes place this weekend.

JAMES NEWBOLD

Celis scores maiden pole and victory

WORLD SERIES FORMULA V8 3.5

SPA (B)

MAY 5-6

ROUND 2/9

ALFONSO CELIS LEFT SPA WITH the Formula V8 3.5 championship lead after taking a breakthrough pole position and race victory in the series.

The Force India Formula 1 test driver led from start to finish in the first race, but did come under pressure late on from a charging Roy Nissany. The Israeli was able to close Celis's advantage to 2.9s, but the Mexican Fortec man held on to take the win, with Egor Orudzhev completing the podium.

Matevos Isaakyan won the second race after a well-timed pitstop moved him into the lead from fourth place. Stopping one lap later than Rene Binder and Diego Menchaca gave the Russian an advantage that became first place after Pietro Fittipaldi – who won both races last time out at Silverstone – suffered a slow tyre change.

After emerging from the pits behind Isaakyan's AVF car, Binder had to settle for second, while Celis passed his Fortec Motorsports team-mate Menchaca to take third.

Celis's strong weekend gives him a one-point championship advantage over Fittipaldi, who finished eighth in race one and sixth in race two despite starting on the front row in each event. A poor start meant the Lotus driver fell to last place in the first race, while the slow pitstop cost him 20 seconds in the second event.

DAVID GRUZ

RESULTS

RACE 1 1 Alfonso Celis 21 laps in 43m10.639s; 2 Roy Nissany +2.929s; 3 Egor Orudzhev; 4 Diego Menchaca; 5 Yu Kanamaru; 6 Rene Binder; 7 Damiano Fioravanti; 8 Pietro Fittipaldi; 9 Nelson Mason; 10 Konstantin Tereschenko.

RACE 2 1 Matevos Isaakyan 21 laps in 43m49.000s; 2 Binder +3.009s; 3 Celis; 4 Nissany; 5 Menchaca; 6 Fittipaldi; 7 Orudzhev; 8 Kanamaru; 9 Mason; 10 Fioravanti. **POINTS** 1 Celis 63; 2 Fittipaldi 62; 3 Orudzhev 57; 4 Binder 48; 5 Nissany 45; 6 Isaakyan 37.



Celis converted pole into his first race win



Green and Auer win at Hockenheim

DTM
HOCKENHEIM (D)
MAY 6-7
ROUND 1/9

THE DTM'S WELL-DOCUMENTED rule changes ahead of the 2017 season were nothing if not comprehensive. But despite the alterations, few – if any – of the new measures had a profound effect on the first round of racing.

Mercedes man Lucas Auer and Audi's Jamie Green shared the spoils in a typically open weekend at Hockenheim, and it was Auer's consistency across the two races that allowed him to steal an early march in the points.

Green's victory came in the more captivating second affair. The Briton had started third after qualifying behind Timo Glock and Rene Rast in a wet-dry session, and the race's weather pattern followed the opposite trend. Conditions started favourably before the rain returned, though it did not have too much influence on the result.

Glock's BMW easily converted pole

into the lead at the first corner, and he was chased by Green, who profited from Team Rosberg stablemate Rast bogging down.

The safety car was deployed to recover the stricken Mercedes of Robert Wickens, eliminated after coming off worst in contact with Audi pair Nico Muller and Loic Duval. But Green stayed on his toes and pounced immediately on the NASCAR-style double-file restart (one of the new elements this season) to move into the lead ahead of Auer.

It looked as though it might get difficult for Green when he received a five-second pitstop penalty for jumping the gun on the restart, but with a clear track ahead of him he raced away into a lead of 10 seconds as the rain began to fall.

Drivers further down the order opted to swap to fresh slick tyres as late as lap 17 despite the wet weather, but a lead group of seven ploughed on without visiting the pits and were rewarded as the rain intensified. The five in the chasing pack behind Auer all opted to pit for wets on the next tour and, while Green left it an extra lap before he headed in, he still

had enough in hand despite a sluggish getaway from the penalty box to rejoin in a comfortable net lead once an agitated Auer was finally brought in on lap 20.

From there Green's job was a simple run to the flag, his winning margin of 4.936s nothing close to accurately representing his domination. Merc-driving compatriot Gary Paffett ended up as his closest rival, having working his way ahead of double champion Marco Wittmann's BMW at the hairpin after they had both moved up one spot when Auer went off (although he recovered to finish fourth).

Green's Sunday success was a far cry from his fortunes in the opener, in which he finished last on the road after being hit with a drive-through penalty for a collision with Maro Engel. That affair was won by Auer, who clinched his second DTM success after stoutly defending his lead.

Auer controlled the majority of the first stint before his tyres began to go off towards the end, and he was instructed at his stop to manage his rubber across the next stint. The Austrian nevertheless emerged with a handsome advantage, but was forced to sweat in the final five laps as a charging Glock homed in.

Having cleared Auer's team-mate Edoardo Mortara, Glock had reeled in the leading Mercedes C63 and with four laps to go he was within DRS range of the leader. But despite Auer's near-relentless complaints that his car was "really bad to drive", and the pair making contact at the hairpin on the penultimate lap, they stayed in formation to the finish. Mike Rockenfeller was third after making an early out-of-sequence pitstop.

AT A GLANCE

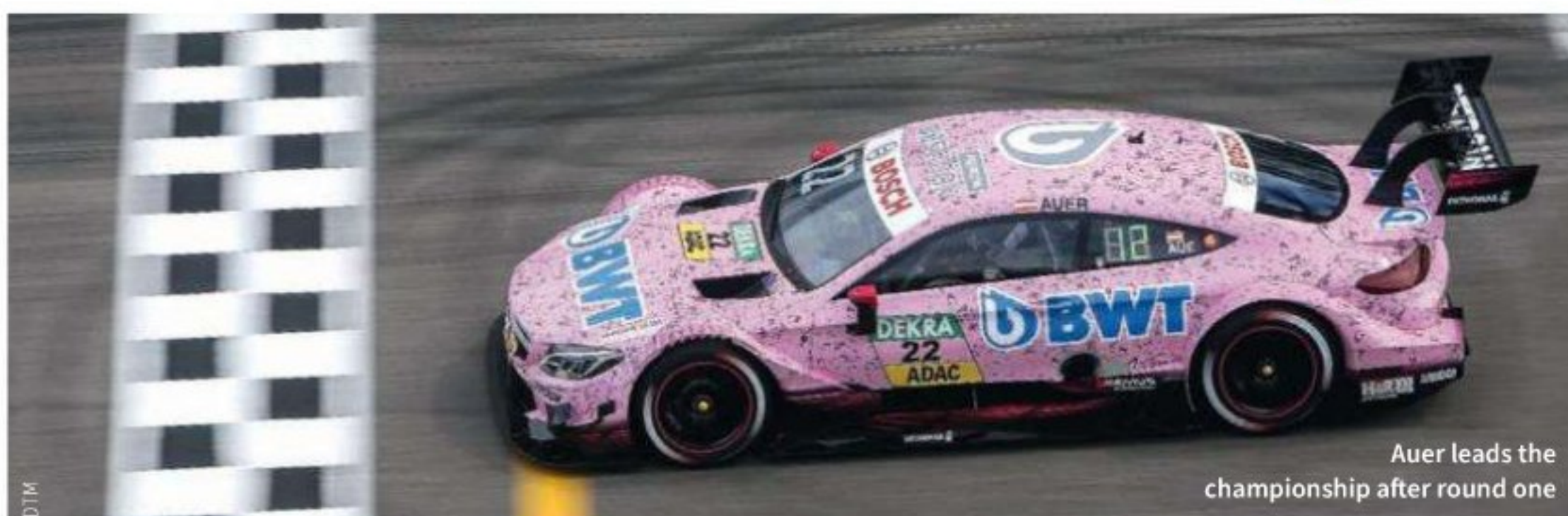
RACE 1

- 1 Auer Mercedes
- 2 Glock BMW
- 3 Rockenfeller Audi

RACE 2

- 1 Green Audi
- 2 Paffett Mercedes
- 3 Wittmann BMW

 P53 RESULTS





Lexus routs the opposition at Fuji

SUPER GT
FUJI (J)
MAY 4
ROUND 2/8

YUJI TACHIKAWA AND HIROAKI ISHIURA converted pole position into the race win at Fuji in their Cerumo Lexus.

Ronnie Quintarelli pursued Tachikawa in the early stages but the NISMO star fell away and was demoted by the Lexus cars driven by Kazuya Oshima/Andrea Caldarelli and Ryo Hirakawa/Nick Cassidy, which gave the marque a clean sweep of the podium places. Quintarelli and his co-driver Tsugio Matsuda ended up fourth.

Daisuke Ito was paired with James Rossiter owing to Kazuki Nakajima competing in the WEC,

and Rossiter set fastest lap as they finished fifth.

Naoki Yamamoto and Takuya Izawa were the top Honda crew in sixth place, while Heikki Kovalainen and Kohei Hirate were seventh. An electrical problem meant Jann Mardenborough and Hironobu Yasuda finished 14th for Nissan.

JIRO TAKAHASHI

RESULTS

1 Yuji Tachikawa/Hiroaki Ishiura (Lexus LC 500)

110 laps in 2h52m28.925s; 2 Kazuya Oshima/Andrea Caldarelli (Lexus) +4.797s; 3 Ryo Hirakawa/Nick Cassidy (Lexus); 4 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R); 5 Daisuke Ito/James Rossiter (Lexus); 6 Naoki Yamamoto/Takuya Izawa (Honda NSX-GT).

Points 1 Cassidy/Hirakawa 31; 2 Oshima/Caldarelli 30; 3 Tachikawa/Ishiura 29; 4 Heikki Kovalainen/Kohei Hirate 15; 5 Quintarelli/Matsuda 12; 6 Rossiter 12.

Stenhouse claims first Cup win

NASCAR CUP
TALLADEGA (USA)
MAY 7
ROUND 10/36

FOR THE 11TH TIME IN NASCAR HISTORY, Talladega Superspeedway produced a first-time winner as Ricky Stenhouse Jr passed Kyle Busch on the last lap of the race to earn his first Cup series victory in 158 career starts.

Stenhouse, who gave Roush Fenway Racing its first victory since 2014, had started from pole position, but he dropped down the order early on while debris was cleared from his radiator.

A massive crash with 19 of 188 laps remaining eliminated several contenders for the win, and the race was halted for nearly a half an hour following

the 18-car incident. The chaos helped Stenhouse to move back up the order and he powered past Busch at the final restart, which took place in overtime after a late-race caution.

"This is for all the guys at the shop," Stenhouse said afterwards. "We've been terrible for a long time. This year, every race, we're just getting better and better. We knew Talladega was a good race track for us."

The victory all but qualifies Stenhouse for this season's playoffs and earns him a berth in the upcoming NASCAR All-Star race at Charlotte Motor Speedway.

Jamie McMurray demoted Busch to third and Aric Almirola ended up fourth. Kasey Kahne, Kurt Busch, Brad Keselowski, Jimmie Johnson, Paul Menard and David Ragan completed the top 10.

JIM UTTER

RESULTS

1 Ricky Stenhouse Jr (Ford Fusion) 191 laps in 3h29m16s; 2 Jamie McMurray (Chevrolet SS) +0.095s; 3 Kyle Busch (Toyota Camry); 4 Aric Almirola (Ford); 5 Kasey Kahne (Chevy); 6 Kurt Busch (Ford); 7 Brad Keselowski (Ford); 8 Jimmie Johnson (Chevy); 9 Paul Menard (Chevy); 10 David Ragan (Ford).

Playoff qualifying 1 Keselowski 367/2 wins; 2 Johnson 305/2; 3 Kyle Larson 428/1; 4 Martin Truex Jr 374/1; 5 Stenhouse 250/1; 6 Ryan Newman 237/1; 7 Kurt Busch 227/1; 8 Chase Elliott 353; 9 McMurray 318; 10 Joey Logano 318; 11 Kevin Harvick 309; 12 Clint Bowyer 289; 13 Kyle Busch 277; 14 Denny Hamlin 267; 15 Ryan Blaney 240; 16 Trevor Bayne 223.



Stenhouse moved up in the playoff positions

No stopping the Taylors

IMSA SPORTSCAR
AUSTIN (USA)
MAY 7
ROUND 4/12

RICKY AND JORDAN TAYLOR romped to victory at Austin in their Dallara-Cadillac, and it was an even more emphatic triumph than in the previous three races.

Ricky Taylor took pole with a 1.5-second margin and was not remotely challenged before handing over to younger sibling Jordan, who confirmed their dominance by securing the fastest lap and its bonus point.

Action Express team-mates Eric Curran/Dane Cameron and Christian Fittipaldi/Joao Barbosa completed the podium but couldn't touch the Taylors, despite possessing supposedly equal equipment. Most of the other contenders were hit by mechanical woes, although Misha Goikhberg and Stephen Simpson once again displayed good speed to come home fourth.

The GT Le Mans field was denuded at the first corner after the two Chip Ganassi Fords got together and tipped Giancarlo Fisichella's Risi Ferrari into a spin. Tommy Milner's Corvette and Wolf Henzler's Porsche also sustained major collateral damage. A resurgent BMW Team RLL seemed set to win until an untimely full-course caution handed the advantage to Jan Magnussen and Antonio Garcia (Corvette), who gratefully took the honours for the second time this year.

James French and birthday boy Pato O'Ward were unchallenged in the Prototype Challenge class, while Ben Keating and Jeroen Bleekemolen secured another comfortable GT Daytona triumph in their Mercedes.

JEREMY SHAW

RESULTS

1 Ricky Taylor/Jordan Taylor (Cadillac DPi-V.R)

73 laps in 2h41m14.508s; 2 Dane Cameron/Eric Curran (Cadillac) +18.855s; 3 Joao Barbosa/Christian Fittipaldi (Cadillac); 4 Misha Goikhberg/Stephen Simpson (ORECA-Gibson 07); 5 Ed Brown/Johannes van Overbeek (Nissan Onroak DPi); 6 James French/Pato O'Ward (ORECA-Chevrolet FLM09). **PC**

French/O'Ward. GTLM Jan Magnussen/Antonio Garcia (Chevrolet Corvette C7.R); 2 Alexander Sims/Bill Auberlen (BMW M6 GTLM); 3 John Edwards/Martin Tomczyk (BMW). **GTD Ben Keating/Jeroen Bleekemolen (Mercedes-AMG GT3). Points**

1 J Taylor/R Taylor 141; 2 Fittipaldi/Barbosa 119; 3 Cameron/Curran 111; 4 Goikhberg/Simpson 110; 5 Ryan Dalziel/Scott Sharp 106; 6 Jonathan Bomarito/Tristan Nunez 97. **PC 1 French/O'Ward 108. GTLM 1 Magnussen/Garcia 124;** 2 Dirk Muller/Joey Hand 118; 3 Patrick Pilet/Dirk Werner 110. **GTD 1 Keating/Bleekemolen 133.**

IN BRIEF

TCR INTERNATIONAL

Two-time champion Stefano Comini went from 10th to second in the standings after taking a dominant first win of 2017 in race one at Spa, then finishing third in the second race in his Comtoy Audi. Jean-Karl Vernay took the race two honours ahead of Leopard Racing VW team-mate Rob Huff, who was making his first appearance in the 2017 series.

ERC

Alexey Lukyanuk dominated the European Rally Championship's second round, the Canary Islands Rally, and won by almost a minute. The Russian Ford Fiesta R5 driver saw off Kajto Kajetanowicz and points leader Bruno Magalhaes.

STCC

Robert Dahlgren began the new TCR era of the Scandinavian Touring Car Championship at Knutstorp with two wins and a second in his PWR SEAT, with KMS VW driver Fredrik Ekblom taking the final race. The weekend was marred by a big crash between Andreas Andersson and Reuben Kressner in the second race, which ruled them out of the finale.

SUPER TC2000

Fabian Yannantuoni won both races in San Martin, in which he and his Peugeot team made the most of the joker lap in the finale to leave his pursuers even further behind. Mariano Werner was the runner-up in both races, while Damian Fineschi was third on Saturday and reigning champion Agustin Canapino completed the podium on Sunday.

NORTHERN GT4 CUP

Charlie Robertson and Tom Hibbert dominated both races from pole in their Ginetta G55 at Brands Hatch. Multiple safety cars repeatedly stifled their advantage, but 1999 Formula Ford Festival winner Ricardo van der Ende and Max Koebolt could not take advantage, finishing second each time in their Ekris BMW.

LOTUS CUP EUROPE

Xavier Georges missed out on a double win at Brands Hatch after a costly mistake at Druids in race two. Georges hunted down the fast-starting Steve Williams to take victory in the opening race, but John Rassee resisted his last-lap lunge at Stirlings to win the second by seven tenths.

Double-duty Ekstrom boosts lead

WORLD RALLYCROSS

HOCKENHEIM (D)

MAY 5-7

ROUND 3/12

FOR THE SECOND YEAR IN A row, EKS Audi driver Mattias Ekstrom raced in both World Rallycross and DTM on the same weekend at Hockenheim. The reigning WRX champion repeated his 2016 success at the circuit to increase his lead in the WRX championship standings.

Ekstrom took the lead at the start of the final when VW man Johan Kristoffersson bogged down from pole position and fell to second. Team Peugeot-Hansen's Timmy Hansen maintained third place on the opening lap as double champion Petter Solberg, who was sixth after the first corner, passed both Toomas Heikkinen and Sebastien Loeb out of the Sachs Kurve at the first time of asking. Hansen took his joker on lap two before repassing Solberg for third, where he stayed to the finish, behind the dominant Ekstrom and Kristoffersson.

Loeb, who had qualified top of the intermediate classification before being beaten by both Kristoffersson and Solberg in



semi-final one, was the only driver to start the final on wet tyres. After fighting with Solberg and Heikkinen on lap one, Loeb climbed to fourth by leaving his joker until the final lap, but he ended up fifth, his Peugeot behind Solberg's VW but ahead of the Audi of Heikkinen.

RESULTS

1 Mattias Ekstrom (Audi S1) 6 laps in 6m04.066s; 2 Johan Kristoffersson (Volkswagen Polo GTI) +0.708s; 3 Timmy Hansen (Peugeot 208); 4 Petter Solberg (Volkswagen); 5 Sebastien Loeb (Peugeot); 6 Toomas Heikkinen (Audi). **Points 1 Ekstrom 85;** 2 Kristoffersson 69; 3 Solberg 62; 4 Loeb 48; 5 Hansen 47; 6 Timo Scheider 41.

Magic McLaughlin seals double win

AUSTRALIAN SUPERCARS

BARBAGALLO (AUS)

MAY 6-7

ROUND 4/14

SCOTT McLAUGHLIN dominated both Supercars races at Barbagallo to score his first two race victories for DJR Team Penske in emphatic style.



In race one, McLaughlin jumped his team-mate Fabian Coulthard off the line and then marshalled the gap as they quickly broke clear of the rest of the pack. Although he caught his pitcrew slightly by surprise when he came in for his only stop of the race, McLaughlin was able to maintain the lead through the pitstops and led Coulthard home by 1.3 seconds at the flag. Jamie Whincup completed the race-one podium for the Triple Eight Holden team.

McLaughlin's Ford started the second race from pole position and he executed a perfect two-stop strategy to win the longer event and become the second driver – after Shane van Gisbergen in Adelaide – to double up on race victories at a single round during this season.

"We got the broom out this weekend and took some points," the New Zealander said afterwards. "We've got to build on this now. It's pretty cool."

Prodrive Ford ace Chaz Mostert shadowed McLaughlin throughout race two but could not mount a genuine challenge for the win.

Whincup, who had an eventful start to the race when he rubbed panels with team-mate van Gisbergen on the opening lap, broke for the pitlane earlier than Mark Winterbottom (Prodrive Ford) and Will Davison (Tekno Holden) at his two pitstops, passing them to score his second third-place finish of the weekend.

RESULTS

Race 1 1 Scott McLaughlin (Ford Falcon) 50 laps in 48m58.8956s; 2 Fabian Coulthard (Ford) +1.2995s; 3 Jamie Whincup (Holden Commodore); 4 Shane van Gisbergen (Holden); 5 Mark Winterbottom (Ford); 6 Chaz Mostert (Ford). **Race 2 1 McLaughlin** 83 laps in 1h22m17.6422s; 2 Mostert +4.6115s; 3 Whincup; 4 Winterbottom; 5 Will Davison (Holden); 6 van Gisbergen. **Points 1 Coulthard 802;** 2 van Gisbergen 783; 3 Whincup 780; 4 McLaughlin 771; 5 Mostert 771; 6 Winterbottom 648.

RESULTS ROUND-UP

BLANCPAIN GT SPRINT CUP

ROUND 2/5, BRANDS HATCH (GB), MAY 7, MAIN RACE (41 LAPS - 99.765 MILES)

Pos	Driver (Nationality)	Team	Time
1	Christian Engelhart (D) Mirko Bortolotti (I)	Grasser Racing Team · Lamborghini Huracan GT3	1h01m21.411s
2	Stuart Leonard (GB) Robin Frijns (NL)	WRT · Audi R8 LMS	+18.974s
3	Markus Winkelhock (D) Will Stevens (GB)	WRT · Audi R8 LMS	+24.955s
4	Markus Palttala (FIN) Jesse Krohn (FIN)	Rowe Racing · BMW M6 GT3	+25.909s
5	Marcel Fassler (CH) Dries Vanthoor (B)	WRT · Audi R8 LMS	+26.343s
6	Maximilian Buhk (D) Franck Perera (F)	HTP Motorsport · Mercedes-AMG GT3	+26.754s
7	Michael Meadows (GB) Raffaele Marciello (I)	Auto Sport Promotion · Mercedes-AMG GT3	+27.742s
8	Romain Monti (F) Christopher Haase (D)	Sainteloc Racing · Audi R8 LMS	+30.931s
9	Pieter Schothorst (NL) Jake Dennis (GB)	WRT · Audi R8 LMS	+31.616s
10	Ben Barnicoat (GB) Alvaro Parente (P)	Strakka Racing · McLaren 650S GT3	+32.019s
11	David Fumanelli (I) Lewis Williamson (GB)	Strakka Racing · McLaren 650S GT3	+32.484s
12	Vincent Abril (F) Steven Kane (GB)	M-Sport · Bentley Continental GT3	+40.404s
13	Giovanni Venturini (I) Marco Mapelli (I)	Attempto Racing · Lamborghini Huracan GT3	+41.082s
14	Enzo Ide (B) Christopher Mies (D)	WRT Audi · R8 LMS	+41.733s
15	Fabrizio Crestani (I) Gustavo Yacaman (CO)	Lazarus · Lamborghini Huracan GT3	+54.644s
16	Alexander Mattschull (D) Daniel Keilwitz (D)	Rinaldi Racing · Ferrari 488 GT3	+54.929s
17	Jules Szymkowiak (NL) Fabian Schiller (D)	HTP Motorsport · Mercedes-AMG GT3	+55.306s
18	Andy Soucek (E) Maxime Soulet (B)	M-Sport · Bentley Continental GT3	+56.502s
19	Lorenzo Case (I) Phil Quaife (GB)	AF Corse · Ferrari 488 GT3	+1m02.896s
20	Piti Bhirom Bhakdi (T) Carlo van Dam (NL)	Kessel Racing · Ferrari 488 GT3	+1m04.212s
21	Andrew Watson (GB) Rob Bell (GB)	Strakka Racing · McLaren 650S GT3	+1m05.492s
22	Jimmy Eriksson (S) Dominik Baumann (A)	HTP Motorsport · Mercedes-AMG GT3	+1m06.248s
23	Jean-Luc Beaubelique (F) Jules Gounon (F)	Auto Sport Promotion · Mercedes-AMG GT3	+1m06.730s
24	Christophe Bourret (F) Jean-Philippe Belloc (F)	Auto Sport Promotion · Mercedes-AMG GT3	-1 lap
25	Michal Broniszewski (PL) Giacomo Piccini (I)	Kessel Racing · Ferrari 488 GT3	-1 lap
26	Max van Splunteren (NL) Nicolas Pohler (D)	Attempto Racing · Lamborghini Huracan GT3	-11 laps
27	Felix Serralles (USA) Daniel Juncadella (E)	Auto Sport Promotion · Mercedes-AMG GT3	-12 laps
R	Kevin Ceccon (I) Frank Stippler (D)	ISR · Audi R8 LMS	23 laps-acc dam
R	Antonio Felix da Costa (P) Philipp Eng (A)	Rowe Racing · BMW M6 GT3	17 laps-acc dam
R	Ezequiel Perez Compagnon (RA) Norbert Siedler (A)	Grasser Racing Team · Lamborghini Huracan GT3	15 laps-d'shaft
R	Clemens Schmid (A) Filip Salaquarda (CZ)	ISR · Audi R8 LMS	0 laps-accident
NS	Caitlin Wood (AUS) Marko Helistekangas (FIN)	Reiter Young Stars · Lamborghini Gallardo R-EX	0 laps-acc dam
NS	Loris Hezemans (NL) Jonny Kane (GB)	Strakka Racing · McLaren 650S GT3	0 laps-acc dam

Winners' average speed 97.558mph. Fastest lap Bortolotti 1m24.392s, 103.799mph.

QUALIFYING RACE (40 LAPS - 97.332 MILES)

1 Bortolotti/Engelhart 1h00m25.466s; 2 Krohn/Palttala +3.752s; 3 Siedler/Perez Compagnon +4.744s; 4 Juncadella/Serralles +5.113s; 5 Eng/da Costa +5.859s; 6 Parente/Barnicoat +6.865s; 7 Frijns/Leonard +9.221s; 8 Marciello/Meadows +9.465s; 9 Mapelli/Venturini +10.669s; 10 Stippler/Ceccon +11.189s; 11 Stevens/Winkelhock +11.566s; 12 Salaquarda/Schmid +12.518s; 13 Dennis/Schothorst +13.323s; 14 Williamson/Fumanelli +13.794s; 15 Bell/Watson +15.057s; 16 Schiller/Szymkowiak +15.321s; 17 Baumann/Eriksson +20.306s; 18 Vanthoor/Fassler +20.834s; 19 Keilwitz/Mattschull +21.394s; 20 S Kane/Abril +22.453s; 21 Yacaman/Crestani +24.452s; 22 Gounon/Beaubelique +37.047s; 23 Perera/Buhk +38.748s; 24 Soulet/Soucek +54.191s; 25 Quaife/Case +1m07.332s; 26 van Dam/Bhirom Bhakdi -1 lap; 27 Piccini/Broniszewski -7 laps; 28 Belloc/Bourret -12 laps; R Haase/Monti 27 laps-accident; R Mies/Ide 20 laps-gearbox; R Pohler/van Splunteren 0 laps-accident damage.

Winners' average speed 96.647mph. Fastest lap Bortolotti 1m23.727s, 104.623mph.



Lamborghini duo claimed a pair of wins

QUALIFYING

Q3 1 Bortolotti 1m22.891s; 2 Mies 1m23.391s; 3 Krohn 1m23.455s; 4 Siedler 1m23.532s; 5 Haase 1m23.537s; 6 Juncadella 1m23.542s; 7 Mapelli 1m23.544s; 8 Frijns 1m23.549s; 9 Parente 1m23.630s; 10 Perera 1m23.648s; 11 Eng 1m23.658s; 12 Marciello 1m23.695s; 13 Gounon 1m23.747s; 14 Keilwitz 1m23.818s; 15 Stippler 1m23.844s; 16 Williamson 1m23.889s; 17 Salaquarda 1m23.949s.
Q1/2 18 Dennis 1m24.230s; 19 S Kane 1m24.234s; 20 Stevens 1m24.234s; 21 Vanthoor 1m24.287s; 22 Bell 1m24.290s; 23 Soulet 1m24.306s; 24 Baumann 1m24.316s; 25 Schiller 1m24.662s; 26 van Dam 1m24.880s; 27 Quaife 1m25.038s; 28 Piccini 1m25.091s; 29 Crestani 1m25.099s; 30 Pohler 1m25.329s; 31 Belloc 1m25.412s.

CHAMPIONSHIP

1 Buhk/Perera 41; 2 Bortolotti/Engelhart 36; 3 Palttala/Krohn 24; 4 S Kane/Abril 21; 5 Leonard 18; 6 Frijns 18; 7 Serralles/Juncadella 17; 8 Winkelhock/Stevens 15; 9 Eriksson/Baumann 15; 10 Monti/Haase 14.
Overall Blancpain GT 1 Bortolotti/Engelhart 61; 2 Buhk/Perera 56; 3 Eriksson 30; 4 Abril 29; 5 Andrea Caldarelli 25; 6 Krohn/Palttala 24.

DTM

ROUND 1/9, HOCKENHEIM (D), MAY 6-7

RACE 1 (36 LAPS - 102.317 MILES)

Pos	Driver (Nationality)	Team	Time
1	Lucas Auer (A) HWA · Mercedes C63		57m23.598s
2	Timo Glock (D) RMR · BMW M4		+1.942s
3	Mike Rockenfeller (D) Team Phoenix · Audi RS5		+3.351s
4	Edoardo Mortara (I) HWA · Mercedes C63		+3.984s
5	Mattias Ekstrom (S) Abt Sportsline · Audi RS5		+4.275s
6	Rene Rast (D) Team Rosberg · Audi RS5		+5.855s
7	Gary Paffett (GB) HWA · Mercedes C63		+6.956s
8	Paul di Resta (GB) HWA · Mercedes C63		+13.648s
9	Nico Muller (CH) Abt Sportsline · Audi RS5		+17.510s
10	Marco Wittmann (D) RMG · BMW M4		+19.190s
11	Maxime Martin (B) RBM · BMW M4		+20.800s
12	Bruno Spengler (CDN) RBM · BMW M4		+21.504s
13	Augusto Farfus (BR) RMG · BMW M4		+25.351s
14	Loic Duval (F) Team Phoenix · Audi RS5		+34.343s
15	Robert Wickens (CDN) HWA · Mercedes C63		+43.948s
16	Tom Blomqvist (GB) RMR · BMW M4		+44.956s
17	Maro Engel (D) HWA · Mercedes C63		+51.525s
18	Jamie Green (GB) Team Rosberg · Audi RS5		+1m02.944s

Winner's average speed 106.964mph. Fastest lap Ekstrom 1m33.201s, 109.781mph.

QUALIFYING 1

1 Auer 1m30.849s; 2 Paffett 1m31.042s; 3 Mortara 1m31.120s; 4 Glock 1m31.161s; 5 Martin 1m31.247s; 6 di Resta 1m31.275s; 7 Engel 1m31.309s; 8 Muller 1m31.490s; 9 Blomqvist 1m31.510s; 10 Wickens 1m31.538s; 11 Wittmann 1m31.662s; 12 Green 1m31.805s; 13 Spengler 1m31.834s; 14 Rast 1m31.871s; 15 Farfus 1m31.915s; 16 Rockenfeller 1m31.965s; 17 Ekstrom 1m32.082s; 18 Duval 1m32.450s.

RACE 2 (32 LAPS - 90.949 MILES)

1 Green 56m53.264s; 2 Paffett +4.936s; 3 Wittmann +8.191s; 4 Auer +16.985s; 5 Muller +26.959s; 6 di Resta +27.426s; 7 Rockenfeller +31.315s; 8 Glock +1m06.250s; 9 Spengler +1m08.538s; 10 Engel +1m12.117s; 11 Ekstrom +1m12.944s; 12 Blomqvist +1m48.234s; 13 Mortara -1 lap; R Farfus 12 laps-accident damage; R Duval 7 laps-accident damage; R Rast 4 laps-accident damage; R Martin 3 laps-accident; R Wickens 0 laps-accident.

Winner's average speed 95.924mph.

Fastest lap Green 1m33.614s, 109.297mph.

QUALIFYING 2

1 Glock 1m31.406s; 2 Rast 1m31.581s; 3 Green 1m31.639s; 4 Mortara 1m31.759s; 5 Rockenfeller 1m31.764s; 6 Spengler 1m31.924s; 7 Paffett 1m32.025s; 8 Auer 1m32.068s; 9 Engel 1m32.081s; 10 Ekstrom 1m32.096s; 11 di Resta 1m32.103s; 12 Muller 1m32.228s; 13 Duval 1m32.335s; 14 Blomqvist 1m32.393s; 15 Martin 1m32.529s; 16 Wickens 1m32.552s; 17 Wittmann 1m32.661s; 18 Farfus 1m33.734s.

CHAMPIONSHIP

1 Auer 40; 2 Green 26; 3 Paffett 26; 4 Glock 25; 5 Rockenfeller 21; 6 Wittmann 16; 7 Mortara 13; 8 Muller 12; 9 di Resta 12; 10 Ekstrom 10.



DTM 2017 kicked off at Hockenheim

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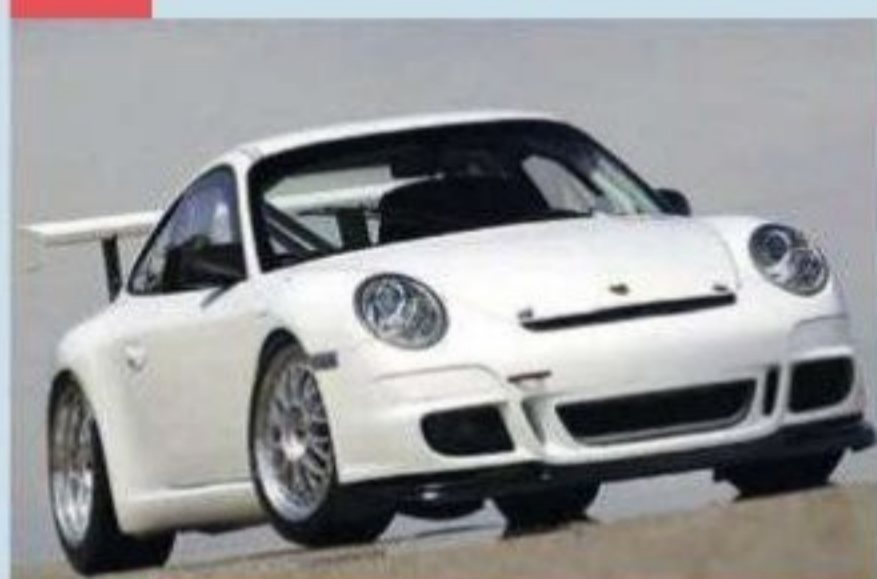
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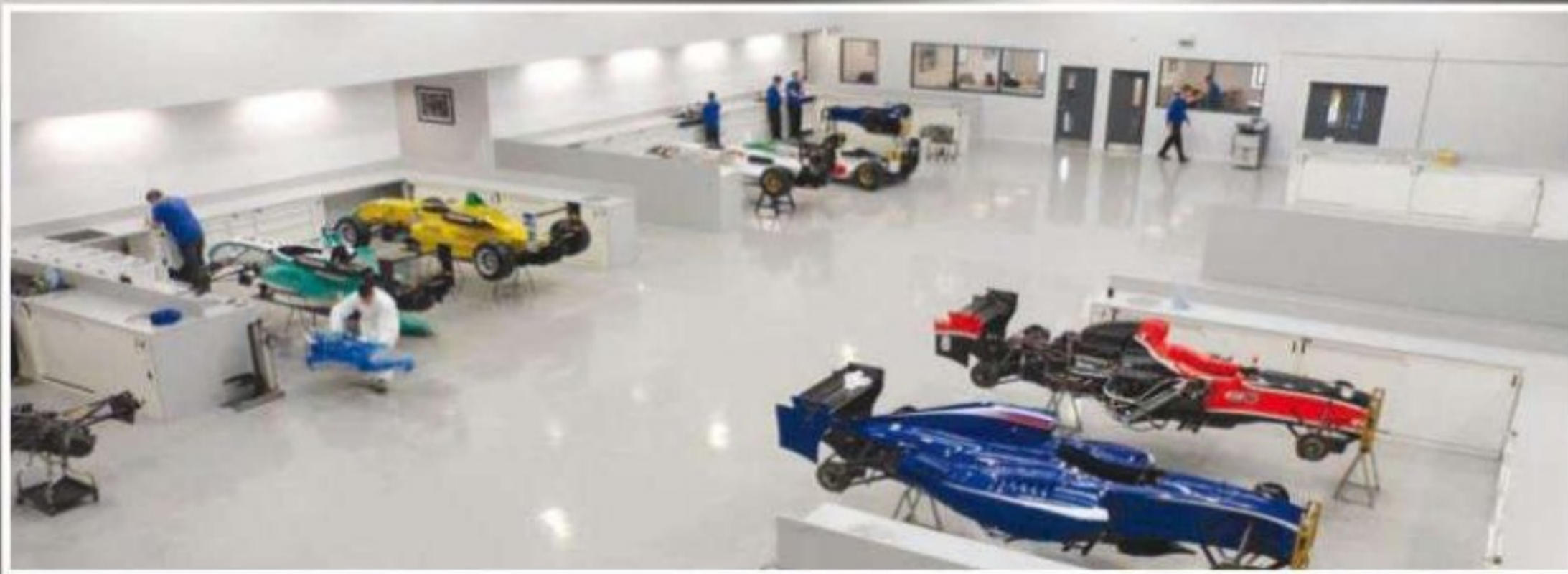
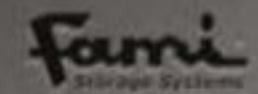
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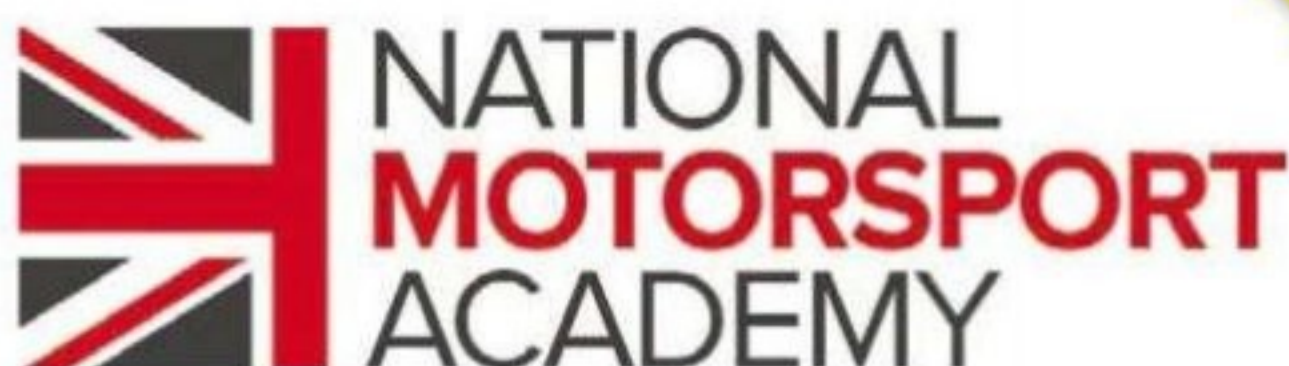
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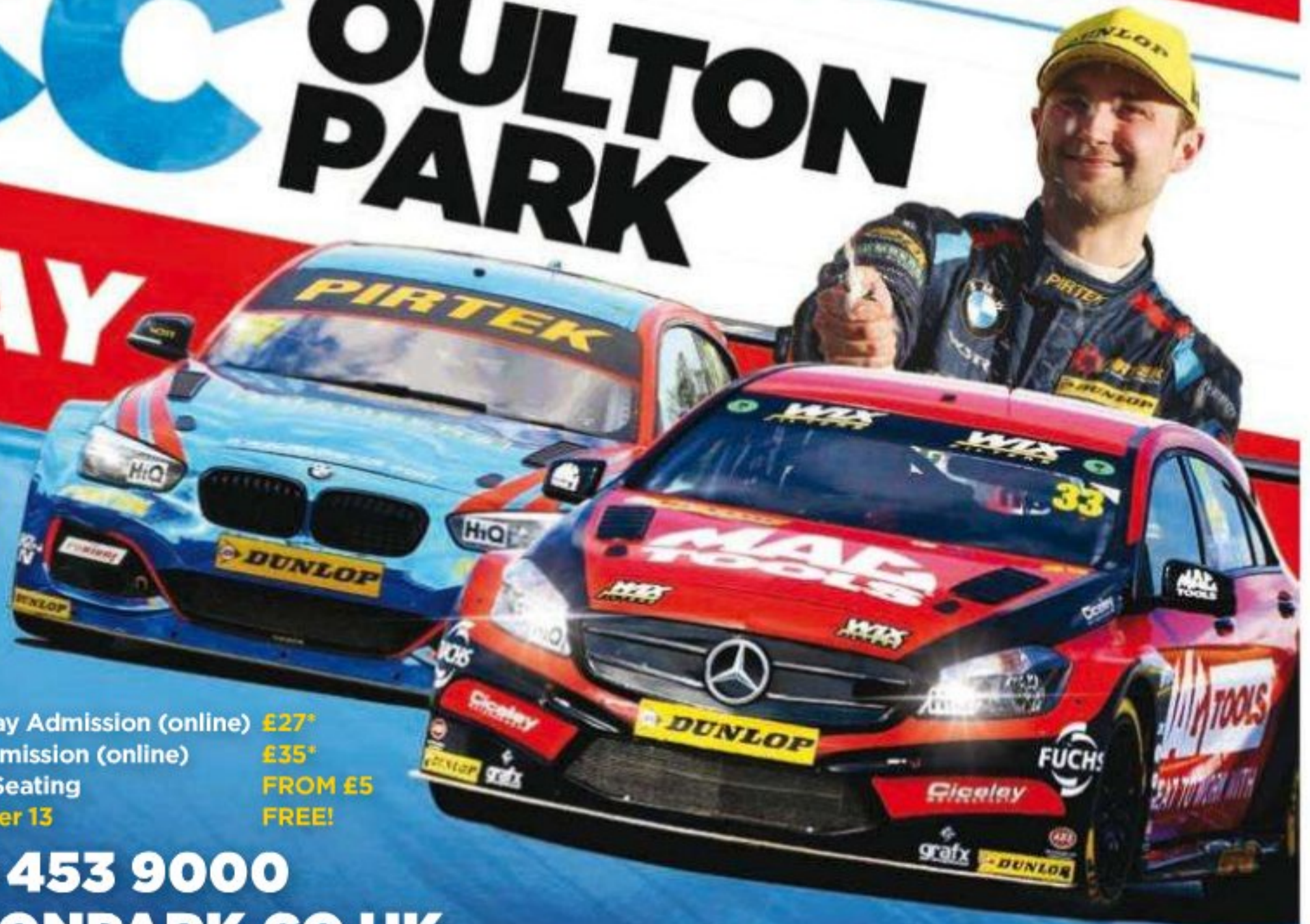
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RENAULT UK CLIO CUP JUNIOR

New Clio Cup Junior series postponed

THE LAUNCH OF THE RENAULT UK Clio Cup Junior championship has been put on hold less than a month before the first round was due to take place because organisers believe the category is not yet ready.

Autosport understands that the series for 14 to 17-year-olds, which is backed by Renault and will use a modified-ECU version of the main UK Clio Cup car, had attracted 12 entries for its debut season.

The first races were due to take place at Thruxton on June 3-4. Instead there are plans to launch the series later this year ahead of a full season in 2018.

"We are very disappointed to postpone Clio Cup Junior," said championship manager Will Fewkes.

"We didn't feel the championship would have been in the right place to fit our standards for the start of the season. We thrive on our organisational structure and we just didn't feel the platform was quite ready. We are



Fiesta Junior champion Gooding has returned to the series after Clio Junior's postponement

thoroughly disappointed for the drivers and teams that have already invested in the concept.

"It's a concept we do believe in and do think it's required in the British motorsport market. I know other countries are looking at doing Clio Juniors too for 2018, and as we created the concept in the first place it would be disappointing if we weren't able to do it as well."

Teams have admitted that the decision to postpone the series so close to its first round is likely to impact on its future.

"It's definitely a setback and is going to hurt it next year, but it's a great idea and there's certainly a market for it," said WDE Motorsport boss Wayne Eason.

• Fiesta Junior champion Harry Gooding returned to the series at Cadwell Park last weekend after the Junior Clio Cup's postponement.

Gooding had intended to drive in the new championship, with a target of graduating to the senior UK Clio Cup next year, but the cancellation has forced a change of plan.

He now hopes to become the first driver to successfully retain the Fiesta Junior crown, despite missing the Brands Hatch opener.

"We've got dropped scores, so as long as I finish every race, and hopefully in the top three like I did last year, I should be all right," said Gooding ahead of his return.

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BRITISH F4

Monger returns home after surgery

BILLY MONGER HAS ARRIVED HOME FROM hospital to begin the next stage of his recovery after suffering life-changing injuries in a British Formula 4 crash at Donington Park.

The 18-year-old JHR Developments driver had both legs amputated – one above and one below the knee – as a result of the accident in the third race at Donington in April. Unsighted in a train of cars on the third lap, he hit the Carlin car of Patrik Pasma, which was stationary on the track following a spin at Schwantz Curve.

Monger was airlifted to hospital in Nottingham, where he remained for the three weeks after his crash, but has now returned to his family home in Surrey.

“His mental strength is amazing – it’s been an

inspiration just to be around him through all this,” said JHR team boss Steven Hunter.

“Billy made it easy for us all – his strength gave strength to those who were supporting him. He is certainly a superstar.”

A track walk at Thruxton on Saturday evening attended by British Touring Car Championship drivers and fans helped raise £7500 for Monger’s rehabilitation. The walk was the idea of the son of Power Maxed Racing boss Adam Weaver. Ten-year-old Alfie Weaver helped organise the event, and Weaver Sr estimates that more than 1200 people took part in the 2.356-mile trek, including Monger’s sister, Bonny.

Weaver Sr said: “We were blown away by the response. The charge was £5 for people to take

part, but lots of people chucked more money than that into the collecting pots. The response was overwhelming, really.”

Hunter added: “It was yet another amazing show of support. Billy was watching the walk on the live feed and said it was awesome.”

The MSA and FIA are currently conducting an investigation into the crash, and in a statement released on Saturday the MSA said that both Monger’s car and Pasma’s had now been released back to their teams.

It read: “Incident investigations often yield findings that can be utilised to improve safety within the sport and it is expected that recommendations will be made as a result of the investigation into this incident.”

BLANCPAIN GT SERIES

Butcher to race Ferrari in Blancpain

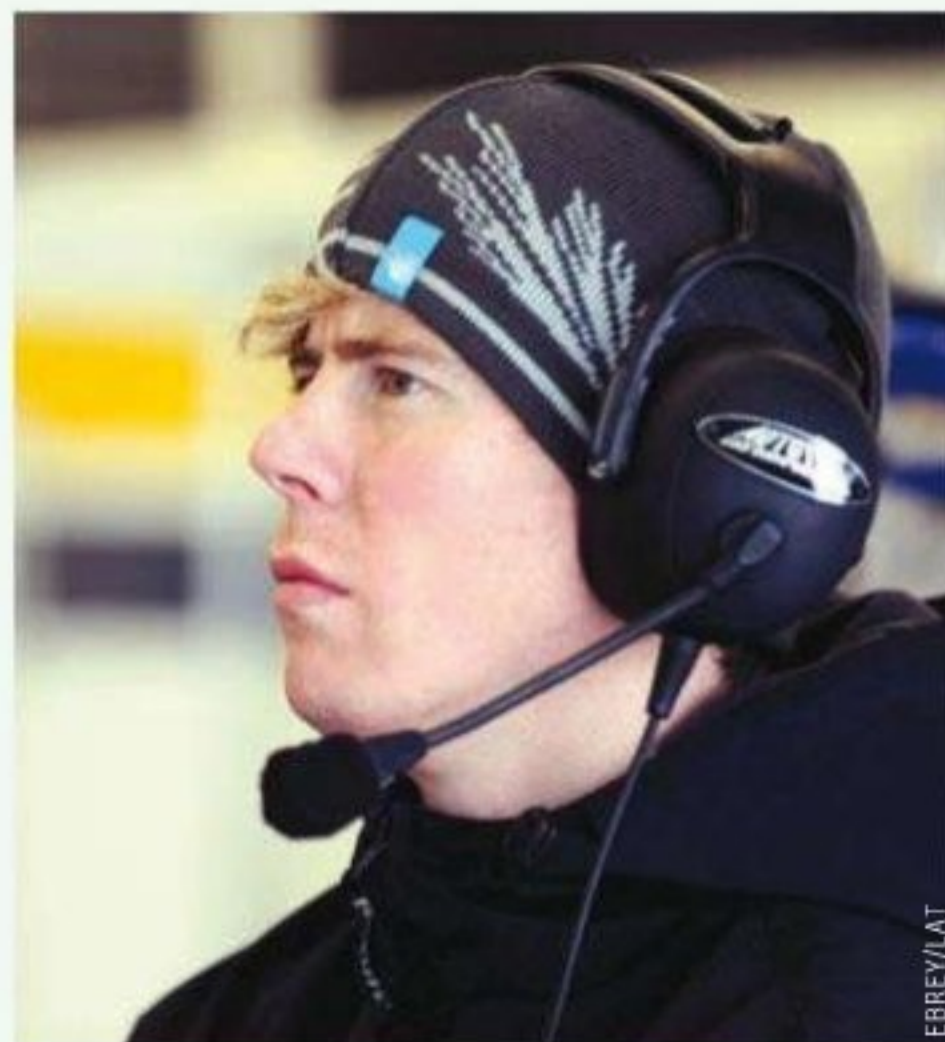
RORY BUTCHER WILL contest the British round of the Blancpain GT Series Endurance Cup at Silverstone this weekend in a Ferrari 488 GT3 entered by the factory AF Corse squad.

The Scotsman has prior Ferrari links from finishing second in the European Le Mans Series GTE class last season, and will link up with Niek Hommerson and Louis Machiels in the Pro-Am class. He previously raced in British GT, finishing fourth in the

standings in 2015.

Butcher (right) was recommended by his former team-mate Andrea Bertolini, who has vacated the seat to contest the ELMS race at Monza this weekend.

“I’m absolutely delighted,” said the 30-year-old. “AF Corse are a massive team that have had a lot of success, so it’s a dream to be considered for this opportunity. Without Andrea it wouldn’t have happened, so I owe him a lot.”



GT4 EUROPEAN SERIES

F3 racer Owen makes GT debut

BRDC BRITISH F3 RACER CHASE OWEN made his GT debut at Brands Hatch last weekend in the GT4 European Series Northern Cup, sharing a Porsche Cayman with Freddie Hunt.

American Owen, the 2016 Formula Ford Northern champion, was a late addition to the Brookspeed squad and completed a single test during a public track day at Silverstone.

He qualified seventh for race one and finished 10th with Hunt – son of 1976 world champion James – in both races, despite bringing out the red flags with an off in the second.

“I’m doing this to get my feet wet to see what the future will hold,” said Owen. “As much as I’d love to end up making single-seaters a career, I’m trying to diversify my resumé in order to make myself as employable as I possibly can to teams.”



EBREY/LAT

RENAULT UK CLIO CUP

Hamilton returns to Clios with WDE

NICOLAS HAMILTON WILL RETURN TO racing in the Renault UK Clio Cup at Oulton Park next weekend.

The 25-year-old brother of three-time Formula 1 champion Lewis last raced in British Touring Cars in 2015 – completing a part-season in an AmD Audi S3.

Hamilton, who has cerebral palsy, will now contest the remainder of the Clio Cup season with WDE Motorsport in a specially adapted car. He previously raced in the Clio Cup in

2011 and 2012, taking a best result of ninth.

“I’ve been out of motorsport for about a year and a half and all I want to do is race and continue my motorsport dream in the best way possible,” said Hamilton, who will test the current Clio for the first time this week.

“Some are going to say it’s a step back but sometimes you have to take two steps back to take one forward. This allows me to continue on the TOCA package and hopefully will help me to get back into the BTCC in the future.”

IN BRIEF



EBREY/LAT

HARPER'S STORMING PODIUM DRIVE

Douglas Motorsport's Daniel Harper declared himself overjoyed after advancing from 16th to third in the second Ginetta Junior race at Thruxton. “It was such a drive – probably one of the drives of my career,” said Harper (above), who was fourth in race one after a track-limits penalty. “I just tried to pick them off one at a time – a couple were dicing hard and I was able to take advantage.”

PHIL CORNISH 1952-2017

Although his trademark long hair and shorts gave no clue, Phil Cornish, who died of cancer last week, was hugely respected as a quiet engine genius by motorsport winners. Apprenticed at Cosworth, he honed his skills at George Whitehead's WRA company in the late 1960s. Phil's American V8 tuning skills also powered drag racing ace Clive Skilton and he built many BDAs for rallying and European rallycross champion Martin Schanche.

TWELVE CARS EXPECTED FOR SSANGYONG

The organiser of the SsangYong Racing Challenge says it is expecting a field of 12 Korando trucks to contest its opening round at Snetterton this weekend. Eight of those entries are likely to be fielded by 'dealer teams', from SsangYong centres around the country.

JEDI CHAMPION KIDSLEY RETURNS

Ex-Formula Jedi champion Luke Kidsley made a surprise return to the series at Cadwell Park. Kidsley, the 2004 title winner, is now a professional coach with Jamsport, and has been competing in the Renault Clio Cup in recent seasons. He finished fourth in the first race before a fuel-pump issue forced him to retire from the second. He was unable to start the third owing to work commitments.

DONNELLY WINS IN LOTUS CUP EUROPE

Ex-Lotus Formula 1 racer Martin Donnelly (below) won the Production class in the second Lotus Cup Europe race at Brands Hatch last weekend. The Northern Irishman has been a regular on the national scene in Lotus racing in recent years. Driving an Elise S1, Donnelly finished third in class in race one, then improved to win race two in 17th overall.



HAWKINS

GINETTA GT5 CHALLENGE

Chadwick wins on GT5 comeback

REIGNING GINETTA GT5 champion Ollie Chadwick made a winning return to the series at Thruxton last week – scoring a win and a second.

The Gloucestershire-based driver took part in the Ginetta test at the circuit in April, and his race appearance with Xentek Motorsport was his first in the car for seven months.

“To come here and get a win and a second, not having driven the car since September, was brilliant,” Chadwick said. “I was always going to do Spa [where the series previously visited], so when I heard it [the foreign round] was Zandvoort this year I was definitely going to do that.”

“I hadn't had many races lined up this season because of business commitments, but I knew I wanted to do it.” Another guest driver – Geri Nicosia – won the second race driving for JHR Developments. Ginetta GT4 Supercup racer Seb Perez was also a late entry with JHR, taking a best result of eighth.



Chadwick took two podiums on GT5 return

EBREY/LAT

RENAULT UK CLIO CUP

Streather skips Thruxton races

RENAULT UK CLIO CUP RACE WINNER Paul Streather decided to withdraw from last weekend's Thruxton round on account of side effects from his hefty testing crash at Brands Hatch last month.

The WDE Motorsport driver collided with Graham Field at Graham Hill Bend during Friday practice for the opening weekend of the season. He suffered concussion as a result of the crash and was ruled out of the event on medical grounds.

He returned to action at Donington Park but was off the pace, taking a best result of 17th, and after testing at Thruxton decided not to race at the Hampshire track.

WDE team boss Wayne Eason said: “It must've been a hard decision but he's not right and needs time to recover. He wasn't right at Donington and he was running with people he shouldn't have been racing.”

It is not yet known if Streather will take part in next week's round at Oulton Park.



Ex-BTCC star Reid will race the 205 GTi in June

FESTIVAL OF SPEED

LE MANS LEGEND TO STAR AT GOODWOOD

NINE-TIME LE MANS 24 Hours winner Tom Kristensen will be honoured at this year's Goodwood Festival of Speed, a few days ahead of his 50th birthday.

The Festival (June 29-July 2) will celebrate Kristensen's career with a collection of significant cars from his 36 years of racing, including Audi Le Mans entries, the 2003-winning Bentley Speed 8 and the BMW V12 LMR in which Kristensen won the 1999 Sebring 12 Hours with JJ Lehto and Jorg Muller.

The Danish ace, whose 50th birthday is on July 7, boasts a record of 14 podium finishes from his 18 starts at Le Mans, with non-finishes in the other four races. In the Sebring 12 Hours, Kristensen won seven times, having finished all of the 13 races he started.

The Festival of Speed's theme this year will be 'Peaks of Performance – Motorsport's Game-Changers'.

Goodwood will celebrate racing machines that were so fast, powerful, expensive or complex that the rules had to be changed to rein them in. Machines to mark this theme will include the Mercedes-Benz W125, the 50cc Honda RC166, the Lancia Delta S4 rally car, Ferrari 330 P4, Benetton B193B, Penske PC23 Indycar and the Zakspeed Capri.

Ferrari is celebrating its 70th anniversary over the weekend, displaying competition sportscars and single-seaters, classic road cars, and modern supercars. There will be a hillclimb class for 25 Ferraris ranging from the marque's founding by Enzo Ferrari in 1947 to the present. Each of the post-war grand prix eras will be represented.

CLASSIC STOCK HATCH

Reid to race in Classic hatch

FORMER BRITISH TOURING CAR CHAMPIONSHIP star Anthony Reid will contest the Classic Stock Hatch round at Brands Hatch on June 17-18.

The 15-time BTCC race winner and Le Mans podium finisher tested four cars from the 750 Motor Club category earlier in the year (see Autosport, April 6) and will now compete in the double-header at Brands Indy.

Reid will race Derek Rozier's Peugeot 205 GTi, which he tested at Silverstone. It is one of the sister cars to the 205 in which Derek's son Matt has won the past two Classic Stock Hatch titles and currently leads the standings.

"I just love racing cars and I like to see if I can come and upset the appcart," said Reid, 59. "I like the challenge.

"The 205 was my favourite car from the test – it had a good, free-revving engine and a nice, compliant chassis.

It's great to have the opportunity to drive one of the most successful cars in the championship.

"I used to live in a garage at Brands and the rent included free testing so I know my way round!"

Matt Rozier, who finished in the top two in each of the first four races of 2017, said: "The appeal is having a professional join us – we've never had someone of known ability come into the championship.

"The Peugeot is competitive and Anthony has many years of experience in a variety of cars, so it'll be interesting to see how quick the car can go. We like his attitude to racing as well."

Rozier Jr qualified fastest at Brands last year in 59.24 seconds. He was beaten in race one by the Citroen AX GTi of Andrew Thorpe, but won the second encounter.

CITROEN C1 CHALLENGE

Welch bags podium in opening C1 Challenge race



Welch finished second in the four-hour race

FORMER BRITISH TOURING Car Championship driver Dan Welch was a podium finisher in the inaugural Citroen C1 Challenge race at Snetterton last weekend.

Welch raced alongside Chris Dear in the series' four-hour event, and the pair finished second in a field of 14 cars in the first standalone C1 race.

"Chris [Dear] from Absolute Alignment started building the C1; I helped him with that and did a few other jobs over the winter," said

Welch. "Through him I've ended up here."

Describing the C1 as "slow" but "brilliant fun", Welch added: "It's loads of fun in the corners, but then you have to sit there and wait ages for the next corner."

Welch said he was also keen to contest the remaining UK rounds at Pembrey and Cadwell Park.

Organisers are expecting a further 41 kits to be delivered this weekend ahead of the second round of the season in July.



Speed hillclimbing's celebratory summer

By Marcus Pye, the voice of club racing

[@autosport](#)

THIS YEAR IS A VERY SPECIAL ONE FOR SPEED

hillclimbing, for while the roots of this exacting and unforgiving genre of motorsport were established in June 1899 – on Petersham Hill in Richmond, close to the current Autosport office, as a test within the Automobile Club of Great Britain and Ireland's General Efficiency Trials – 2017 marks the 70th anniversary of the inaugural RAC British Championship.

It comprised five rounds, the honour of hosting the opening event on May 17, 1947, fell to Bo'ness in Scotland. George Abecassis won in a Bugatti T59. Shelsley Walsh (Worcester), Bouley Bay (Jersey), Craiganlet (Belfast, Northern Ireland) and Prescott (Cheltenham) followed over the next four months, after which Raymond Mays (ERA R4D) was declared champion.

While Bo'ness slipped from what had become a 14-round schedule after 1966 – when Bryan Eccles (Brabham–Oldsmobile BT14) set BTD but Peter Meldrum won the points-paying run-off in his supercharged Lotus 22 – retrospective events have been staged on part of the original 880-yard course since 2008, increasing in popularity all the while.

Entries for this year's 10th Revival, on September 2-3, opened last week and are bound to fill up at record pace given the significance of the anniversary. A special Bo'ness Revival T-shirt has been designed to celebrate the occasion and is expected to find favour too.

All the original venues will be celebrating their role in speed event history this summer, but the major thrust will come at Shelsley – where the sport has flourished on effectively the same 1000-yard course since Ernest Instone's 8.5-litre Daimler chugged to the summit in 77.8s back in 1905 – in the form of

an unprecedented quadruple-header on August 12-13. The record of 22.58s for the picturesque Teme Valley course, which rises at a gradient of 1:7 at its steepest, has stood to now four-time champion Martin Groves (3.5 Gould-NME GR55B) since August 2008.

As a hillclimb fan since the 1960s, and competitor in the '80s and '90s, I'm planning to attend on the Sunday, en route home from the Vintage Sports-Car Club's Bob Gerard Memorial race meeting at Mallory Park, where the annual Edwardian car contest will be one of many highlights.

I treasure my programme from the RAC national championship's 50th Anniversary event at Shelsley in 1997, which I had autographed by the majority of champions present. Sadly, many are now gone, Yorkshireman Peter Lawson (the youngest winner in 1968) now being the earliest.

Before then there will be two 50-year celebrations for event-goers to enjoy. I've mentioned Gurston Down's Golden Jubilee event on Saturday, June 17, before: 10 years after Tony Marsh set best time of the day at the first meeting I walked from Salisbury rail station for my first visit to the working farm at Broad Chalke – and back!

Three weeks later, on July 8-9, I will be up country at Chateau Impney, near Droitwich Spa, where this year's third event of the motorsport-steeped Spollon family era marks half a century since the original epoch ended.

For me the relaxed atmosphere comes closest to the annual events I remember from the '60s, when I was first taken to see hillclimbing at Great Auclum. Some of the competing cars were there too. 🏁



Mann and Busby will share car

UNIQUE LISTER TO STAR AT GOODWOOD

The world's fastest Lister Knobbly, which has contested the unlimited class at the famous Pikes Peak 'Race To The Clouds' hillclimb in Colorado, USA, is set to be a major crowd pleaser at Lord March's 25th Goodwood Festival of Speed on June 30-July 2.

Featuring a 448cu in (7.3-litre) CNC-machined small-block Chevrolet by Trophy Truck king Patton Racing Engines, driving through a four-speed G-Force NASCAR gearbox, the Knoop-Mann Special is unlike any Lister-Corvette that left the Cambridge factory in 1958, sharing only its basic body contours with the original.

Owner Julian Mann and the monster's builder, veteran sportscar ace Jim Busby, whose renowned race/restoration shop is in Laguna Beach, California, will "share the privilege of climbing his Lordship's driveway, a tremendous honour."

That mighty Kinsler fuel-injected Motec-managed engine develops 820 lb ft of torque at 6800rpm and 925bhp at 7200rpm. The Lister's massive dive planes, wing and diffuser should help it tackle the hill.

BRITISH F4 MAY 6-7

Caroline stars in Thruxton thrillers

JAMIE CAROLINE'S START TO THE British F4 season has been good, but at Thruxton he was exceptional, becoming the first driver to take all three wins in a weekend in the series' FIA-backed era.

After the despair at Donington Park following Billy Monger's terrible crash with Patrik Pasma, the Hampshire races were arguably the best to date in F4's current incarnation.

Caroline's weekend got off to a difficult start. He failed to secure pole for any of the races and then got caught up on the first lap of race one with Alex Quinn and Oliver York, which dropped him to seventh.

He didn't stay there long. By lap three Caroline was fourth, and an incredible moment followed on the next tour.

Early leader York was under immense pressure from Linus Lundqvist and Logan Sargeant. As the trio squabbled through the Club chicane, Caroline surged up behind them and passed all three onto the pit straight. He was untroubled after that, although Quinn did close in late on.

"The other ones [wins] were a bit boring!" joked Caroline. "I got a mega start, but Quinn hit me into Turn 1 and York squeezed me onto the grass, but that's racing – nothing wrong with that. Trevor Carlin said to me before that it's a long race and you can drop to eighth and win. I knew I had the pace to get back,



but I almost crashed [when taking the lead] – I had to quickly change direction."

If that move was impressive, then Caroline's surge to lead race two was almost unbelievable. Starting sixth on the reversed grid, he dived down the inside of a pack of cars into Campbell to grab the lead. "I just saw a gap and went for it," he said. This time the win wasn't simple. After a spin when battling for third in race one, Lundqvist was on a mission and closed on Caroline.

A great move at Club gave him the lead, but Caroline hit back at the chicane on the next tour, creating a slipstreaming classic as six cars battled for the lead.

Lundqvist was second, with Oscar Piastrì, Sargeant, Ayrton Simmons and York starring in the contest.

Race three was quieter as Caroline again grabbed the lead on the first lap, proving unstoppable ahead of Sargeant, while York took his maiden podium.

Caroline was in a class of his own at Thruxton, making history by taking all three wins

"I didn't get the pole so it wasn't a perfect weekend!" said Caroline, who tops the standings by 86 points. "I shed a tear for Billy on the in-lap."

While Monger was sadly absent from a trio of great races, the drivers certainly did their best to honour him on the weekend when he was released from hospital.

STEPHEN LICKORISH

RESULTS

RACE 1 (16 LAPS) 1 Jamie Caroline; 2 Alex Quinn +2.085s; 3 Karl Massaad; 4 Oliver York; 5 Linus Lundqvist; 6 Logan Sargeant. **Fastest lap** Lundqvist 1m13.756s (115.00mph). **Pole** York. **Starters** 14. **RACE 2 (16 LAPS) 1 Caroline;** 2 Lundqvist +3.880s; 3 Oscar Piastrì; 4 Sargeant; 5 Ayrton Simmons; 6 Quinn. **FL** Lundqvist 1m14.167s (114.36mph). **P** Sargeant. **S** 14. **RACE 3 (14 LAPS) 1 Caroline;** 2 Sargeant +5.494s; 3 York; 4 Lundqvist; 5 Massaad; 6 Piastrì. **FL** Caroline 1m14.302s (114.15mph). **P** Quinn. **S** 14. **POINTS 1 Caroline 185;** 2 Piastrì 99; 3 York 78.5; 4 Sargeant 77; 5 Patrik Pasma 75; 6 Lundqvist 70.5.

GINETTA JUNIOR MAY 7

Priaulx wins after track-limits hit

WHEN FOUR DRIVERS IN practice and qualifying had times deleted for track-limits infringements, the tone was set for the Ginetta Junior races. The top two in race one would both lose the win late on after white-line-breaching offences.

Polesitter Seb Priaulx and points leader Tom Gamble traded the lead early on, but mistakes allowed Harry King into the lead on lap three.

Priaulx took the opportunity a lap later to set up the inside line in Woodham Hill and make the pass for the lead through Club – a move Daniel Harper echoed to take second.

But it all came undone when a five-second time penalty issued to

Priaulx on lap 10 of 12 ruled him out of the win. Harper looked set for a second victory of the season, until he was also hit with a 5s penalty moments before the line, handing Gamble a third win of 2017 after picking off Harry Dyson and King.

"Track limits is track limits," said Priaulx. "Everyone was doing it, but me and Harper seemed to get the penalties."

Keen not to have a second difficult weekend after Donington, Priaulx scored a much-needed win in race two, retaking the lead from Gamble late on.

"After that race I felt really happy," he said. "It's the highs and lows of motorsport. I dedicate that to my mate Billy [Monger] – he is a great kid."

JASON NOBLE



Priaulx won race two despite disappointment at race-one penalty

RESULTS

RACE 1 (10 LAPS) 1 Tom Gamble; 2 Harry Dyson +0.353s; 3 Harry King; 4 Daniel Harper; 5 Seb Priaulx; 6 Adam Smalley. **FL** Harper 1m31.377s (92.82mph). **P** Priaulx. **S** 19. **RACE 2 (11 LAPS) 1 Priaulx;** 2 Gamble +0.638s; 3 Harper; 4 Kiern Jewiss; 5 King; 6 Tom Wood. **FL** Harper 1m31.994s (92.20mph). **P** Priaulx. **S** 19. **POINTS 1 Gamble 191;** 2 Harper 171; 3 Priaulx 150; 4 King 143; 5 Wood 134; 6 Dyson 112.

Dorlin makes win breakthrough

JAMES DORLIN HAD NEVER finished on the podium in a Renault UK Clio Cup race before Thruxton. But the 18-year-old left as a winner after an eventful race two.

When the second race of the weekend eventually began, after a multi-car pile-up on the first attempt, Dorlin made a cracking start to immediately latch onto the tail of poleman Mike Bushell. The Westbourne racer hounded 2014 champion Bushell for the first five laps, flashing his lights at his more

experienced rival, trying everything he could to get past.

Then at the final corner of the race, Dorlin got a brilliant tow and just tapped Bushell into the Club chicane. That unsettled his rival and Dorlin was able to win by less than a tenth. Or so he thought. The clerk of the course later pinged Dorlin for the manoeuvre, before a successful appeal led to him being reinstated by the stewards.

"That was out of this world," said Dorlin. "Coming into this weekend I never thought I would get this sort of result. I pulled out of the tow and as I did that he braked and made a little bit of contact. I've made that breakthrough now, so I'm hoping there's more to come."

Bushell thought the contact was too much, but said "you can't knock [the] determination" of Dorlin's efforts.

Dorlin had claimed his first podium in race one, an encounter won by Bushell although he was pressured all the way by Dorlin's team-mate James Colburn.

While Bushell's points lead is now up to 35 over Paul Rivett, Dorlin was the one creating the headlines.

STEPHEN LICKORISH



Dorlin was on great form and scored two podiums



Dorlin is now fourth in the points

RESULTS

RACE 1 (12 LAPS) 1 Mike Bushell; 2 James Colburn +0.695s; 3 James Dorlin; 4 Daniel Rowbottom; 5 Lee Pattison; 6 Paul Rivett.
FL Bushell 1m22.939s (102.26mph). **P** Bushell. **S** 21.
RACE 2 (6 LAPS) 1 Dorlin; 2 Bushell +0.067s; 3 Rivett; 4 Pattison; 5 Dan Zelos; 6 Colburn.
FL Zelos 1m22.777s (102.46mph). **P** Bushell. **S** 21.
POINTS 1 Bushell 172; 2 Rivett 137; 3 Pattison 130; 4 Dorlin 116; 5 Max Coates 110; 6 Zelos 92.

Guest driver Chadwick just misses double

TWO OF THE WEEKEND'S THREE guest Ginetta GT5 Challenge drivers claimed the spoils at Thruxton, with 2016 champion Ollie Chadwick racing like he had never been away.

Chadwick's Xentek team-mate Nick Zapolski claimed a maiden pole position, but with the door ajar in the run through Noble, Chadwick slipped through into the lead on the opener's first lap.

It was a lead he maintained for the remaining 11 laps, but the tow around the high-speed Hampshire circuit meant it was anything but a cruise to the line – he had to defend from ex-Ginetta Junior driver Geri Nicosia and a thrilled Ollie Wilkinson in just his fourth start in a car.

Chadwick couldn't maintain the lead from pole in the second race, losing out to the faster-starting Nicosia out of Allard, but the reigning champion nipped back through at Campbell. A tow for Nicosia coupled with Chadwick's mistake



through Church following a brief safety car for Simon Traves' spin allowed the JHR driver to make a move stick well in advance of the Club chicane.

Chadwick appeared to have made the double when he dived up the inside into Cobb, before a dramatic final-sector duel was settled in favour of Nicosia, who positioned his car for the inside of Club to seal the victory.

JASON NOBLE

Chadwick won the opener, but was defeated late in the finale

RESULTS

RACE 1 (BOTH 12 LAPS) 1 Ollie Chadwick; 2 Geri Nicosia +0.497s; 3 Oliver Wilkinson; 4 Nick Zapolski; 5 Shane Stoney; 6 Simon Traves.
FL Zapolski 1m24.816s (100.00mph). **P** Zapolski. **S** 26.
RACE 2 1 Nicosia; 2 Chadwick +0.184s; 3 Zapolski; 4 Lewis Brown; 5 Stoney; 6 Jonny Hadfield.
FL Nicosia 1m24.700s (100.13mph). **P** Chadwick. **S** 26.
POINTS 1 Brown 203; 2 Stoney 199; 3 Ryan Hadfield 175; 4 Wilkinson 158; 5 Zapolski 158; 6 Max Bird 126.

SNETTERTON
BARC MAY 6-7

Wilcox and Hudson beat Ferrari train

THE SOLE ASTON MARTIN VANTAGE GT3 of Nigel Hudson and Adam Wilcox batted away six Ferrari 458s to win the opening Britcar race at Snetterton.

Wilcox easily took the lead after pitting and taking over from Hudson, before pulling away in the Vantage with 15 minutes to go to finish with a 15-second lead.

Ross Wylie had taken pole, but towering team-mate Witt Gamski started the race and he was nudged onto the grass on the first lap at the final corner. That heralded a great recovery drive from both, particularly Wylie, who took over after the half-way pitstop and ended up third. Second was the pairing of Bonamy Grimes and Johnny Mowlem, in the slower endurance class. Veteran Mowlem fended off Wylie with inches between them over the line. Silverstone winners Dino Zamparelli and Mike Wilds ran out of fuel in the shorter opener, and later retired from the two-hour endurance race with a brake failure.

Wylie breezed to victory in the enduro, while the Vantage came home 40 seconds behind with Wilcox at the wheel. Wylie took over from Gamski in eighth with over an hour to go, and the Dumfries driver set the pace with the fastest lap in both Britcar races. He took the lead after the first round of pitstops, the Vantage having to take a longer stop as a handicap.

Mowlem and Grimes took another class victory and the last podium spot, although they fought with the more powerful second-placed Vantage throughout. Laurent de Meeus/Jamie Stanley (Ferrari 458 Challenge) won the concurrent Sprint Class race ahead of the 458 of David Mason and Calum Lockie.

John Bradburn took victory in both Classes B, C & D Kumho BMW outings. Bradburn beat polesitter Ross Elliott off the line in the first race. With five



Victors Hudson and Wilcox built a substantial gap to the majority of the pursuing Ferraris

minutes to go the gap was less than a second, but Bradburn took no chances and put in a fastest final lap. The scrap for third between Ben McClelland and Christopher Cheverall was absorbing, and after exchanging position many times McClelland finally prevailed.

Bradburn had pole in the second race but this time it was Elliott's turn to challenge, the two going side-by-side until Elliott retired at Coram, having spun out earlier at Oggies with six minutes to go. Victory was again Bradburn's, while McClelland claimed second and Gareth Montgomery held off champion Russell Dack for third.

In Class A, it was polesitter James Card and fellow front-row starter James McIntyre-Ure who sparred for supremacy in their powerful M3 E46s. Card was on his opponent's tail throughout race one, staying within half a second. With three minutes to go, Card took the lead when McIntyre-Ure faltered, but it was never comfortable and the gap at the line was just 0.4 seconds. "I knew he would make a mistake," said Card. Sunday's race was McIntyre-Ure's as he led over the first lap and Card fell back, eventually recovering to second

place. Oliver Taylor rounded out the podium in both races.

The first Junior Saloons race had Will Dyrdal leading but with polesitter Gordon Mutch within half a second. Dyrdal did lose the place late on but leapt back in to win, passing Mutch when the leader locked up at Nelson. Thomas Krasonis stormed from fifth to second on lap one, but Ethan Hammerton wouldn't give up and passed him on the last lap. In Sunday's episode, Mutch spun off on the first lap and his right-hand door caved in, leaving him shaken. Dyrdal took victory, Hammerton second and Ronan Pearson third. Krasonis was visibly furious after being pitched off at Wilson, but he recovered admirably from ninth to fourth.

Alex Cursley and Steve Kite disputed the lead of the first Hyundai Coupe race. Cursley locked up into the Bomb Hole on the final lap and allowed Kite a chance, but Cursley hung on to claim a third win with a slight margin. William Taylforth took third in both races. Kite won race two although Cursley was a close second, and had led until a mistake at the halfway point let Kite through.

The four-hour Citroen C1 Challenge closed out Sunday with a grid of 14 hatchbacks for its debut race. It was all tyre squeals accompanied by screaming three-cylinder engines. Jacques Jensen and Aaron Bailey took victory, with Bailey maintaining the gap to ex-BTCC driver Dan Welch – whose team-mate Chris Dear did his fair share of the chores earlier – in the closing stages.

Will Rayson took third for team-mates Peter Fisk and Neil Garner with a precautionary late splash of fuel. Fortunately for those driving, the radios still functioned. Later in the year, 41-car grids and 24 hours at Spa beckon.

SAMARTH KANAL



Citroen C1 Challenge made its debut

RESULTS

BRITCAR ENDURANCE (25 LAPS) 1 Adam Wilcox/Nigel Hudson (Aston Martin Vantage GT3); 2 Bonamy Grimes/Johnny Mowlem (Ferrari 458 Challenge) +14.832s; 3 Witt Gamski/Ross Wylie (Ferrari 458 GTE); 4 Marc Brough/Andrew Bentley (458 Challenge); 5 Laurent de Meeus/Jamie Stanley (458 Challenge); 6 Graham Lucking/Leyton Clarke (458 Challenge)
CW Grimes/Mowlem; Brough/Bentley; Simon Rudd/Tom Barley (Ginetta G55 GT4); Edward Moore (Ginetta G50); Rob Hudson/Adriano Medeiros (BMW M3 E46); Alyn James/Dan Wheeler (Honda Civic Type R); Rick Nevison/Matt Cherrington (Porsche Cayman GT4 CS).
FL Wylie 1m50.010s (97.15mph).

P Gamski/Wylie. **S 20. RACE 2 (62 LAPS) 1 Gamski/Wylie;** 2 Wilcox/Hudson +38.063s; 3 Grimes/Mowlem; 4 Lucking/Clarke; 5 Rudd/Barley; 6 Mark Cunningham/Peter Cunningham (Porsche 997 Cup). **CW** Grimes/Mowlem; Rudd/Barley; Hudson/Medeiros; James/Wheeler.
FL Wylie 1m49.986s (97.17mph).
P Wilcox/Hudson. **S 14.**

KUMHO BMW CLASSES B, C & D (BOTH 9 LAPS) 1 John Bradburn (M3 E36); 2 Ross Elliott (E36 M3) +1.519s; 3 Ben McClelland (E36 M3); 4 Christopher Cheverall (M3 E36); 5 Gareth Montgomery (323i); 6 Russell Dack (E46 Compact). **CW** Montgomery; Dack; Giuseppe Callari (318is).
FL Elliott 2m12.786s (80.49mph). **P** Elliott. **S 15. RACE 2 1 Bradburn;** 2 McClelland +15.055s; 3 Montgomery; 4 Dack; 5 Kevin Denwood (E46 Compact); 6 Stephane Jansem (325Ti Compact). **CW** Montgomery; Dack; Callari.
FL Bradburn 2m12.761s (80.50mph).
P Bradburn. **S 15. CLASS A (BOTH 10 LAPS) 1 James Card (M3 E46);** 2 James MacIntyre-Ure (M3 E46) +0.433s; 3 Oliver Taylor (E90 M3); 4 Roger Lavender (E46); 5 Simon Baker (M3 E36); 6 Paul Travers (M3). **CW** Travers.
FL Card 2m02.365s (87.34mph). **P** Card. **S 10. RACE 2 1 MacIntyre-Ure;** 2 Card +4.570s; 3 Taylor; 4 Lavender; 5 Lee Frost (E90 V8 WTCC); 6 Ricky Kerry (1 Series) **CW** Travers. **FL** Card 2m02.199s (87.46mph). **P** Card. **S 9.**

JUNIOR SALOONS - CITROEN SAXOs (7 LAPS) 1 Will Dyrdal; 2 Gordon Mutch +1.504s; 3 Ethan Hammerton; 4 Thomas Krasonis; 5 Sam Kirkpatrick; 6 Lydia Walmsley. **FL** Mutch 2m24.638s (73.89mph). **P** Mutch. **S 15. RACE 2 (8 LAPS) 1 Dyrdal;** 2 Hammerton +1.477s; 3 Ronan Pearson; 4 Krasonis; 5 Kirkpatrick; 6 Thorburn Astin. **FL** Krasonis 2m25.214s (73.60mph). **P** Mutch. **S 15. HYUNDAI COUPE CUP (BOTH 7 LAPS) 1 Alex Cursley;** 2 Steve Kite +0.596s; 3 William Taylforth; 4 Simon Miles; 5 Eddie O'Kane; 6 Neale Hurren. **FL** Taylforth 2m24.950s (73.73mph). **P** Cursley. **S 15. RACE 2 1 Kite;** 2 Cursley +0.159s; 3 Taylforth; 4 Miles; 5 James Goodwin; 6 O'Kane. **FL** Kite 2m24.564s (73.93mph). **P** Cursley. **S 15.**

CITROEN C1 CHALLENGE (85 LAPS) 1 Jacques Jensen/Aaron Bailey; 2 Chris Dear/Daniel Welch +13.349s; 3 Peter Fisk/Neil Garner/Will Rayson; 4 Andrew Stacey/Grant Hatfield/Paul Roddison; 5 David O'Keefe/Martin Schiele; 6 Mark Benson/Richard Bernard. **FL** Roddison 2m41.825s (66.04mph). **P** James MacIntyre-Ure. **S 14.**

1 James Card (M3 E46); 2 James MacIntyre-Ure (M3 E46) +0.433s; 3 Oliver Taylor (E90 M3); 4 Roger Lavender (E46); 5 Simon Baker (M3 E36); 6 Paul Travers (M3). **CW** Travers.
FL Card 2m02.365s (87.34mph). **P** Card. **S 10. RACE 2 1 MacIntyre-Ure;** 2 Card +4.570s; 3 Taylor; 4 Lavender; 5 Lee Frost (E90 V8 WTCC); 6 Ricky Kerry (1 Series) **CW** Travers. **FL** Card 2m02.199s (87.46mph). **P** Card. **S 9.**



KNOCKHILL
SMRC MAY 7

Martin continued his excellent start to the year

MOIR

Martin's dominance leads to double

ROSS MARTIN CONTINUED THE DOMINANT start to his 2017 campaign with a double in the Scottish Formula Ford 1600 Championship.

Significantly, after two of his nearest rivals suffered retirements, Martin has pulled well clear in the battle for the title.

The second encounter provided the closest racing with a four-car battle for second behind Martin. Irish driver James Roe Jr entered as a guest driver ahead of the Knockhill round of the national FF1600 series and, despite losing performance owing to missing bodywork, won the battle for best of the rest and edged clear of the chasing pack. The turning point came on lap 10 with a collision between Clay Mitchell and Martin's team-mate Sebastian Melrose, which left the latter stranded in the gravel. Officials announced that the result would remain provisional until the next meeting in June pending judicial matters.

Kyle Reid may have missed the first meeting of the year because of work but he immediately reasserted himself as one of the main contenders in the Scottish Mini Cooper Cup. While Morgan Murray and Dominic Wheatley came into the weekend as joint leaders, both suffered misfortune that cost them points.

Reid won two of the races and took second in the finale. Reid's wins were both closely contested with Murray in a battle that looks set to produce some great racing all year. Murray finished with Reid in race two but was penalised to sixth for gaining an unfair advantage.

Robbie Dagleish took a hard-earned win in race three after starting the partly reversed-grid race on the front row. Title contender Wheatley went off on lap one and was collected by a number of cars, which caused a lengthy safety

car period. Murray's day went from bad to worse as he picked up a puncture in a collision with Chris Reid that allowed brother Kyle to sneak through on his way to second.

Greig Sutherland and Gary Clark shared the spoils in the Scottish BMW Championship. Sutherland's win in race one came at the expense of championship contender David McNaughton, who went off twice during the penultimate lap and retired. Race two featured the closest racing, with the leaders swapping places on lap eight to Clark's benefit.

Veteran Ron Cumming returned to the Scottish scene in his Nemesis Kit Car and dominated the Saloons and Sportscar races despite suffering brake problems. Behind, the Ford Escort Cosworth of Robert Drummond and Mitsubishi Lancer of Kenneth McKell battled, and McKell took second in both races.

Legends ace John Paterson continued his dominance of the series, taking all three wins to take his season tally to 11 wins from 12.

Ivor Greenwood came closest to beating the reigning champion with a move on the last corner of the first race to grab second from David Hunter, before almost out-dragging Paterson.

Morgan +8 driver Tommy Gilmartin won both Classic races easily, although it could have been different had Andrew Graham's TR8 not suffered a weekend-ending gearbox problem in race one as he was closing on the leader.

Wayne Macaulay won both Ford Fiesta races from Barry Farquharson, while rally driver Steven Hay made his car racing debut one to remember with third place in race two.

JONATHAN CRAWFORD

[P77 FULL RESULTS](#)



Sutherland claimed opening BMW win

MOIR

CADWELL PARK
BRSCC MAY 6-7

Boston denied hat-trick again in race three

ROB BOSTON WAS LEFT FRUSTRATED after a five-second time penalty denied him a clean sweep of wins in the Mazda MX-5 SuperCup at Cadwell Park, having led every race from pole.

After also missing a hat-trick in the opening round at Brands Hatch, Boston held off the challenge of Luke Herbert in the first two races at Cadwell before a track-limit infringement caused him to lose out to Tom Roche in race three. It was a frustrating weekend too for reigning SuperCup champion James Blake-Baldwin, forced to retire on the opening lap of race one with engine woes. As a result, he joined the B grid on Sunday, losing valuable points.

In the Mazda MX-5 Championship, Will Blackwell-Chambers continued his scintillating form with another two wins to add to his trio in the season opener. All three races were agonisingly close throughout, and the margin of victory was less than a second each time.

Blackwell-Chambers survived enormous pressure to pip James Harris by 0.2 seconds in the opening race but lost out to Samuel Smith by a similar margin in race two. Normal service resumed in race three, as Blackwell-Chambers fought off Smith and Oliver Allwood to make it five wins out of six this year.

In the three combined Mazda MX-5 Championship and MX-5 SuperCup B races, George Grant, Blake-Baldwin and Ben Short took wins respectively.

There was drama in the weekend's two Fiesta Championship races, with as much happening off the track as on it. A broken steering column caused a heavy shunt for polesitter Danny Harrison, and race one was flagged early for repairs to the barrier. The win was eventually awarded to Samuel



Rob Boston's wait for a clean sweep goes on after Cadwell miss

Watkins, but only after David Nye and series debutant Josh Gollin had received time penalties for earlier Code 60 infringements. Harrison's luck deserted him again in race two, as a driveshaft failure left him stranded on the grid. Joshua Watkins took advantage of a squabble between his younger brother Sam and Lewis Kent to snatch his maiden series win. Gollin was again on the wrong side of the law as his second place was later taken away as a result of avoidable contact.

In the Fiesta Junior series, Nicholas Reeve held off James Waite to take the win in race one. Jack Davidson came through from the back of the grid and only narrowly missed out on third place to Lochlan Bearman.

Davidson became the star of the show in race two, picking off Bearman and Waite from fourth on the grid, before reeling in and passing Reeve on the last lap for a well-earned victory.

After a pointless opening weekend at Brands, Lee Morgan proved he is the class of the Formula Jedi field to claim two wins and a second place. Morgan looked on course for a comfortable victory in the opening race before a wheel issue allowed Michael Watton to close in and snatch the

lead on the last lap. The win ended a two-year victory drought for Watton on the weekend of his 28th birthday. Starting seventh for the reversed-grid race, Morgan was in no mood to hang about and duly took his first win of the campaign after a good battle with Paul Butcher. He then repeated that performance in race three.

Chris McFie was a surprise double-winner in the Alfa Romeo Championship, benefiting on both occasions from the disastrous luck of modified frontrunner Bryan Shrubbs. McFie romped to an easy win in race one in his Fiat Punto after Shrubbs's Alfa 33 dropped out with a broken wheel hub and fellow modified racer Vincent Dubois pulled over with smoke coming from his 156's engine. Shrubbs was back on the grid for race two. After battling through the field to take the lead, a gearbox issue meant he dropped out on the last lap, gifting McFie another win.

Ed Hayes extended his lead of the Toyo Tyres Porsche Championship with a win and a second place. Adam Southgate provided his main competition throughout. Hayes looked unstoppable as he took a lights-to-flag win in race one, but a slow start cost him dearly in race two as Southgate took the spoils. Pip Hammond and Andrew Baker were the victors in the 924 and Production Boxster classes respectively.

Paul Trayhurn scored a dominant win in the Sports 2000 Duratecs. His Van Diemen was 13 seconds clear at one point but eased off toward the end to beat Tom Stoten (Gunn) by a comfortable 7s.

The Sports 2000 Pinto race was a much closer affair in which Simon Aldworth and his Lola T492 edged Charles Fogg (Tiga) by just 0.7 seconds. Aldworth led from the start but struggled to pull clear of Fogg, who remained within a second of him throughout.

ROB WATTS

➔ **P77** FULL RESULTS



Hayes extended his championship lead in the Porsches



OULTON PARK
BRSCC MAY 6

Williams lost R1 win to Maclennan (25) because of a penalty

Maclennan victorious after excursion penalty for Williams

NEIL MACLENNAN STEERED CLEAR of trouble to win a pair of lively National Formula Ford races at Oulton Park. Qualifying sixth after struggling to get a clear lap, he took advantage of race one's early skirmishes to run second, then benefited from a five-second track-limits penalty for on-the-road winner Luke Williams. Maclennan then had a lights-to-flag victory in his Cliff Dempsey Racing Ray.

Williams could only reflect on what might have been, having qualified his Firman fastest by nearly half a second. A third trip onto the grass at Old Hall, when he clipped the inside kerb under pressure from Maclennan, earned the penalty. His getaway in race two was hampered by his clutch, compounded by new brake pads glazing. Going wide at the Shell Oils hairpin allowed Ross Martin to dive inside, but Williams attempted a cut back and made contact.

Martin's Graham Brunton-run Ray, which finished third in race one, lost its nose and had to pit for repairs, while Williams's sidepod split open, leaving its radiator flailing. Remarkably, Williams was able to continue without loss of pace, recovering to pass Jack Wolfenden for third behind Maclennan and the Swift of Luke Cooper, who had finished fourth in race one.

Running a hastily repaired engine after his Castle Combe blow-up just days earlier, Cooper ran second at the start of the opener but was forced into a recovery drive after losing the car's back end and falling down the order.

Pre-meeting championship leader James Roe Jr had a day to forget. Forced onto the escape road after attempting to outbrake Williams into Hislop's early in

race one, he then crashed out of fourth when defending from James Scott-Murphy at Druids on the final lap. A carve through to eighth in race two went unrewarded, with engine failure.

Reigning champion James Gornall was the class of the BMW Compact Cup field but he missed out in race one. Fellow front-row man Ian Jones slid into Gornall as he challenged into Cascades on the first lap, sending him to the back of the field. Jones then crashed after contact with Gordon MacMillan on the run to Island. James Nutbrown inherited the lead and held on to take a maiden win under pressure from Owen Hunter (who dedicated the result to his late father). MacMillan was third. From 31st, Gornall charged to seventh at the flag, then controlled a quieter race two to win from Hunter and Giles Dawson.

The four-hour Fun Cup race boiled down to a 20-minute sprint after the final safety-car period. Graham Roberts headed a three-way battle for victory in the JPR Uvio car he shared with Farquini Deott. Team Trooper's Anthony Reid battled an ill-handling car and survived a brush with the barriers to hold off the Track Torque 2Rent car brought home by Henry Dawes and started by Chris Hart.

Mark Robinson won both XR Challenge races in his XR2. Justin Roberts challenged in race one, leading until Robinson got a run out of Druids mid-race, passing into Lodge. Roberts spun at Cascades while battling for the lead in race two, gifting Robinson the win from champion Greg Speight, with Mike Blackburn third on each occasion.

MARK PAULSON

RESULTS

NATIONAL FORMULA FORD 1600 (12 LAPS)

1 Neil Maclennan (Ray GR14); 2 Luke Williams (Firman RFR16) +3.089s; 3 Ross Martin (Ray RGS17); 4 Luke Cooper (Swift SC16); 5 Jack Wolfenden (Firman RFR17); 6 Matt Round-Garrido (Medina Sport JL17). **Class winners** Ben Edwards (Van Diemen RF92); Mark de Rozarieux (Van Diemen RF88).

Fastest lap Williams 1m46.724s (90.80mph). **Pole** Williams. **Starters** 27. **RACE 2 (11 LAPS)** **1 Maclennan;** 2 Cooper +2.470s; 3 Williams; 4 Round-Garrido; 5 Wolfenden; 6 James Scott-Murphy (Van Diemen JL16). **CW** John Ferguson (Spectrum 012); Ivor Mairs (Reynard 84FF). **FL** Williams 1m47.432s (90.20mph). **P** Maclennan. **S** 28.

BMW COMPACT CUP (BOTH 8 LAPS)

1 James Nutbrown; 2 Owen Hunter +0.277s; 3 Gordon MacMillan; 4 Samuel Carrington-Yates; 5 Matthew Parkes; 6 Mark Skeats. **FL** James Gornall 2m04.753s (77.68mph). **P** Gornall. **S** 31. **RACE 2** **1 Gornall;** 2 Hunter +10.374s; 3 Giles Dawson; 4 Steven Dailly; 5 Nutbrown; 6 Skeats. **FL** Gornall

2m04.871s (77.60mph). **P** Gornall.

S 32. FUN CUP (75 LAPS)

1 JPR Uvio (Farquini Deott/Graham Roberts); 2 Team Trooper (Paul Wighton/Jake Rattenbury/Harry Mailer/Anthony Reid) +3.832s; 3 Track Torque 2Rent (Chris Hart/Henry Dawes); 4 Team Lane Roofing Evolution (Chris Weatherill/Rob Croydon); 5 Eco Racing (Paul Turner/Guy Wenham/Paul Abraham); 6 Truemans (Colin Kingsnorth/Julian Bicknell/Richard Webb). **FL** Mailer 2m00.436s (80.46mph). **P** Agua Caliente (Rob Perry/Derek Basham/Matt Hogg/Dave Clarke). **S** 29.

XR CHALLENGE (BOTH 8 LAPS)

1 Mark Robinson (XR2); 2 Justin Roberts (XR2) +0.143s; 3 Mike Blackburn (XR3i); 4 Andrew Lennie (XR3i); 5 Greg Speight (XR2); 6 Steve Poole (XR2). **FL** Robinson 2m04.655s (77.74mph). **CW** Blackburn; Mark Noble (Fiesta Si). **P** Robinson. **S** 16. **RACE 2** **1 Robinson;** 2 Speight +2.902s; 3 Blackburn; 4 Noble; 5 Alistair May (XR2); 6 Roberts. **CW** Blackburn; Noble. **FL** Robinson 2m05.262s (77.36mph). **P** Robinson.



BMW Compact Cup opener was an attritional affair



CHESTER

HAREWOOD
BRITISH HILLCLIMB MAY 6-7

Hall takes surprise win

TREVOR WILLIS AND SCOTT MORAN were the only two drivers present to have won a Harewood run-off, having taken 19 of the last 20 wins at the Yorkshire venue. This meant that anyone else securing a victory would be a new Harewood winner – and that was what happened. Will Hall won the opening encounter two years after his Force-AER's only other win at Craigantlet.

Willis missed out on the chance to score six out of six wins when he understeered heavily and ran wide at Farmhouse in Q1, finishing eight seconds off his ultimate pace.

After bouncing back to win round six, Willis said: "It has been so cold this weekend, none of us could keep heat in the tyres".

Following his early success, Hall dropped back in the finishing order when he ran into overboost off the start in the second encounter. Pushing hard to make up time, he induced understeer and picked up a flexible track marker at the Esses that stuck to the car until near the end, compromising his run.

Wallace Menzies also suffered, having a self-induced half spin out of Country corner in round five.

Harewood record holder Scott Moran was subdued on his return. As smooth as ever, he finished second in the first run-off after qualifying seventh. He lacked pace later as 1600cc GWR Raptor-mounted Richard Spedding and 2015 champion Alex Summers in his DJ-Cosworth finished behind Willis, with Moran fourth.

Summers qualified fastest for round five and second for the final run-off in only the third event for his car, while Spedding was just a quarter of a second behind Willis. His superb consistency means he is in second overall, an unprecedented effort ever for a modern motorcycle-engined car.

But the surprise back-story to this is that Spedding's own car developed a serious electrical issue that could not be cured by Sunday. Scottish Hillclimb champion Les Mutch was on his second 2017 foray south of the border and offered Spedding a guest share drive in the original Raptor, which the Yorkshireman accepted. The jovial Scot was beaming after his guest's showing.

Further success eluded Dave Uren. A painful foot injury on Saturday evening after practice ruled him out of Sunday.

Harry Pick got into his first ever run-off driving Trevor Willis's first OMS single-seater from 2000/2001, albeit heavily modified after 10 years in storage. Regular Harewood Top Five champ John Chacksfield got in his first ever run-off, but pushed too hard in the cold and went off at Orchard.

EDDIE WALDER

➔ **P77** FULL RESULTS

BISHOPSCOURT
BARC MAY 6-7

Red-flagged opener goes to Polley

QUALITY PROVED TO BE MORE important than quantity as cars made their fifth annual appearance at Bishopscourt for the joint BARC/Ballynahinch MC event at Northern Ireland's 'other' circuit.

Superbly close racing in almost all categories more than compensated for fairly thin fields in some races, and there were plenty of surprises too.

Formula Vee produced one of the biggest grids, and with Dan Polley parked at the front of it in Luke O'Hara's greatly modified Sheane, it could have been a demonstration run for him.

Except it wasn't. Colm Blackburn had other ideas and his Leystone fairly leaped off the line to lead, while Polley inadvertently helped by engaging in an unfortunate spin at the Hairpin.

For the next half-dozen laps, Polley busied himself making up time and places while Blackburn did his best to fend off a pack of pursuers. Polley had made it back to third place when a three-car shunt at the ultra-fast downhill Turn 1 brought out the red flags.

At the restart Polley continued making progress, and he had no sooner reached the front than the red flags flew again, this time after contact sent Kevin Grogan's Leystone skywards and into a spectacular series of rolls. Grogan emerged unhurt, and Polley was declared the winner from Leystone pilots Blackburn, Stephen Morrin and Justin Costello.

Race two proved less fraught. Blackburn got the drop on everyone off the line and stayed in front for several laps, coping manfully with Bishopscourt's apparently twisty straights as he tried to keep his nose in front. Polley got past eventually, while Morrin and Anthony Cross (Sheane) followed Blackburn across the line.

BOSS Ireland also produced a couple of

thrillers. The small field was enlivened by Eamon Matheson's progress from the back of the grid in both races after practice problems. In the first, his fearsome turbocharged MM2 was nerfed off onto the grass. In the second encounter a similarly bold approach worked, and he led for the first 11 laps before overheating slowed him.

In both cases Peter Dwyer emerged victorious in his undergeared Renault/Nissan powered Dallara. Donal Griffin (Reynard Rover) took the runner-up spot in the first race despite gearbox problems, while Matheson hung on for second in race two.

Three races for Global Lights provided three very close contests between Peter 'Mad Max' Drennan and Conor Farrell, with the first two decided by mere fractions in Drennan's favour. Race three resulted in a well-deserved win for Farrell.

Only seven SEAT Leons appeared for their two races, and in the first it was Rod McGovern who led Shane Murphy over the line, with Sam Mansfield third. Mansfield led for much of race two, with Murphy and (initially) Barry English in attendance. However the wily Jonathan Fildes was on the move and by the time the flag fell he was in front, with Mansfield and Murphy next in line.

Strykers produced two good fields, but none had an answer to the pace of Alan Auerbach, who took a brace of victories. This was the case, too, with the 'Libre' Saloons, where a lone SEAT faced no fewer than seven assorted BMWs!

In both cases the M3s of Andrew Armstrong and Martin Duffy dominated as Francis Allen (BMW) and Donal O'Neill (SEAT) took a third place apiece.

RICHARD YOUNG

➔ **P77** FULL RESULTS

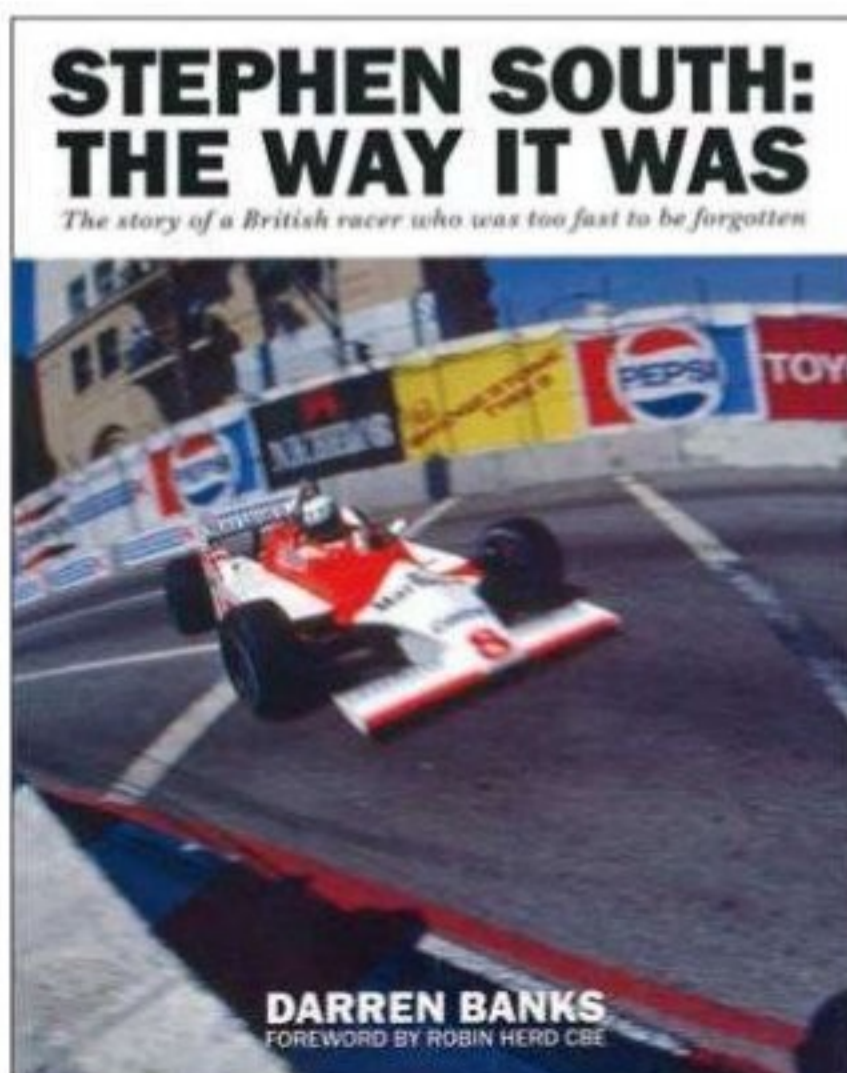
FINISHING STRAIGHT/WHAT'S ON THIS WEEK

WHAT'S ON

The stark reality of a different racing era

DARREN BANKS HAD BEEN A GREAT fan of up-and-coming British racer Stephen South in the late 1970s, cheering his progress through Formula 3 and then the European Formula 2 Championship before South went to the States to race in Can-Am in '80. There, in practice for the Trois-Rivieres round in Canada, South suffered a severe crash that resulted in the amputation of his lower left leg, and the end of a career that many believed should have taken him to Formula 1.

Truck driver and ex-amateur Formula Ford racer Banks wanted to tell South's story, and *Stephen South: The Way It Was* is the culmination of a self-professed labour of love. It's the first thing he's ever written, but he's done an astonishing job of getting hold of the vast majority of significant people involved in South's career, as well as many of his rivals. Most impressively, he even gradually gained the cooperation of South himself, who is known for being reticent to talk about his career and has only kept the most tenuous of connections to the motorsport industry. This Banks did via



Alan Docking, who ran South's F3 March in 1977 and whose Silverstone-based Earl's Performance Products counted South's engineering company as a supplier until South retired a year ago.

What is interesting is the perception of South among the motorsport media at the time. He was a contemporary of some great talents, and the modesty and shyness of this middle-class man from Harrow made it difficult for him to compete for column inches against the blokey west-country charm of Derek Warwick, the soaring self-belief of Brian Henton, the always-battling-a-drama Brummie Nigel Mansell, and the blarney of the Irish wave headed by Derek Daly and David Kennedy.

South turned down an F1 test contract with Lotus (he was unhappy with the terms, it went to Mansell, and the rest is history) and joined the Toleman F2 team to race its Rory Byrne-designed car. When he left a Vallelunga test with Toleman to drive an F1 McLaren at Paul Ricard, he was dismissed by Toleman, and his one and only race weekend with McLaren at Long Beach – as stand-in for the injured Alain Prost – was a disaster.

By now he had a Can-Am deal to replace Keke Rosberg at Newman Racing, but even leading up to the crash at Trois-Rivieres in August, the season had been a horror show. South usually outqualified well-established team-mate Elliott Forbes-Robinson, but rarely

South leads at Hockenheim en route to European Formula 2 race glory in 1979

finished races. Banks has excelled in finding many voices from this ill-fated season, and it is sobering – and, frankly, infuriating – that most of them exist in a Trumpian, alternative-facts parallel universe of denial. In reality, it's a story of perhaps a couple of mistakes from South, combined with shoddy preparation and bad safety standards.

The one American who emerges with great credit is the team patriarch, Hollywood legend Paul Newman himself, who arranged and paid for top medical care for South amid worries over the extent of his insurance.

What is endearing about this book is Banks's excitement, as a fan, at the help he received from leading figures within the sport. He also had assistance from veteran F1 journalist David Tremayne, who went to school with South and took it upon himself to painstakingly work through the manuscript. "It turned out 100 times better than it would have been without his help!" laughs Banks.

This book, at £25, is available from Performance Publishing (performancepublishing.co.uk), with a limited run signed by Banks, South and ex-March boss Robin Herd – a huge supporter of South's. If you remember 1970s racing, it's a lovely nostalgia trip. If you're too young to recall it, this is a fascinating snapshot of an era in which not everything was better than it is now.

MARCUS SIMMONS

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HOT ON THE WEB THIS WEEK

YouTube **'DINGER'S DINGED ROOF'**

Search for: Chase Elliott, AJ Allmendinger instigate 'Big One' at Talladega
AJ Allmendinger becomes a passenger during the course of this multi-car shunt last weekend. The accident opened the way for Ricky Stenhouse Jr's unexpected win...

INTERNATIONAL MOTORSPORT

SPANISH GRAND PRIX FORMULA 1 WORLD CHAMPIONSHIP

Rd 5/20
Barcelona, Spain
May 14
WATCH ON TV
Live Sky Sports F1, Sunday 1230.
Radio BBC Radio 5 Live Sports Extra, Sunday 1230. **Highlights** Channel 4, Sunday 1845

FORMULA 2

Rd 2/11
Barcelona, Spain
May 13-14
WATCH ON TV
Live Sky Sports F1, Saturday 1435, Sunday 0930

GP3 SERIES

Rd 1/8
Barcelona, Spain
May 13-14
WATCH ON TV
Live Sky Sports F1, Saturday 1610, Sunday 0820

PORSCHE SUPERCUP

Rd 1/8
Barcelona, Spain
May 13-14
WATCH ON TV
Live Eurosport 2, Saturday 1715.
Eurosport 1, Sunday 1030

INDYCAR SERIES

Rd 5/16
Indianapolis, Indiana, USA
May 13
WATCH ON TV
Live BT Sport 2, Saturday 2030

INDY LIGHTS

Rd 3/10
Indianapolis, Indiana, USA
May 12-13

FORMULA E

Rd 5/9
Monte Carlo, Monaco
May 13
WATCH ON TV
Live Channel 5, Saturday 1430



PICK OF THE WEEK

SPANISH GRAND PRIX

SKY SPORTS F1
Sunday 1230
Formula 1 returns to the scene of one of the most controversial moments of 2016 – Lewis Hamilton and Nico Rosberg's crash at Barcelona. With Valtteri Bottas winning in Russia and Sebastian Vettel heading the championship, Hamilton will be out to regain momentum in Spain.

LAT IMAGES



GP3 SPAIN

WORLD TOURING CAR CHAMPIONSHIP

Rd 3/10
Hungaroring, Hungary
May 14
WATCH ON TV
Live Eurosport 2, Sunday 1500

EUROPEAN LE MANS SERIES

Rd 2/6
Monza, Italy
May 14

WORLD SERIES FORMULA V8 3.5

Rd 3/9

Monza, Italy
May 13-14
WATCH ON TV
Live BT Sport 3, Saturday 1400, Sunday 1030

TCR INTERNATIONAL

Rd 4/10
Monza, Italy
May 13-14
WATCH ON TV
Live Motorsport.tv, Saturday 1325, Sunday 0950

NASCAR CUP

Rd 11/36
Kansas Speedway, USA

May 13
WATCH ON TV
Live Premier Sports, Sunday 0000

WORLD RALLYCROSS

Rd 4/12
Mettet, Belgium
May 13-14
WATCH ON TV
Live Motorsport.tv, Sunday 1300

JAPANESE FORMULA 3

Rd 3/9
Fuji, Japan
May 13-14

UK MOTORSPORT

OULTON PARK MSVR

May 13
Porsche Club, Jaguar XK, Pre-'66 Jaguar Saloon and Sports, Aston Martin GT, Intermarque, Innes Ireland Cup, '50s Sports Cars, Pre-War Team Challenge

SILVERSTONE

May 13-14
Blancpain GT Endurance, Formula Renault Eurocup, Lamborghini Trofeo
WATCH ON TV
Live Blancpain Motorsport.tv, Sunday 1455. Eurocup BT Sport 2, Saturday 1345

SNETTERTON MSVR

May 13-14
Mini Festival: F3 Cup, Z Cars, Track Day Trophy, MINI Challenge, Mini Miglia, Mini Seven, SsangYong, Fastest Mini Race

CADWELL PARK BARC

May 13-14
Caterham Graduates, 2CV, Sports/Saloons, Legends, Pre-'66 Touring Cars, Group 1 Touring Cars, Pre-1993 Touring Cars, Pre-2003 Touring Cars, Pre-2005 Production Touring Cars, Blue Oval Saloons, Thunder Saloons,

Pre-2003 Classic VWs, Honda VTEC, Smart 4Two

KNOCKHILL KMSC

May 13-14
Ferrari Classic





FROM THE ARCHIVE

Nelson Piquet (Brabham-Ford BT49C) turns in to Rascasse – an excellent vantage point for intrepid snappers – during the 1981 Monaco Grand Prix. Polesitter Piquet had been in control of the race until he crashed out on lap 54 while attempting to pass backmarkers. The race was won in unlikely yet characteristically heroic fashion by Gilles Villeneuve (Ferrari 126CK) ahead of Alan Jones (Williams-Ford FW07C) and Jacques Laffite (Ligier-Matra JS17).



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WHEN DRIVERS CROP UP IN UNEXPECTED PLACES



LAT IMAGES

TONY KANAAN

INDYCAR STAR REFLECTS ON HIS ONLY TOURING CAR EXPERIENCE

This year Tony Kanaan celebrates his 20th season in IndyCar racing, but back in 1996 he was still trying to break into the big-time when he got a chance to compete in the DTM series, then called the International Touring Car Championship, at Interlagos for the Joest Opel team.

“I got an invitation to do the one-off when they brought DTM to Brazil,” Kanaan recalls. “I had a blast racing against Dario Franchitti and Jan Magnussen and some of the big names. It was a neat experience.”

Brazil's arm of Philip Morris had decided to sponsor one of the cars and wanted a home-grown hero to take part in the Interlagos event. It turned to Kanaan, a race winner in Italian Formula 3 in 1995, who was driving for the Tasman Motorsports team in Indy Lights at the time.

“I knew Interlagos very well, so that helped in their decision,” he explains. “I remember the crowd. I was still racing in Europe and was famous in Brazil, but I wasn't used to the crowd. When we went there it was just me and Christian Fittipaldi as the only Brazilians in the race and the crowd was there for us. I was overwhelmed because I never had that many people in one place screaming my name and cheering for me.”

Kanaan was extremely impressed with the Opel's technology, which included traction control, ABS, differential control and automatic gear shifting: “It was the most sophisticated car I'd ever driven.

“My team was a big family and it was a very good organisation. At the time, it was the biggest organisation that I had ever driven with.”

Although Kanaan retired from both races, he takes satisfaction from being more famous than Franchitti, who drove for the AMG-Mercedes squad, that weekend. “He was always one of the fastest guys,” Kanaan remembers.

After looking back on his one-off DTM experience, Kanaan says he would love to return to the category once his IndyCar career is over.

“I've done Daytona many times and DTM is something I would like to get to do more of once my chapter is done in IndyCar.” ❄

BRUCE MARTIN



Kanaan has gone on to take IndyCar title and Indianapolis 500 successes since his one-off DTM appearance

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