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How Mercedes got it so wrong

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- 2016 Rolex 24 At Daytona will be first event to use the new facilities within the grandstand redevelopment and from here you can see the whole circuit!



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POLE POSITION

Hamilton's reaction to Monaco will define 2015

CURSES DON'T HAVE AN EFFECT ON HUMAN ENDEAVOUR unless the victim buys into them. But, metaphorically speaking, Lewis Hamilton must feel as if the streets of Monte Carlo have got something against him after what happened on Sunday.

On the one hand, they encapsulate everything he loves about driving. Its close walls demand absolute precision, punish mistakes and ask a driver to dance a fine line between triumph and disaster. Hamilton had the Monaco GP completely under control, but was undone by a strategic blunder for which the pitwall was to blame.

How he reacts to this disappointment will be crucial in dictating the path this championship battle takes. Hamilton appears to have become far more robust since the team backed him following the Spa collision with Nico Rosberg. But this is the biggest disappointment he has encountered since then.

Based on the past 18 months, a Rosberg driving at 100 per cent isn't quite good enough to beat a Hamilton at 100 per cent over a season. So for Hamilton, the reaction is simple: don't react.

He needs to accept that things go wrong and push on. It sounds simple. But in elite sport, it's not easy when the mind is involved.



EDD STRAW EDITOR
 edd.straw@haymarket.com
 @eddstrawF1

COVER STORY

"I'm aware I got lucky, very lucky. Probably the luckiest I've ever been"

Rosberg p14



TEE/LAT

FIND US ON



Cover images: Batchelor/XPB; Levitt/LAT

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This week in F1

STALEY/LAT



F1 STRATEGY GROUP

'NOT FIT FOR PURPOSE'

Force India deputy team principal Bob Fernley believes Formula 1's Strategy Group is not working.

The Strategy Group met earlier this month to discuss F1's future and voted in favour of introducing faster, louder, wider cars with bigger rear tyres and the return of refuelling.

"I don't think the Strategy Group

is fit for purpose," said Fernley. "We have had 18 months to two years of Strategy Group work with nothing coming out of it.

"I don't think you should have teams making decisions on where Formula 1 is going," he added. "The teams should be told where the sport is going."

Red Bull boss Christian Horner

agreed: "If you leave it to the teams to try to agree a set of regulations, you'll never get everyone on the same bit of paper."

Toro Rosso boss Franz Tost added: "We are discussing too many things. We have too many useless meetings. It should be [F1 boss] Bernie [Ecclestone] and Jean [Todt] together who decide."



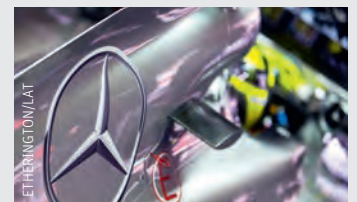
STALEY/LAT

Button: fan input important

Jenson Button is hopeful that positive results will emerge as fans offer up their thoughts on the sport's future.

Last week, AUTOSPORT, *F1 Racing* and *Motorsport News* launched a fan survey, which closes today (Thursday) and is available via www.autosport.com, a day before the Grand Prix Drivers' Association launched its own survey.

McLaren driver and GPDA director Button said: "This is a sport that needs fans – we have millions around the world, and it's interesting to have their opinion."



ETHINGTON/LAT

New rules for engine tweaks

F1's engine manufacturers must now explain to the FIA why a change on reliability grounds would be required.

At present suppliers Mercedes, Ferrari, Renault and Honda can make changes on the grounds of safety and cost, along with reliability, without the need to use permitted tokens.

BIG NUMBER

19,500

The number of grandstand seats to be installed for the inaugural F1 race in Azerbaijan next season.

For all the breaking news, visit AUTOSPORT.COM

Teams against Alonso's tyre war

Team bosses Christian Horner and Franz Tost have torpedoed Fernando Alonso's suggestion that F1 should reintroduce tyre competition to spice up the show.

McLaren driver Alonso argues F1 was better off when Michelin and Bridgestone went head to head from 2001-06.

But Toro Rosso chief Tost said: "I just hope there is no tyre war, no other tyre manufacturer. Two teams will have the good tyres and the rest will just get the scraps, like it was before."

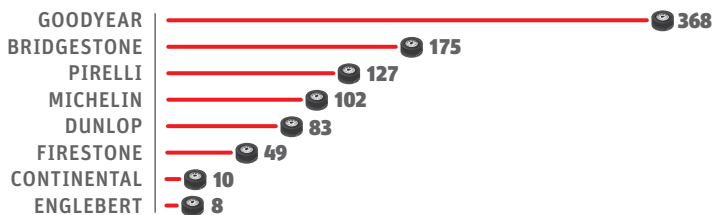
Red Bull boss Horner agreed: "One make of tyre means equality for all of the teams."

The FIA has opened the tyre-tender process for three seasons from 2017, with current supplier Pirelli's contract expiring at the end of 2016. Michelin, last involved in F1 in 2006, is interested in a return, while Pirelli chairman Marco Tronchetti Provera said: "We intend to stay if the regulations are the ones we agree upon."



DUNBAR/LAT

MOST WINS BY TYRE MANUFACTURER



BIANCHI'S RECOVERY NOW 'STAGNANT'

Jules Bianchi's father says his son is continuing to fight for his life, but concedes they have started to think of the worst-case scenario.

Since his accident in last October's

Japanese GP, Bianchi has been in hospital and remains unconscious.

"Every day is difficult," said Bianchi's father Philippe. "The situation is stagnant. Jules'

neurological progress is not what we would like it to be.

"When we get up every morning we think of Jules' life, we think also of his death."



S BLOXHAM/LAT

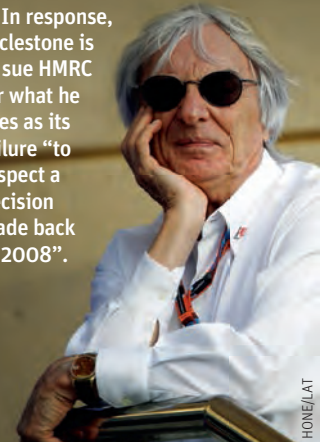
ECCLESTONE TO FIGHT £1 BILLION TAX BILL

Bernie Ecclestone is set for another legal battle after being told he faces the prospect of paying a £1 billion tax bill.

The 84-year-old has been under investigation by Her Majesty's Revenue and Customs (HMRC) regarding his involvement, or otherwise, with a family trust known as Bambino Holdings set up for his ex-wife and daughters.

HMRC claims a 2008 settlement with Ecclestone is invalid on the grounds he withheld information.

In response, Ecclestone is to sue HMRC for what he sees as its failure "to respect a decision made back in 2008".



HONE/LAT



COATES/LAT

Haas to avoid F1 minnows' fate

The Haas team has learned from errors made by F1's most recent new entrants, says team boss Gunther Steiner (left).

HRT, Caterham and Marussia struggled to make an impact on joining in 2010.

"I wouldn't say it worries me," he told

AUTOSPORT. "We respect what happened. But that's why we try to do it different. Starting from nothing works for no one."

Haas, which is set to make its debut in 2016, has an engine deal and technical partnership with Ferrari.

FORM OF THE PAST THREE TEAMS TO ENTER F1 IN 2010

HRT

The Spanish squad raced for three seasons before closing its doors, having not scored a point, when it failed to find a buyer.

CATERHAM

The team began as Lotus Racing before rebranding as Team Lotus and then Caterham and left after five seasons pointless.

MARUSSIA

Marussia, which started life as Virgin, collapsed in 2014, but was saved by new investment and continues as Manor.

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Lawrence Barretto

From the paddock

The jewel in Formula 1's crown might make for processional racing, but it has a magical quality to which other circuits should aspire

These days, if a country's wallet is big enough, it can buy a place on the Formula 1 calendar. Russia came on board last year and Azerbaijan has signed up for a debut in 2016. Developing a location into an F1 venue that fans, teams and drivers love is much tougher – just ask the promoters who attempted races in Valencia or South Korea. Perhaps they could have learned a thing or two from Monaco, one of F1's oldest and most popular venues.

Strolling out of the train station that nestles in the hills overlooking Monte Carlo on Sunday morning, you're very much aware that the grand prix is in town. On arrival at Ste Devote, the streets alongside the track are flanked by market stalls packed with merchandise while shop windows are imaginatively dressed with F1 memorabilia.

Turn right, bound for the final corner Antony Noghes, and you stumble across an F1 fan village, jammed with simulators, Batak walls, Scalextric, stalls and plenty of food options. The place is buzzing – and it's only 8am. Onwards and the Rock of Monaco comes into view, on the side of which fans perch shoulder to shoulder to enjoy arguably one of the best views in Monaco for a fraction of the price of a grandstand ticket.

Into the harbour, which is rammed with an array of yachts gently bobbing in the crystal blue water. In the distance, people can be spotted leaning out on balconies, peering from rooftop bars and craning their necks from tables in swanky restaurants. It's over the top. But it's Monaco. It couldn't be further away from Yeongam.



unknown, the kind of which occurred on Sunday when Max Verstappen crashed into Romain Grosjean, bringing out the safety car, which was the catalyst to Lewis Hamilton losing a nailed-on win.

Monaco is never going to feature lots of overtaking, but does it need to? Its USP is the driver challenge, one they crave. Everyone wants to win that race. The same can't be said for many other races on the calendar, particularly those held on samey new-build tracks with long straights followed by hairpins. They're so wide, it's easy to pass and much less of a risk because there's acres of run-off.

The Monaco GP used to be one of the races the BBC showed live. But that's no longer the case, and in the past

“We can't have 20 Monacos. But nor should we.

Instead we need many different types of venue”

The track, though, is the star. At the Swimming Pool, cars jink left, coming within a hair's width of the Armco, before flicking right. There is nowhere in the world that you can get closer to an F1 car than here. Move further down to Tabac, pitch yourself on the apex and watch the drivers hustle their cars through, their eyes meeting yours as they turn in. Backwards towards the chicane and into the tunnel. The ground shudders as a car flies past, sending a vibration rocketing through your body. The concoction of burning rubber and petrol fumes tickle your senses. And the noise. Oh the noise – and that's just the V6s.

Technically, there is no more demanding a race track on the calendar. Sure, it's not the challenge it once was, but it still punishes errors; ask Kimi Raikkonen, a veteran of this track, who consigned a wheelrim to the scrapheap when he glanced the barriers at Ste Devote. The problem, many say, is that Monaco is all too often a procession. Qualifying is the important day. Secure pole and the chances are you're going to win the race. But there is always that sense of the

few seasons has been free-to-air in the UK as a highlights package only. Why? It's understood that other races – such as Canada – pulled in more viewers when shown live, with Monaco performing better in highlight form because of a more agreeable timeslot on what is usually a Bank Holiday weekend in the UK.

Monaco may not feature much overtaking, but it does provide a proper challenge in a unique setting. Azerbaijan and those waiting in the wings, such as Qatar, would do well to take note. Of course, we can't have 20 Monacos. But nor should we. Instead we need many different types of venues with their own specific charm. Singapore has nailed it, Austria came back with a bang with its festival atmosphere, and Austin is on the way to becoming a favourite with its cracking track and self-proclaimed title of Live Music Capital of the World. So it can be done.

Amid the soul-searching that's currently fashionable in F1, perhaps the focus should be on cultivating the right venues before tinkering with the rules. ❧

This week in motorsport

DI GRASSI'S ABT CAR FOUND ILLEGAL

Lucas di Grassi was stripped of victory in last Saturday's Formula E race at Berlin Tempelhof for front-wing irregularities.

His Audi Sport Abt team was found to have violated the technical regulations of the one-make formula because of three offences. The front wheel fairing on both sides of the car was found to have been modified internally with metal rods, holes in the front wing were sealed and a layer of filler was added to the front flap and gurney.

The team argued the changes were

the result of repairs, but stewards did not accept this defence.

Team boss Hans-Jurgen Abt said: "The team don't have the time or opportunity at the various tracks to carry out repairs with the same precision as at home."

The team came close to lodging an appeal, but ultimately decided against it, claiming a desire "not to influence the remaining races."

Jerome d'Ambrosio inherited victory, while di Grassi slipped from first to third in the championship.



MALGER/LAT

HAMILTON MOVES CLOSER TO BTCC DEBUT WITH TEST

Formula 1 world champion Lewis Hamilton's younger brother Nicolas tested his British Touring Car Championship Audi S3 for the first time at Brands Hatch last week.

The 23-year-old, who has cerebral palsy and is driving with a hand clutch and altered pedals, said it had "pretty much gone to plan" despite some off-track moments and a spin caused by contact from another car.

Hamilton will make his BTCC race debut at Croft on June 28.

His new AmD Tuning team-mate, Mike Bushell, should return to the grid at Oulton Park on June 7 after fans pledged money to aid the repair of his Ford Focus.

Bushell is recovering from severe ligament injuries suffered in a qualifying crash with Simon Belcher at Thruxton. Both drivers missed the three races in Hampshire, with Belcher's team facing a race against time to get his Toyota Avensis repaired for Oulton.



Hinchcliffe out with injuries

IndyCar race winner James Hinchcliffe faces a lengthy spell on the sidelines as he recovers from serious injuries sustained in a crash during practice for the Indianapolis 500 last week.

A rocker arm on the Canadian's Schmidt Peterson Motorsports car broke and pitched him into the wall, and on impact a piece of suspension penetrated the cockpit. Hinchcliffe remains in hospital receiving treatment for injuries to his upper left thigh and pelvic region, although he is expected to make a full recovery.

Ryan Briscoe stood in for Hinchcliffe at Indy last weekend.



MASCHE/LAT



KAMIO/LAT

DTM TO TAKE ON SUPER GT

Germany will take on Japan from 2017 with cars from the DTM competing against Super GT machinery (above).

With the two series having common technical regulations from that season, they will contest a special standalone race in Japan at the end of 2017, with a return in Germany early the next year.

Representatives from United SportsCar organiser IMSA were also present last week at the Nurburgring, where details were finalised by DTM and Super GT top brass for two-litre, four-cylinder turbo engines of 600bhp.

DTM chief Hans Werner Aufrecht said: "I'm looking forward to the day when the Class 1 vehicles from different continents compete with one another."



Ordenez on JF3 podium

Nissan protege Lucas Ordenez warmed up for Le Mans with second – his best result to date – behind Nick Cassidy in Japanese F3 at Okayama last weekend. Kenta Yamashita won the other race.

Comini furious with Morbidelli

TCR International race winner Stefano Comini has pledged to avenge moves by title rival Gianni Morbidelli in last weekend's round at Monza.

In an interview with the *Touring Car Times* website, the Swiss SEAT racer vented his fury about the last-lap move made by Honda driver Morbidelli to win the race. "He touched me and sent me off the track," said Comini. "He did it like a coward, because he could not pass me in the correct way."

"Because of budget, one of the last races I will do is probably Salzburgring [this weekend]. Morbidelli will have to be careful there. If I am around him I will do my own private justice. I'm not sure he will finish the races."

Boston race more than a feeling for IndyCar

IndyCar's 2016 schedule will include a street race in Boston.

The series has confirmed plans for an 11-turn, 2.25-mile street course over four

years, with the inaugural event pencilled in for September 4. Series boss Mark Miles said: "Establishing IndyCar in the north-east [of America] is an integral part of our

strategy for growing our national fanbase."

IndyCar has not raced in the north-eastern US since the New Hampshire Motor Speedway oval round in 2011.

For all the breaking news, visit AUTOSPORT.COM



Strakka in Dunlop switch

The Strakka Racing LMP2 squad has switched to Dunlop tyres from Michelins for next month's Le Mans 24 Hours.

The team is making the move for the remainder of the World Endurance Championship after its Nissan-engined Strakka Dome S103 was unable to match the Dunlop-shod class frontrunners in the opening two rounds. Strakka technical director Jay Davenport said that the team was "looking at every opportunity" to close the gap to the class pacesetters.



Onslow-Cole wins RX prize

Ex-British Touring Car Championship race winner Tom Onslow-Cole has won the RX Talent Search contest and earned a drive in the RX Lites class of the Turkish World Rallycross round in October.

Onslow-Cole beat 11 other finalists at Lydden, with all getting the chance behind the wheel of an OlsbergsMSE Ford Fiesta from the Supercar class.

BTCC ace Tom Ingram set the quickest time, but Onslow-Cole impressed a jury that included Andrew Jordan and MSA young-talent guru Robert Reid.

In brief



REGALIA'S F3 RIDE

European F3 team EuroInternational will run 2013 GP3 runner-up Facu Regalia (above) and current GP3 racer Artur Janosz in this weekend's round at Monza. Both are one-off deals at present. Dane Nicolas Beer has quit the team after just two events.

ASTON ART CAR

The #97 Aston Martin Vantage will race in a one-off 'art car' livery in the Le Mans 24 Hours, which will be unveiled at scrutineering. The #95 and #99 GTE Pro class entries will compete in the colours of Gulf Oil and energy firm Hanergy respectively.

LAPIERRE STAYS ON

Nicolas Lapierre is due to return to the VonRyan McLaren Blancpain Endurance Series squad for next month's Paul Ricard 1000Km. The Frenchman made his debut with the team at Silverstone last weekend in place of Bruno Senna and will switch to the squad's other 650S in place of Shane van Gisbergen.

MRF DATES ARE OUT

The Indian-organised MRF Challenge has confirmed its dates for the 2015-16 season. It kicks off in Abu Dhabi on October 29-31, before Bahrain (November 19-21), Dubai (December 17-18) and finally Chennai (January 29-31).

BOARDMAN TCR POINT

British tin-top irregular Tom Boardman scored the first point for the TCR Ford Focus at Monza last weekend, taking 10th with Proteam.



REBELLION HITS THE TRACK

The Rebellion Racing World Endurance Championship squad ran its 2015 LMP1 for the first time last week.

The latest version of the ORECA-built Rebellion R-One, now powered by an AER twin-turbo V6, tested at Paul Ricard last

Thursday and Friday.

The two cars ran in the hands of Mathias Beche, Alexandre Imperatori and Dominik Kraihamer. They were joined by Nick Heidfeld, Nicolas Prost and Daniel Abt for a day on Monday.

REMEMBER WHEN

Juan Pablo Montoya took his first Indy 500 win, 15 years before his thrilling second victory? The Indy Racing League-based field wasn't so hot in

those days, with Buddy Lazier – the only 2015 non-qualifier – finishing second and journeyman Chilean Eliseo Salazar in third place.

[P36 MONTOYA WINS INDY 500 GRIPPER – FULL REPORT](#)



2000

ABBOTT/LAT

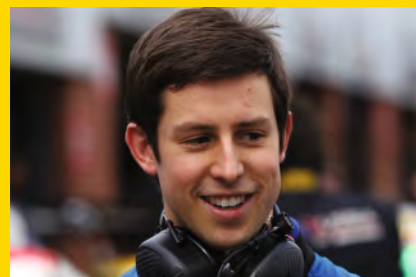
Sunoco challenge latest

A third of a way into the Sunoco Challenge season and the standings are all over the track! Last weekend at Rockingham Radical Enduro's Scott Malvern pushed hard with team-mate Nick Jones to achieve a second and a win – earning vital points towards the Sunoco Whelen Standings. Despite this British GT3's Alexander Sims still leads overall...but it can still change!

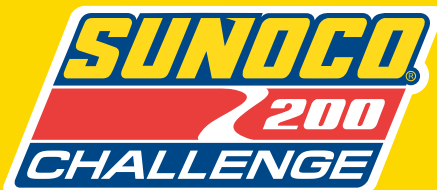
Meanwhile in the Sunoco 200 Challenge we saw Paddy McClughan in Radical Sprint snatch back his Challenge lead after a near perfect weekend with 3 poles, 3 fastest laps and 2 wins at Rockingham last weekend. This knocked MINI Challenge's Neil Newstead off the top spot, for now at least, but only time will tell what else will happen during the Sunoco Challenge season!



www.sunocochallenge.com



1. A Sims	British GT3	95.33
2. R Butcher	British GT3	88.00
3. L Griffin	British GT3	88.00
4. S Malvern	Radical Enduro	87.50
5. V Correa	Radical Euro Masters	87.00



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1. P McClughan	Radical Sprint	100.00
2. N Newstead	MINI Challenge (JCW)	99.33
3. R Smith	MINI Challenge (Gen3)	96.67
4. G Johnson	British GT4	88.00
5. M Robinson	British GT4	88.00

Points correct as of 26.05.15



Rockingham



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Radical Euro Masters & Enduro 5-7/6
Radical Enduro & Britcar 20-21/6

Sunoco 200 Challenge

British GT4 30-31/5
Atom Cup 6/6
MINI Challenge & GT Cup 13-14/6

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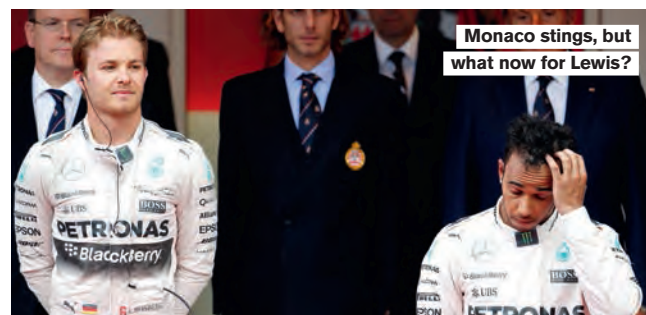
The racer's eye

F1 might employ the best engineering minds in the world, but sometimes there is no substitute for a racing driver's knowledge and experience

As Murray Walker famously used to say, anything can happen in Monaco and it usually does. Last weekend proved the drama isn't always restricted to the race track, but sometimes even the most bizarre and illogical decisions can happen in an engineering office at Formula 1's blue-riband event.

For Lewis Hamilton, knowing that he drove the perfect weekend and it wasn't his fault will be scant consolation for the lost result. In five years, people will only recall that Nico Rosberg won three Monaco Grands Prix in a row and Lewis will know that. Monaco remains one the last great challenges of the calendar where every mistake is punished, and therefore every success feels even sweeter. Lewis was in imperious form from the moment the pitlane opened on Thursday, at some points whole seconds faster than anyone else on a green track with low tyre temperatures in the first practice session. He deserved that dominant victory. Full stop.

Ah, tyre temperatures. The key point that perhaps made it all unravel on Sunday afternoon. Why Mercedes chose to pit, and the analysis of that, can be found elsewhere in this magazine. I thought I would try to look at it from Lewis's point of view, and even there I'm a bit lost. One of the first things we find out when talking about strategy for a race is the pitstop-loss time. His pitboard and engineer would probably have kept him up to date on the gap, which was 19.3 seconds. So what confuses me is when they made the call to "Box", why



Motorsport employs some of the best engineering minds in the world and 90 per cent of the time they get it right, but there are occasions when drivers are able to offer a more global view. "Yes, the computer programme says the tyres are going to struggle, but I know how the circuit rubbers in and I know where to defend and hold track position, so leave it to me." You do get the feeling that on this occasion a Patrick Head, a Frank Dernie or a Pat Symonds would have said on the radio, "Be careful of cold tyres on the first couple of laps after the restart Lewis, but we have track position so we'll be all right."

So what happens now? How does this affect the relationship between Lewis and the team? Well, in many ways it all depends on how the season pans out. If Lewis carries on the form he showed in Monaco, he looks to be

"I'm not saying this was Lewis's fault, but I'm sure he woke up thinking, 'Why didn't I question it?'"

didn't Lewis ask, "Are Nico and Vettel pitting?" He said in the press conference that he saw the Mercedes mechanics were out and assumed Nico had also pitted. But in F1, assumption is the mother of all screw-ups.

Let me be clear, in no way am I saying this was Lewis's fault. However, I'm sure he woke up the morning after feeling, "Why didn't I question it? It's simple maths, I was leading by 19, we needed more, there was no chance." A quick scan back to Senna and Mansell from 1992, Jos Verstappen and David Coulthard in 2001, or even as recently as two years ago when Nico drove around slowly to look after the tyres, are all clear memories that track position is key in Monaco. All of these will be things that Lewis knew before the race.

It was interesting to hear Damon Hill comment after the race that there are many times when drivers sit at a meeting and listen to engineers give long and complicated explanations to problems and we think "What are you going on about? It's really simple."

unbeatable for the championship and, although the Monaco result will sting, it won't be the end of the world.

The issue I see could be the personal relationship between Lewis and the strategy guys. I thought it was very telling after the race to hear his race engineer Peter 'Bono' Bonington say on the radio, "Sorry Lewis, I need to talk to the pitwall and see what happened", an indication of 'that wasn't my call but someone on the strategy side.'

For a driver, it's important to know that your race engineer is on your side and you need to have faith in him to look after your best interest. That to me was an important message from Bono to say, 'you still have me in your corner and I'll fight to find out why we lost out.'

This will serve as a way to repair the relationship between Lewis and the strategy guys; he will still trust Bono to be the one to question and evaluate the options.

As I say, these are all very clever guys who 90 per cent of the time will get it right. Unfortunately, it's when they get it wrong that they make the headlines. ❧

ROSBERG LUCKS IN TO HOME HAT-TRICK

A tactical blunder by Mercedes spoiled Lewis Hamilton's day, allowing his team-mate to secure a third straight win in the city he grew up in. **BEN ANDERSON** explains how it happened





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Hamilton dominated the grand prix from the front

THE RACE 14:00, 24.05.2015



Lewis Hamilton may be starting to feel as though the Monaco Grand Prix has something against him. Arguably the most able Formula 1 driver of his generation has competed in nine F1 events in the Principality, but has only one win to his name.

By rights that statistic should have changed in Monte Carlo this year, but Hamilton was left to rue yet another missed Monaco opportunity, thanks to a strategic blunder by his Mercedes team that handed a third consecutive triumph in this race to his team-mate and title rival Nico Rosberg.

Hamilton has a disappointing record here for a driver of his obvious ability. And no matter what he does he cannot seem to shake the habit. In fact, the only time he's really managed to catch a 'lucky'

break around this circuit was in 2008, when he claimed his only Monaco win for McLaren despite hitting the barriers at Tabac early in the race and puncturing his right-rear tyre.

Otherwise his Monaco races have been stymied, sometimes by situations of his own making, other times by factors outside his control. In 2007 he had the pace to challenge for victory, but was forced to concede strategic advantage to his McLaren team-mate Fernando Alonso, and thus settle for second. In 2009 he crashed into the Mirabeau barriers in the first segment of qualifying and thus could finish no higher than a lapped 12th. In 2010 he finished fifth in a car that wasn't capable of winning. The following season he incurred a double penalty for colliding with Felipe Massa and Pastor Maldonado,

Hamilton: "It was a great feeling leading the race. I had so much pace. I could have doubled the lead if I needed"

then in 2012 he went backwards after struggling to keep Pirelli's delicate tyres in shape, while in 2013 he was running a close second behind Mercedes but dropped too far back before Mercedes made a double pitstop under the safety car, so lost places. Last season, of course, he trailed Rosberg after their first runs in Q3 before his team-mate's 'off' at Mirabeau sealed pole position.

Various factors have contributed to making Hamilton's Monaco results far less than they might have been, but the main reason he hasn't won much in Monte Carlo is his surprisingly mediocre qualifying record. Hamilton had never occupied pole position for the Monaco Grand Prix until this season. And as everyone knows, winning from anywhere other than pole here usually requires the opposite of bad luck.

The galling thing for Hamilton this time is that he did everything right, beating Rosberg to pole by over three tenths of a second, acing the start, and then controlling the race. As Hamilton crossed the line to begin his 64th lap, it looked as if he was finally set to break his Monte Carlo F1 hoodoo. ▶



Rosberg nearly slipped behind Vettel at the start

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THRUXTON	13th/14th June
SPA FRANCORCHAMPS	26th to 28th June
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Hamilton opened a solid lead in his first stint



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► He led by more than 19 seconds from Rosberg, who had spent most of his race preoccupied with the challenge of Sebastian Vettel's Ferrari behind. Everything was under control, it seemed.

Then Max Verstappen's Toro Rosso flew over the back of Romain Grosjean's Lotus and crashed heavily at Sainte Devote. FIA race director Charlie Whiting immediately deployed the virtual safety car, before calling for the real thing when it became clear that the severity of the impact necessitated deployment of the medical car as a precaution.

It was at this point that almost certain victory slipped through Hamilton's fingers. Mercedes reacted by pitting Hamilton for a second time and switching him back onto the faster super-soft tyre. The trouble was that Hamilton did not have a big enough advantage to get in and out of the pits without conceding the lead.

He led Rosberg by 19.349s at the moment the virtual safety car was deployed, which Mercedes reckoned was more than enough time to get in and out of the pits without conceding the lead. But it wasn't. The fastest pitstop duration of the entire race (under racing conditions) was Kimi Raikkonen's sole stop on lap 37, which took 24.177s. Hamilton didn't exactly require a gap of this magnitude to guarantee making a stop without conceding the lead (on account of all cars having to run at reduced speed under safety car conditions), but he still needed a chunk more time in hand than he actually had – even without the fact that his extra stop was 1.318s slower than Ferrari's

Hamilton's brother gave consolation



XPB IMAGES

Wolff: "We got the calculation wrong. We thought we had a gap which we didn't have when the safety car came"

benchmark (on account of having to wait for Felipe Nasr's Sauber to drive past in the pitlane).

So the question on everyone's lips after seeing Rosberg, not Hamilton, win the 62nd running of the Monaco Grand Prix was: why on Earth did Mercedes decide to make that extra stop?

"The simple answer is we got the calculation wrong," explained team boss Toto Wolff during

a packed media briefing in the Mercedes motorhome. "We thought we had a gap which we didn't have when the safety car came out. In Monaco, you have no GPS and that makes the whole exercise more difficult – this is why we got it wrong when it switched from the virtual safety into the safety car.

"The potential risk [of not pitting] could have been that Sebastian switched onto a softer tyre behind us, and coming up behind Nico he could have been a risk at the end. Now, very simply from a common-sense overview I agree it [the pitstop] looks like a risk. But the simple answer was the numbers were wrong. The calculation was wrong."

The incorrect calculation Wolff refers to may have been exacerbated by a piece of temporary misinformation. When the virtual safety car was deployed, Hamilton's lead ballooned momentarily from 19s to 26s on the live timing loops. So it's possible that Mercedes misread that as Hamilton's true advantage, which would have been easily enough (even with a slow pitstop) to get in and out of the pits with his lead intact.

The FIA later clarified that GPS is available in Monaco but notwithstanding the specific gaps, pitting Hamilton still seemed an unnecessary strategic gamble. He'd been comfortably stretching away before the safety car (virtual or otherwise) was deployed and, even though that lead would have evaporated if he'd stayed out, he would have continued to enjoy the double advantage of track position (more crucial around this circuit than ►

Safety car prompted Mercedes gamble



XPBIMAGES

Rosberg gratefully accepted "lucky" win



TEE/LAT

Hamilton was desolate afterwards



TEE/LAT

Verstappen raced well before his blunder



► anywhere else) and the buffer of his team-mate (on the same tyre) to protect him from Vettel.

Sure, everyone had struggled to generate sufficient tyre temperature and grip on rubber that Pirelli admitted was too hard for this circuit, so there was a risk Hamilton might become stuck in the vicious cycle of cold tyres once racing resumed. But the track was rubbered in, its surface temperature was substantially hotter than before, and the W06 is far better at generating tyre temperature than any other car in the field anyway.

It looked as though this might have been a case of Mercedes overthinking (and overcomplicating) matters for itself, but it seemed Hamilton also played his part in the confusion. "I saw a screen; it looked like the team was out and I thought that Nico and the guys behind were pitting," he explained. "The team said to stay out, I said: 'These tyres are going to drop in temperature,' and what I was assuming was that these guys [behind] would be on options [super-softs] and I was on the harder tyre. So, they [the team] said to pit. Without thinking I came in with full confidence that the others had done the same."

But Wolff insisted afterwards that Hamilton's message about the tyre temperatures had not been the significant factor in the decision. "We talked about it and there was the message [from Hamilton] that the temperatures dropped a lot and there was no grip any more in the soft tyre, but that is still not the reason why we did it," Wolff explained. "The numbers just added up.

"The final decision was made 50 metres before the pit entry. The decisions are being made jointly with a lot of information at the same time. Within a fraction of a second you need to make a call. We tried to get as much input as possible from the engineers, from the management, from the driver, and then take a decision. In that case, the algorithm was wrong."

Talk of incorrect 'calculations' and 'algorithms' is all well and good, but Mercedes had already learned the hard way in Malaysia about the cost of conceding track position unnecessarily. On a circuit like Monaco, conceding this advantage is suicidal. As Hamilton's great idol Ayrton Senna proved back in 1992, it is possible to defend the lead from a much faster car on far fresher tyres around Monaco. Even the circumstances of Verstappen's accident (as he

fruitlessly pressured Grosjean's soft-tyred Lotus with his own super-soft-shod Toro Rosso) was instructive as to just how difficult it is to make a genuine passing move here without the aid of being lapped yourself by a faster car, a trick Verstappen had employed to gain some places.

Perhaps the lesson here is that sometimes too much information can be a bad thing in racing. "I think if you would count the probability, you would rather stick with the data," countered Wolff. "We have to follow the data, that's how the sport works."

But by doing that on one side of the garage, Mercedes gifted Hamilton's victory to Rosberg. To add insult to injury, Hamilton also came out of the pits just behind Vettel's Ferrari, which turned certain victory into third place for the erstwhile leader. Hamilton tried to muscle his way back ahead,

Monaco: where you can watch from your hot tub



STALEVILAT

QUALIFYING



The qualifying session for this year's Monaco Grand Prix was a rather tame affair, featuring none of the controversy that made the 2014 edition a key flashpoint in the title battle between Nico Rosberg and Lewis Hamilton.

Hamilton lost out in last year's qualifying battle here, but took pole quite comfortably for the 2015 event (by 0.332s), and the fact that it was 'his turn' to run first on track in qualifying (Mercedes alternates the choice between its drivers at each race) proved, unlike last season, ultimately inconsequential.

The disappointing aspect from Rosberg's perspective is that Hamilton seemed there for the taking heading into the top-10 shootout. Rosberg was comfortably fastest in Q2 as Hamilton struggled to find space for a clear lap, but he "lost the flow" after locking up heavily and taking to the escape road at Sainte Devote on his second run in Q2 and never recovered.

Rosberg's first flier in Q3 (after which he added some front wing to combat understeer) was fractionally faster than his Q2 best, but then he repeated his earlier mistake at Sainte Devote on his second set of tyres and that was that. "A disappointing day," rued Rosberg.

Meanwhile, Hamilton "pushed the reset button" after winding up almost four tenths slower in Q2. Both of his flying laps in Q3 were good enough for pole – amazingly his first in F1 around the streets of the Principality.

"I just had a slightly different approach this weekend – there were two or three places that were weak areas for me," explained Hamilton.

"So my sole objective this weekend was to fix those weaknesses. It's taken all the practice sessions to do that, but finally I got it. On my pole lap I was quickest in all those areas I was supposed to be weaker."

Hamilton's pole lap of 1m15.098s was almost nine tenths quicker than Rosberg's 2014 effort, and put the leading Mercedes 0.751s clear of Sebastian Vettel's Ferrari, which filled its now-customary 'best-of-the-rest' slot.

Vettel was more than half a second faster than team-mate Kimi Raikkonen, who described his qualifying session as a "disaster".

Raikkonen's struggles allowed both Red Bulls to split the Scuderia's cars, though Daniel Ricciardo reckoned he would have outqualified Vettel too, but for a miscommunication over engine settings that cost him the crucial two tenths difference between third and fourth places on the grid.

The other standout performer was Force India's Sergio Perez, who said it was "hard to remember" a better qualifying lap in his career than the one that put his VJM08 seventh.

Hamilton struggled for rhythm until Q3



Rosberg: "Lewis did a great job, he deserved to win, I'm very well aware of that... it's a horrible way to lose a race"

but Vettel insisted over the radio that he was "in front at the safety car line". He was. Just. And Hamilton had to concede second place as well.

Knowing Hamilton was now right behind on a softer (and younger) set of tyres, Vettel was keen for the safety car to go quicker in order to help him maintain temperature in his own rubber before the restart. "It's like sending swimmers to swim with weights on their legs!" he cried over the radio.

Ultimately it mattered not. Hamilton tried to apply pressure to the Ferrari in what became an eight-lap sprint to the flag, but to no avail. Rosberg escaped to record his third Monaco victory, joining an elite group that includes Jackie Stewart, Stirling Moss, Alain Prost, Michael Schumacher, Graham Hill, and – of course – Hamilton's idol Senna.

Hamilton was left to rue what might have been, and the world champion was understandably distressed afterwards, even stopping briefly at Portier on the slowing down lap, in what seemed like an attempt to gather his thoughts.

"I can't really express the way I feel, so I won't even attempt to," he told reporters after the race.

"This is a race that has been very special... close to my heart for many years and so it was very important. It was a great feeling leading the race. I had so much pace I didn't really have to push too much – I could have doubled the lead if I needed it.

"So on the one hand it's a good thing that I had that pace and I'm grateful for that. You live to fight another day."

He does indeed, but with his championship lead now slashed to just 10 points as Rosberg gratefully gathered the spoils of glory. To his credit, Rosberg was magnanimous in accepting what he knew to be a slightly hollow victory.

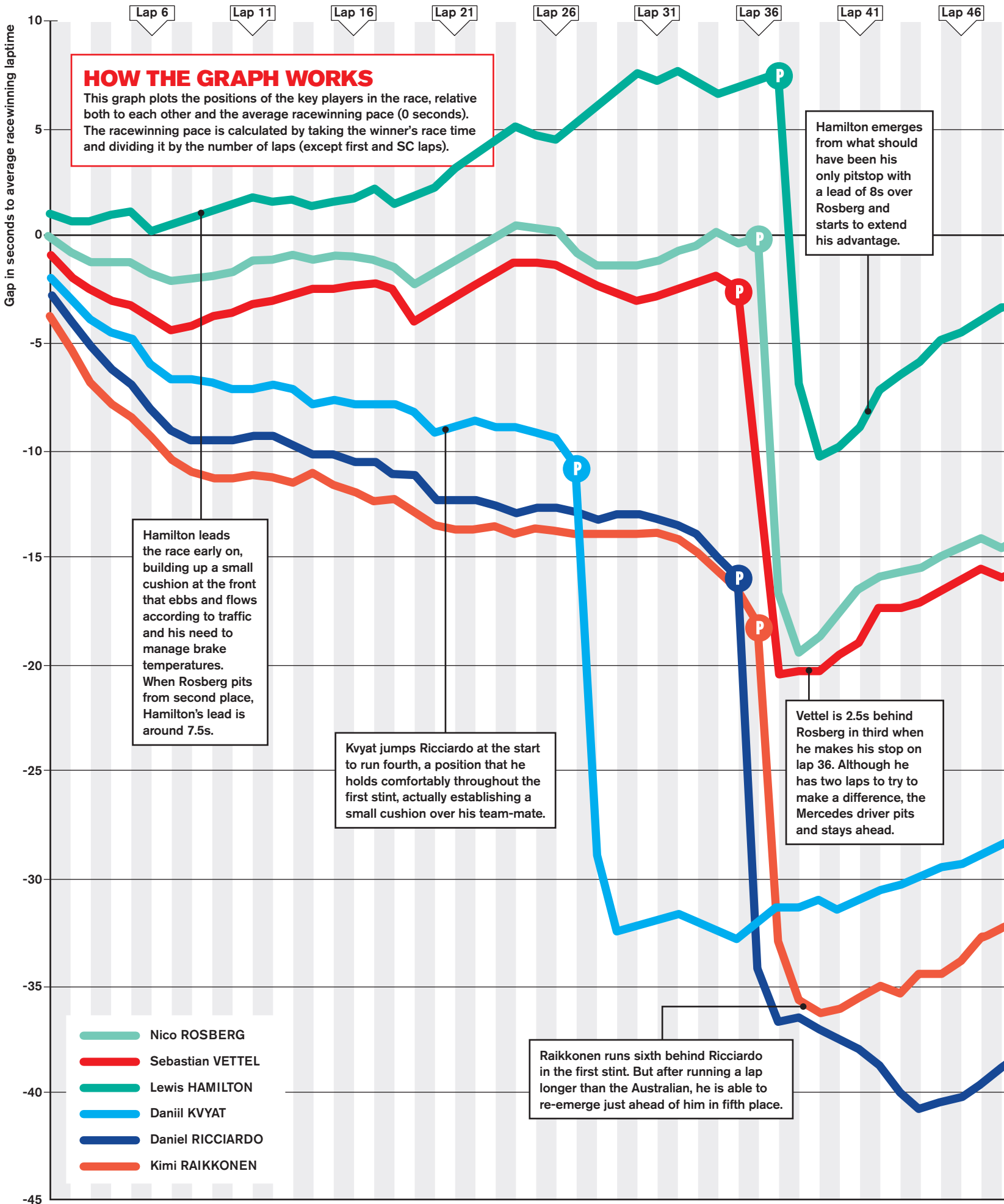
"Lewis did a great job, he deserved to win, I'm very well aware of that, and I also feel for him – it's a horrible way to lose a race," said Rosberg, who revealed the possibility of pitting under the safety car had not even entered his head. "On the other side, a win is a win, and in sport luck plays a big factor, so I've learned to just take it.

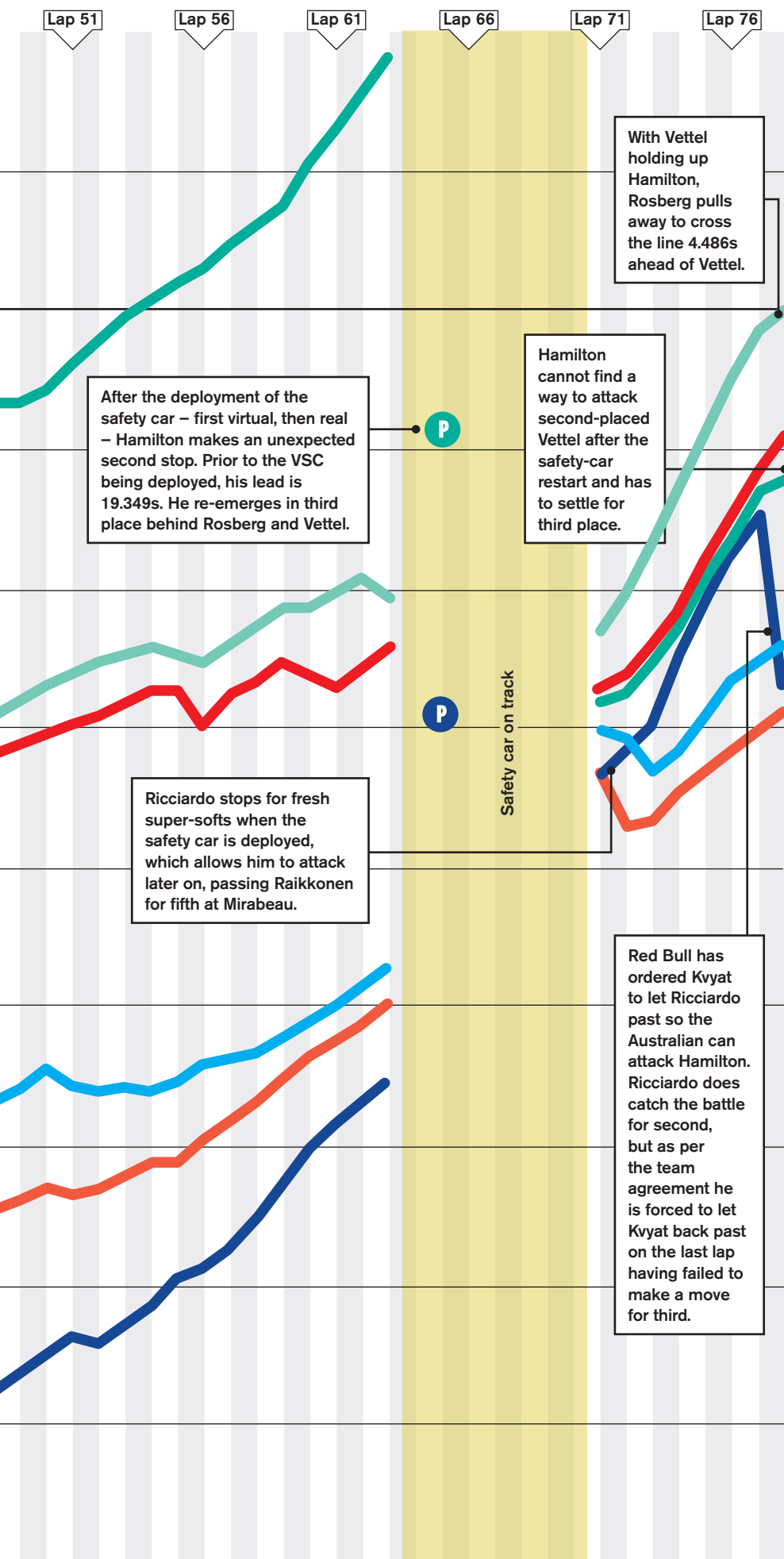
"I still thought Lewis would win because he was on fresh super-softs and we were on cold soft tyres – it was going to be a mission to not hit the wall after the restart. But I went for it, the temperature came back quick and I could do some good lap times.

"I'm aware I got lucky, very lucky, probably the luckiest I've ever been in my career, but I'll take it and enjoy it. I'm very happy, because winning Monaco is winning Monaco. It's just awesome."

Unfortunately for Hamilton, that experience is one he just can't recapture for himself, no matter how hard he tries. ❧

HOW THE RACE WAS WON



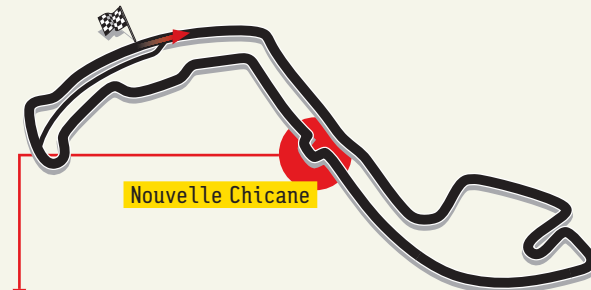
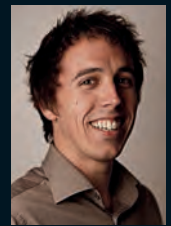


TRACKSIDE VIEW

BEN ANDERSON
GRAND PRIX EDITOR

ben.anderson@haymarket.com

@BenAndersonAuto



If any more proof were needed that 17-year-old Max Verstappen belongs at this level, he delivered another dose of it in first free practice in Monaco.

The Dutchman was the only driver in the field with no prior experience of this unique circuit, yet he lapped his Toro Rosso second fastest in his first outing here, slower only than the Mercedes of reigning world champion Lewis Hamilton.

After a round of installation laps on intermediate tyres (on a damp circuit), Hamilton was the first to venture out on slicks. From my vantage point on the outside of the Nouvelle Chicane, he was clearly pushing hard immediately, leaning heavily on the rear of his W06 and trying (not always successfully) to dance it through this tight sequence of turns.

The Toro Rossos were not far behind on-track, and Verstappen actually looked a lot more cautious than both Hamilton and STR team-mate Carlos Sainz initially, the telltale being a requirement of a squirt of throttle between the left and right-handers while he worked out how much speed he could carry through this section.

But it only took a handful of laps before Verstappen began to look more comfortable – at least matching his team-mate, who has raced here before in Formula Renault 3.5.

After half a dozen laps Verstappen's approach changed and he began carrying more speed through the first part of the chicane, building up quickly but gradually, and careful not to overdrive.

Verstappen's final result surprised many (including him) and, although it's always possible to read too much into practice form, his accomplished performance attracted praise in the paddock.

You can argue the toss over fuel loads, track conditions, tyre warm-up and traffic all day long, but you can't argue with what his team boss Franz Tost called an "extraordinary" driving display. It certainly looked that way trackside.

"Verstappen had no prior knowledge of this circuit, yet was second fastest"



Verstappen's FP1 pace surprised even himself

STORIES OF THE RACE



24



Ricciardo deserved penalty, says Kimi

Kimi Raikkonen reckoned it was "obvious" that Red Bull star Daniel Ricciardo should have been penalised for their clash in the Monaco Grand Prix.

Ricciardo dived down the inside of Raikkonen at Mirabeau in the closing stages of the race to take fifth, lightly touching the right-rear wheel of the Ferrari and sending it wide as Raikkonen tried to block the pass.

The stewards investigated the incident during the race but opted to take no further action.

"It's not very clear what you're allowed to do," complained Raikkonen. "It usually is a penalty for these kind of things and this time not. In my view it was pretty obvious but the stewards think differently."

But Red Bull boss Christian Horner praised Ricciardo for the aggression he showed.

"It was a brave move at the top of the hill to get down the inside [of Raikkonen]," he said. "Thankfully the stewards thought it was also fair."

Raikkonen needs to improve qualifying

Kimi Raikkonen has been told to raise his game in qualifying or run the risk of being treated like a naughty schoolboy by Ferrari team principal Maurizio Arrivabene.

By his own admission, Raikkonen conceded his performance in qualifying for the Monaco Grand Prix was "a disaster", with the Finn starting down in sixth as team-mate Sebastian Vettel qualified third.

Raikkonen has yet to outqualify Vettel in six races this season. In Monaco Raikkonen lapped 1.329s slower than polesitter Lewis Hamilton, and

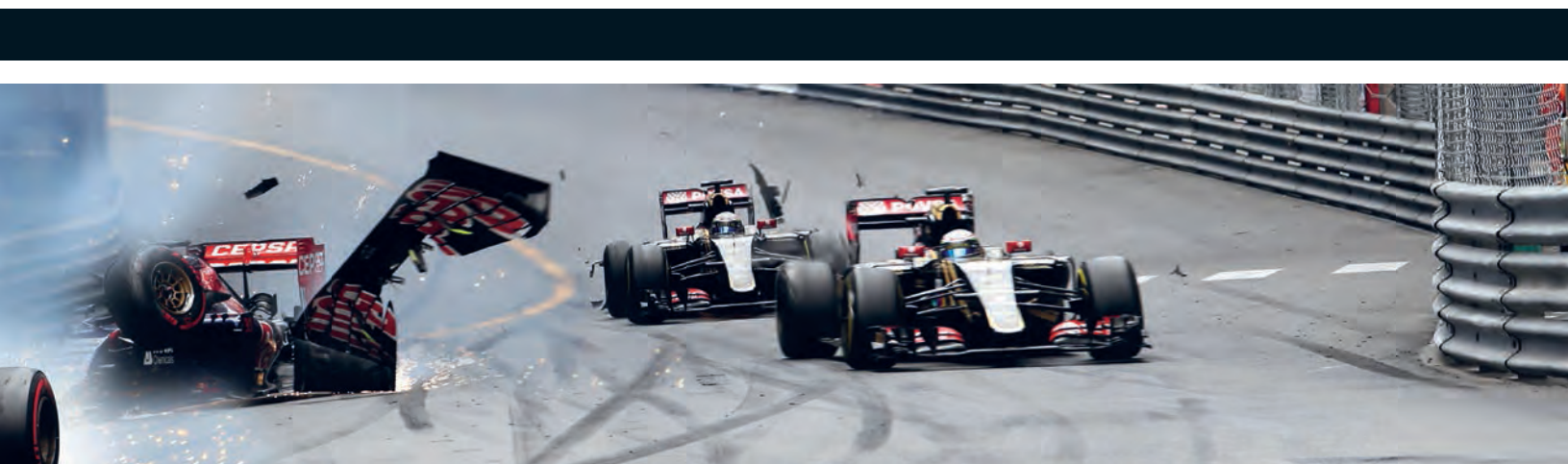
almost six tenths of a second off Vettel.

Arrivabene said: "The problem with Kimi was qualifying. He caught some traffic, and there was a very big [qualifying-time] gap to the guys in front of him [on the grid]. But then during the race you saw, at a certain part of the race, he had the same pace as Sebastian.

"So if he improves in qualifying then he will have no problems in a race because Kimi in a race is super and he can do a good job.

"If I have to give him homework then he has to write 100 times 'I have to be better in qualifying.'"





XPBIMAGES

Verstappen penalised for Monaco collision with Grosjean

Toro Rosso driver Max Verstappen has been handed a five-place grid penalty for the next race in Canada after crashing into Romain Grosjean's Lotus during the Monaco Grand Prix.

The Dutchman clipped the back of Grosjean's E23 on the approach to Ste Devote as they battled for 10th and flew nose-first into the barriers at high-speed, while Grosjean was spun around into the escape road but continued and finished 12th.

The stewards deemed Verstappen to be at fault for the collision, and also handed the 17-year-old two penalty points on his licence.

Verstappen had run a comfortable eighth early on in the race, and was charging back towards the top 10 on super-soft tyres after being delayed heavily by a problem changing the right-rear wheel on his

STR10 during his first pitstop.

Verstappen was lapping faster than Sebastian Vettel's third-placed Ferrari, and using the gaps created by Vettel lapping slower cars to get back towards the top 10.

But Grosjean (running a long second stint on the soft tyre) managed to block Verstappen at Loews Hairpin and remain in front the lap before their clash.

Verstappen blamed Grosjean for the accident, suggesting the Frenchman braked earlier than on the previous lap, which caught him out.

"It's very dangerous," said Verstappen. "I braked in the same spot like the lap before but he clearly braked 10 to 15 metres earlier. When it is that close, you have no room. He caught me by surprise – you don't expect someone to brake that early."

Verstappen also insisted he was trying to avoid a crash

rather than overtake Grosjean at that point.

"It was not even a move," he added. "I tried to avoid him – maybe it looked like an overtake but he braked way earlier than the lap before. The whole race you are braking within five metres."

But Grosjean countered: "I think he forgot the braking point, unfortunately for me. He was much quicker, but in Monaco it's hard to overtake.

"He was a bit too optimistic on that move – he could have hurt himself and myself. It cost us a point. After having a five-place grid penalty, [to] bring in some points in Monaco would have been great for the team."

When asked if the incident was down to Verstappen's lack of experience, Grosjean replied: "Probably, he was trying hard but too hard."



S.BLOXHAM/LAT

FIA: 'temporary' VSC was justified

Governing body the FIA insists the right call was made to briefly deploy the virtual safety car for the first time in Formula 1 following Max Verstappen's crash in the Monaco Grand Prix with 15 laps remaining.

Race director Charlie Whiting immediately opted for the virtual safety car, designed to neutralise a race and slow cars down while an incident is attended to, a measure introduced following the investigation into Jules Bianchi's accident in last October's Japanese Grand Prix at Suzuka.

Once Whiting was fully appreciative of the severity of Verstappen's crash, and the need to send the medical car as a precaution to tend to the Toro Rosso driver, he summoned the safety car.

The FIA maintains that Whiting adhered to the correct procedures, in accordance with the regulations applied to the virtual safety car, in this instance.

Williams: slump was Monaco-specific

Williams is "reasonably confident" its poor Monaco performance will not be repeated at other tracks.

Valtteri Bottas failed to make Q2 for the first time since last year's British Grand Prix after qualifying 16th fastest, while team-mate Felipe Massa could only manage 14th.

Bottas attempted a massive 64-lap stint on super-soft tyres in the race, in an effort to salvage points, but had to pit again and finished 14th,

while Massa lost a lap when he pitted on lap one after contact with Nico Hulkenberg's Force India, eventually finishing 15th.

Williams performance chief Rob Smedley said: "We're just not generating mechanical grip, the same as qualifying, but for 78 laps instead of one or two."

When asked if he was confident this dip was a one-off, Smedley replied: "It's very specific to this circuit. I am reasonably confident."

Q&A VALTTERI BOTTAS WILLIAMS DRIVER

Is there anything else you could have done to score points?

Maybe if the safety car hadn't come out, but you can't change it. So no, we just didn't have the pace.

Were the problems of qualifying repeated in the race?

It was better today, when the sun was shining, but I think the fact is our car here is slow; it's not only the tyres. We will analyse and then we will know everything because there must be something. If we're quick in Barcelona sector three, but not here, what's different is only the car's set-up. We have a softer car here, so maybe something is out of the optimal window.

It seemed you had a lot of understeer in the slow corners...

Quite a bit yes. Even in the race, not great. It's overall

grip I would say that is the main thing.

Does that lack of grip come from lack of downforce or mechanical set-up?

I think it's both. Somehow the slower the speed gets we lose more downforce compared with the others, but also mechanically we need to look at everything because there is a reason somewhere why we're struggling here. We need to find that.

Are you confident this will be a one-off?

I think so, but we need to make sure we learn because if we want to be a championship-winning team, we can't afford to have a race where we are nowhere. So we need to analyse everything, which I'm sure we will.



DUNBAR/LAT

STORIES OF THE RACE

Button “proud” to score first McLaren-Honda points

Jenson Button declared himself “proud” of McLaren-Honda’s breakthrough points-scoring finish in the Monaco Grand Prix, and hopes it will be a “stepping stone” to bigger results in the future.

The Briton was disappointed not to make Q3 on Saturday, qualifying 12th, but he started from 10th thanks to penalties for Romain Grosjean and Carlos Sainz Jr, and finished a comfortable eighth in the race, moving up when Pastor Maldonado retired his Lotus and Max Verstappen was delayed at his first pitstop.

“We didn’t expect to finish eighth, so it’s a good performance and I’m very proud of the whole team,” said Button. “It’s been a very difficult year and it’s not suddenly going to leap us forward to winning.

“But this is a great stepping stone to winning in the future. We’ve made progress every race, but when you score points that’s when people notice.”

The 2009 world champion accepts his team is still “lacking in outright performance”, but he was pleased with how the pace of the MP4-30 compared with the frontrunners in Monte Carlo, where Honda’s current lack of power was disguised.

“There are a few things we need to work on but I don’t think our pace was too bad,” Button added. “It’s not a turning point, but hopefully you’ll see us pick up points in the next few races.”



Hopefully this will carry us forward to better things



XPB IMAGES

26

Alonso questions ‘strange’ penalty

Fernando Alonso endured another frustrating race in the Monaco Grand Prix, receiving a five-second penalty for contact with Nico Hulkenberg’s Force India on the opening lap and later retiring with a suspected gearbox problem.

Alonso was critical of the penalty he was forced to serve during his pitstop, calling the decision “random” and “strange”.

“No, of course not,” he said when asked if he thought the penalty was justified. “At that moment I don’t know what I can do. I’m on the inside, he’s on the

outside; we [made] contact, which in Monte Carlo could happen because two cars are difficult to pass [side by side] in one corner.

“To give penalties like this, randomly, is strange but it did not change anything because I stop P9, do the tyre change and exit P9, so it was no consequence.”

The Spaniard was running ninth, one place behind McLaren-Honda team-mate Jenson Button, when his MP4-30 overheated, got stuck in neutral and caused him to run down the Ste Devote escape road and into retirement.



CONATES/LAT



XPB IMAGES

Kvyat scores best result yet in F1

Red Bull’s Daniil Kvyat claimed the best finish of his Formula 1 career at the Monaco Grand Prix, taking fourth place behind his Red Bull predecessor Sebastian Vettel’s Ferrari.

Kvyat qualified fifth, but dived past Red Bull team-mate Daniel Ricciardo at Ste Devote on the first lap to take fourth.

He let his team-mate overtake him after the late-race restart, to allow Ricciardo to attack the quicker cars ahead after stopping for super-soft tyres under the safety car, but was handed the place back when Ricciardo made no further progress.

Previously, Kvyat’s best result in a grand prix was ninth, which he’s achieved twice this season and three times in his rookie campaign with Toro Rosso in 2014.

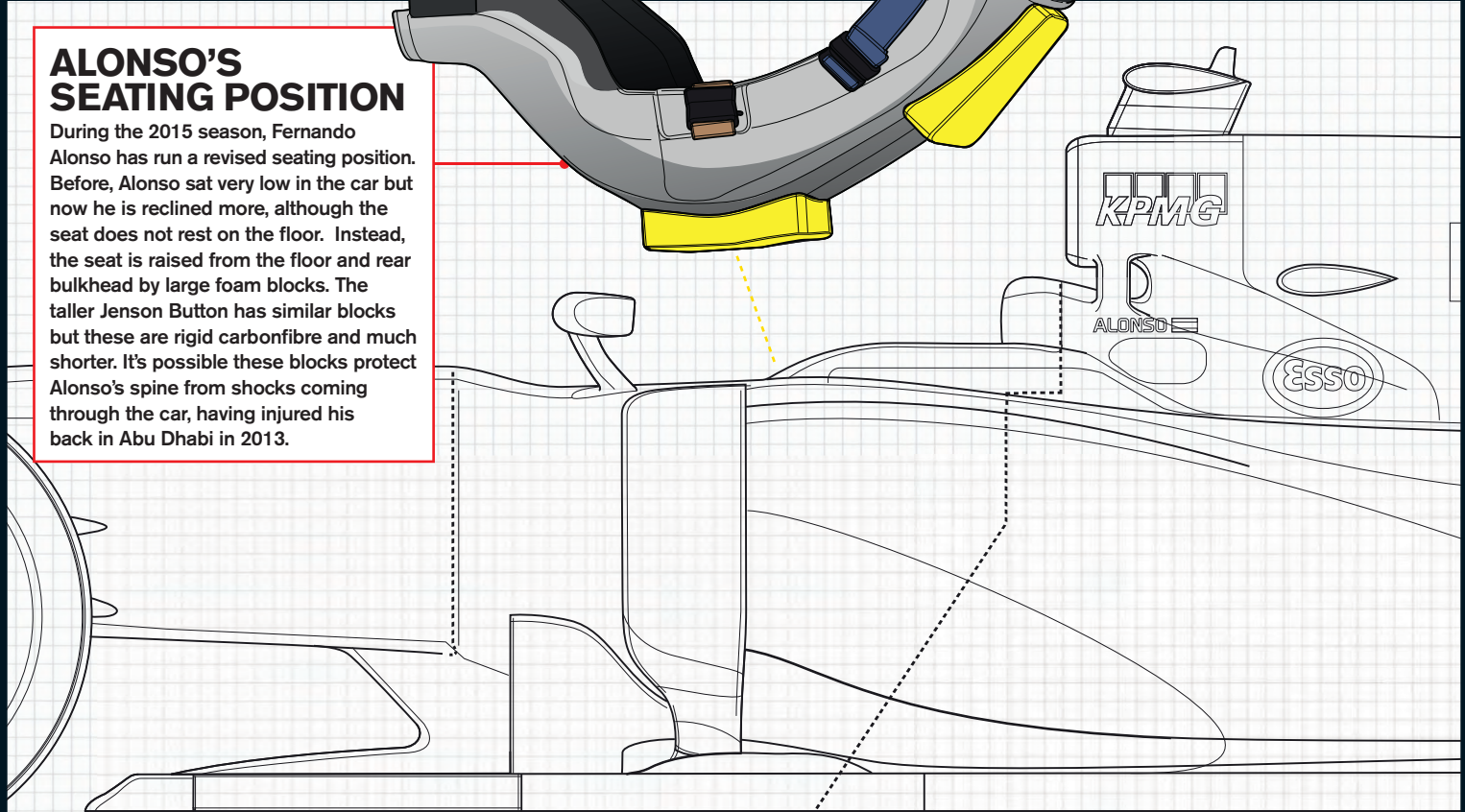
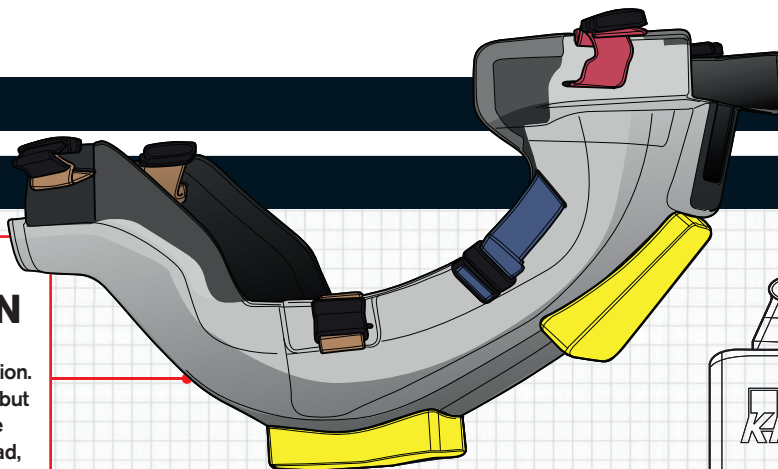
Red Bull boss Christian Horner said: “His pace was good in the race, he delivered when he needed to, and managed the tyres extremely well.”

DRAWING BOARD

by Craig Scarborough

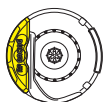
ALONSO'S SEATING POSITION

During the 2015 season, Fernando Alonso has run a revised seating position. Before, Alonso sat very low in the car but now he is reclined more, although the seat does not rest on the floor. Instead, the seat is raised from the floor and rear bulkhead by large foam blocks. The taller Jenson Button has similar blocks but these are rigid carbonfibre and much shorter. It's possible these blocks protect Alonso's spine from shocks coming through the car, having injured his back in Abu Dhabi in 2013.

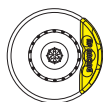


FORCE INDIA BRAKES

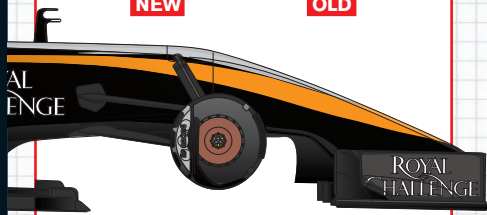
Ahead of its major aero update, expected at next month's Austrian GP, Force India introduced a mechanical update to the front brakes. The old front-suspension upright mounted the brake caliper vertically ahead of the axle line; now they are mounted behind the axle line. The change requires a revised caliper and new upright. Both changes allowed for a stiffer installation, but it appears the main change may be aerodynamic, as the new caliper position frees up the brake ducts to pass air directly out of the wheel via a duct in the old caliper position. This works with the front-wing endplate to divert the front tyres' wake away from the rear of the car.



NEW

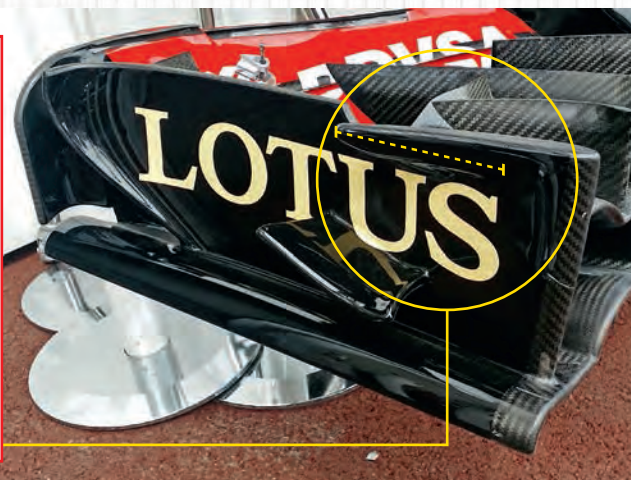


OLD



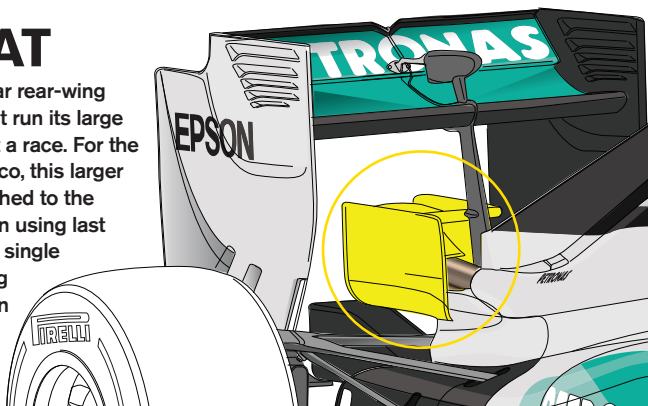
LOTUS ENDPLATES

A tiny change to the Lotus front wing shows the minutiae that teams now have to go into to develop aerodynamically. For Monaco, the endplates featured a revised vane on the top leading edge, the small detail being slightly extended beyond the 'S' of the Lotus logo on the endplate to incorporate the last two 'US' letters.



MERCEDES' MONKEY SEAT

Since the change from the twin-pillar rear-wing mounts in testing, Mercedes has not run its large six-element monkey-seat winglet at a race. For the high wing angles required for Monaco, this larger winglet helps keep the airflow attached to the steeper upper rear wing. Rather than using last year's twin mounts, it is fitted with a single attachment to one of the upper wing elements. This single mount failed in pre-season testing and must have been strengthened for its reintroduction in Monaco.




DRIVER RATINGS

MERCEDES

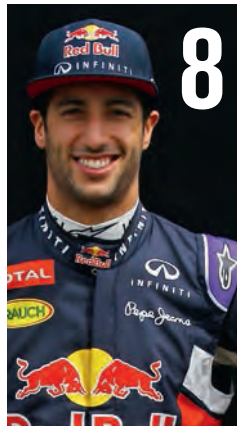



NICO ROSBERG 
 Arrived at this race off the back of a dominant performance in Spain, and as winner of the previous two Monaco Grands Prix, but team-mate Lewis Hamilton raised the bar in qualifying and Rosberg couldn't respond. Having "lost the rhythm" in Q2 and Q3, he qualified well adrift of Hamilton. Was comfortably second best in the race too, until victory landed in his lap.

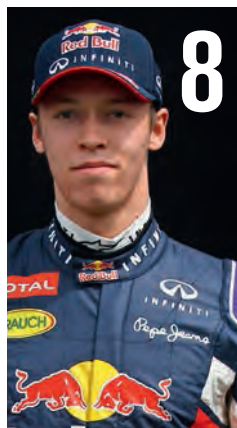



LEWIS HAMILTON 
 Secured his first Monaco pole position with the sort of majestic display that's becoming a regular feature of GP Saturdays. From there the race was his to lose. Unfortunately, lose it he did, thanks to an inexplicable decision to pit under the safety car when his lead was too small to guarantee its retention. He said: "You rely on the team," but should he have overruled in this instance?"

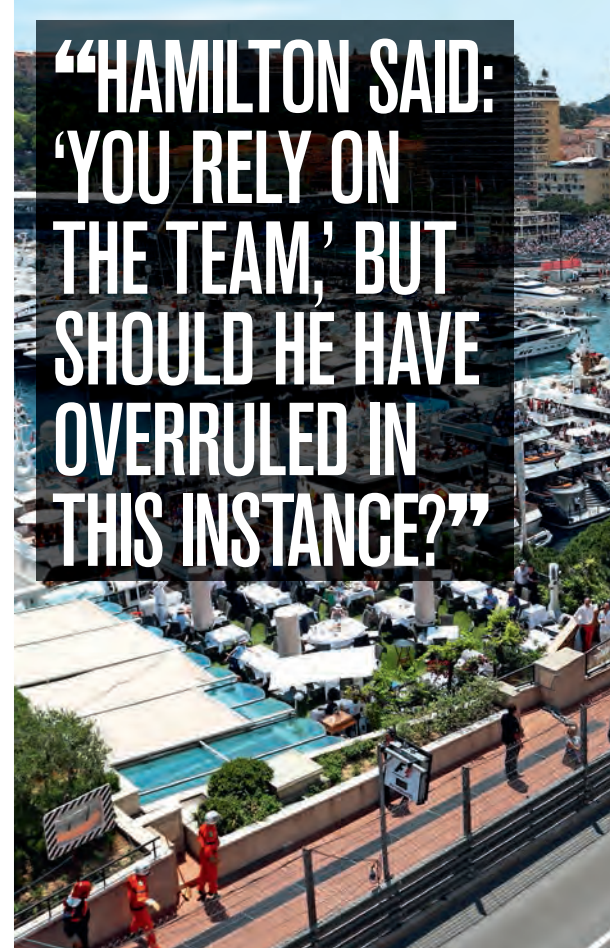
RED BULL



DANIEL RICCIARDO 
 Would have qualified third but for a miscommunication over engine settings that cost him 0.2s to Vettel's Ferrari. Made a good start but got squeezed out at Sainte Devote and mugged by Kyvat. Lost out to Raikkonen too at his first stop, but reversed positions by stopping for fresh tyres under the safety car and barging past the Ferrari at Mirabeau after the restart.




DANIIL KVYAT 
 Hasn't enjoyed a smooth start to his time at Red Bull, but is showing flashes of great potential and this was his best weekend since graduating from Toro Rosso. Had a decent qualifying session to place fifth, though Ricciardo's engine 'problem' flattered the Russian. Grabbed his chance to jump Ricciardo and thoroughly deserved the best finish yet of his fledgling grand prix career.




McLAREN

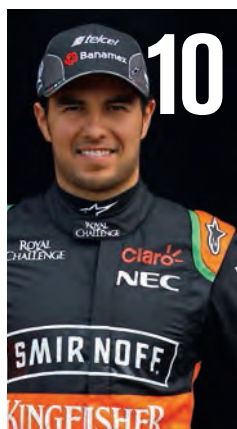



FERNANDO ALONSO 
 McLaren reckoned the track's lack of straights would allow the strengths of its chassis to shine and get both drivers into Q3. Unfortunately, Alonso suffered an electrical problem before completing a flying lap in Q2, so wound up only 15th. Was penalised for hitting Hulkenberg on lap one, but still looked on for a points finish until the car let him down again.




JENSON BUTTON 
 Would have made it into Q3 "easily" but for the need to slow for yellow flags on his fastest lap in Q2, which meant he missed the cut by less than a tenth. Gained two grid spots thanks to penalties for Sainz and Grosjean, and two places in the race thanks to problems for Maldonado and Verstappen. The result was McLaren-Honda's first points of the season.

FORCE INDIA




SERGIO PEREZ 
 Feels he is driving at the best level of his career and felt confident from the first session on Thursday. Used the VJM08's strong mechanical set-up to squeak into Q3 and then outqualify both Toro Rossos and Maldonado's Lotus with just one run in the top-10 shootout. Didn't put a foot wrong in the race either. Couldn't have done any more with the car at his disposal.




NICO HULKENBERG 
 The circuit layout helped mask the high-speed aerodynamic deficiencies of the VJM08 and meant both drivers were contenders for the top-10. But Hulkenberg glanced the barriers at Mirabeau in Q1, and then made an error on his best lap in Q2, so wound up only 13th. Contact with Alonso on lap one undid him in the race, so did well to recover back to 11th.

TORO ROSSO



MAX VERSTAPPEN 
 Lapped second fastest in first practice, despite having no prior knowledge of the track, and was disappointed to qualify only 10th, as STR struggled to get the supersoft tyre working. Fought brilliantly back towards the top 10 after a delay at his first stop, but insisted he was not trying to pass Grosjean when he rear-ended the Lotus and crashed at Sainte Devote.



CARLOS SAINZ JR 
 Verstappen grabbed the early headlines, but Sainz proved fractionally stronger again when it counted on Saturday. Unfortunately, missing the FIA weighbridge in Q1 undid his good work in qualifying eighth overall, forcing him to start from the pitlane. To score a point seemed impossible, but Sainz stayed out of trouble as others faltered to make it happen.

BEN ANDERSON reviews and rates each driver's grand prix weekend performance out of 10



WILLIAMS



FELIPE MASSA

The Williams looked awful to drive, quicker than only the Sauber and Manor and with too much understeer in slow corners to be competitive. Massa did a good job of driving around the weak front end and hustled the FW37 as best he could. He started 12th thanks to penalties for Grosjean and Sainz, but contact with Hulkenberg cost him a lap and he couldn't recover.



VALTTERI BOTTAS

Struggled badly with the understeer that plagued the Williams once the supersofts were fitted for final practice and qualifying. Finding traffic in Q1 didn't help and the result was his worst dry qualifying since the 2013 Italian GP. Started on the harder tyre and tried a 64-lap stint on the supersoft, but pitted again after 43 once Verstappen came by during lappery. Game over.

FERRARI



SEBASTIAN VETTEL

Reckoned Ferrari underperformed in Spain, and the team looked more competitive in Monte Carlo initially as Vettel topped final practice, before Mercedes reasserted itself in qualifying. The SF15-T was stronger in the hotter conditions of Sunday, and Vettel kept the pressure on Rosberg brilliantly, which just allowed him to steal second place when Merc botched Hamilton's race.



KIMI RAIKKONEN

Is generally driving well in races, but knew turning around his poor qualifying form in Monaco would be crucial. Unfortunately, he suffered another "disaster" on Saturday and wound up 0.582s behind Vettel. Split the Red Bulls with a fast in-lap and pitstop in the race, but lost out again when Ricciardo lunged down the inside at Mirabeau after the restart. Needs to raise his game.

LOTUS



ROMAIN GROSJEAN

Looked to have an edge over Maldonado on the supersofts, but blew his chances of making Q3 with a big lockup at the second part of the Swimming Pool in Q2, while a five-place grid penalty for a gearbox change made life harder still. Was hanging on for the final point (thanks to cars in front hitting trouble) until Verstappen spoiled the party.



PASTOR MALDONADO

Generally goes well here, as his no-fear approach helps him get up to speed quickly around a circuit where confidence is king. Was one of four drivers to not improve after making Q3, so arguably should have beaten Perez's Force India to seventh on the grid. Was forced to retire with a suspected hydraulic leak after five laps in the race. Just cannot catch a break at the moment.

MANOR



WILL STEVENS

Has previously enjoyed a substantial advantage over his team-mate, but was not so far ahead here. Still managed to comfortably outqualify Merhi (by 0.249s) despite losing one flying lap on his first Q1 run to a telemetry issue. Picked up front wing damage from tagging Ericsson's Sauber on the first lap and lost touch with Merhi after being passed at the chicane on lap 25.



ROBERTO MERHI

Felt his deficit to Stevens would be reduced by the Monaco track layout and he looked faster initially, but then crashed in FP2 at the chicane. This set him back until he discarded the replacement front wing after FP3 and felt more comfortable. Qualified closer to Stevens than he's managed all season and capitalised on his team-mate's wing damage to move clear in the race.

SAUBER



MARCUS ERICSSON

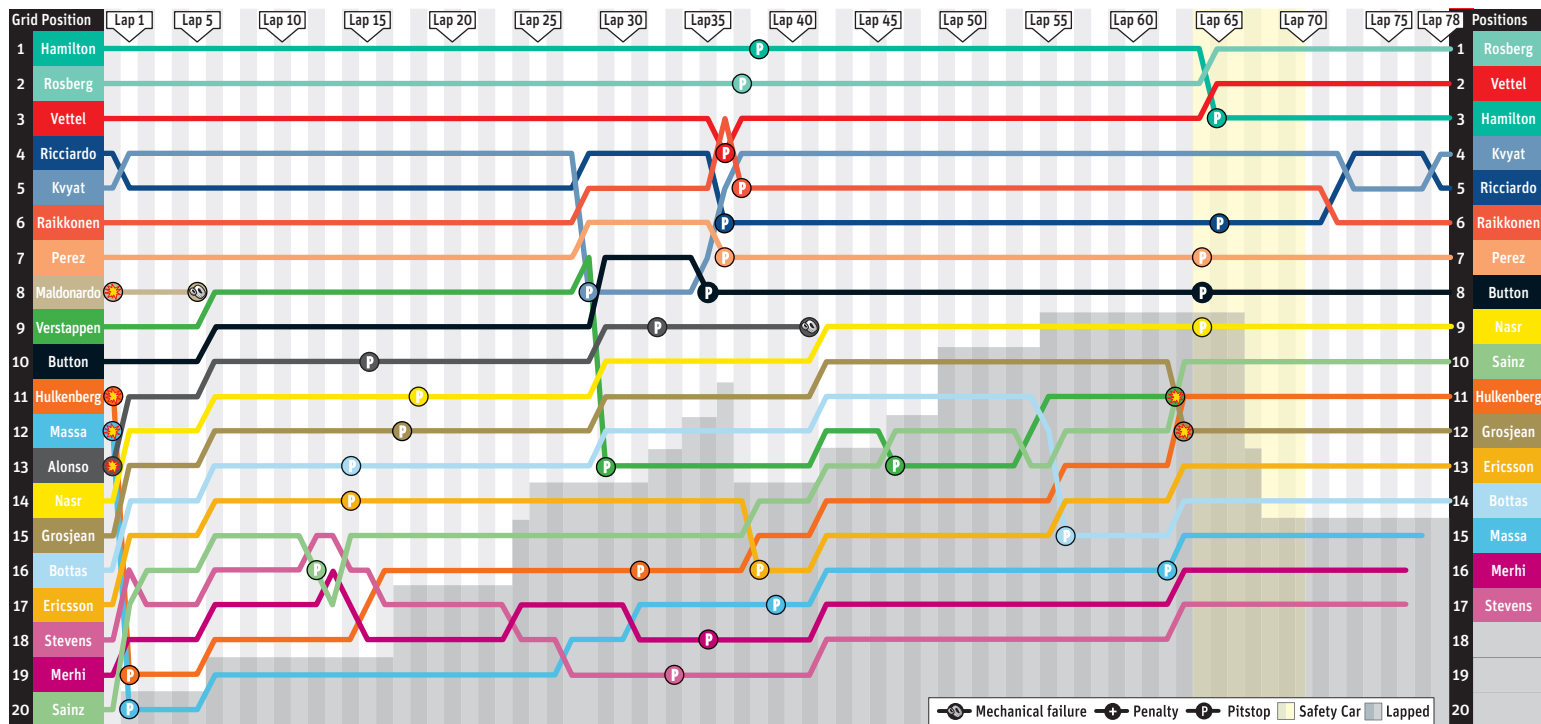
Everyone knows the C34 lacks downforce, but it also looked poor changing direction through Monte Carlo's twists. Ericsson trailed team-mate Nasr in qualifying, which is starting to become par for the course. Tracked Bottas's Williams early in the race, but questionable strategy dropped him behind Sainz and Hulkenberg and meant no real chance of nicking a point.



FELIPE NASR

Looks frustrated by the limitations of the C34, but he's driving with them pretty well and he effortlessly outqualified his team-mate once again – also ending up ahead of Bottas's recalcitrant Williams. Sweat-soaked overalls attested to how draining he found the race, but a strong drive was rewarded with points as quicker rivals encountered problems.

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m18.750s
2	VERSTAPPEN	1m18.899s
3	RICCIARDO	1m19.086s
4	VETTEL	1m19.134s
5	SAINZ	1m19.245s
6	MALDONADO	1m19.454s
7	KVYAT	1m19.520s
8	RAIKKONEN	1m19.679s
9	ROSBERG	1m19.762s
10	MASSA	1m19.766s
11	ALONSO	1m19.791s
12	BUTTON	1m20.202s
13	GROSJEAN	1m20.274s
14	PEREZ	1m20.619s
15	HULKENBERG	1m20.784s
16	NASR	1m20.857s
17	BOTTAS	1m20.917s
18	ERICSSON	1m21.219s
19	STEVENS	1m23.234s
20	MERHI	1m23.404s

Weather: 15C, overcast

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m17.192s
2	ROSBERG	1m17.932s
3	VETTEL	1m18.295s
4	RAIKKONEN	1m18.543s
5	KVYAT	1m18.548s
6	SAINZ	1m18.659s
7	VERSTAPPEN	1m18.782s
8	ALONSO	1m18.906s
9	HULKENBERG	1m19.151s
10	GROSJEAN	1m19.266s
11	PEREZ	1m19.300s
12	MASSA	1m19.560s
13	BOTTAS	1m19.566s
14	MALDONADO	1m19.577s
15	BUTTON	1m19.606s
16	RICCIARDO	1m19.639s
17	NASR	1m20.263s
18	MERHI	1m22.017s
19	STEVENS	1m22.943s
-	-	-

Weather: 15C, overcast/wet

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m16.143s
2	ROSBERG	1m16.361s
3	HAMILTON	1m16.705s
4	RICCIARDO	1m17.120s
5	SAINZ	1m17.256s
6	RAIKKONEN	1m17.401s
7	KVYAT	1m17.471s
8	BUTTON	1m17.767s
9	VERSTAPPEN	1m17.788s
10	GROSJEAN	1m17.806s
11	PEREZ	1m17.832s
12	MALDONADO	1m17.956s
13	HULKENBERG	1m18.102s
14	ALONSO	1m18.197s
15	BOTTAS	1m18.212s
16	MASSA	1m18.242s
17	NASR	1m18.767s
18	ERICSSON	1m19.269s
19	STEVENS	1m21.093s
20	MERHI	1m22.225s

Weather: 18C, cloudy



Suits you: the Amber Lounge Fashion Show



Celeb time: Cristiano Ronaldo and Cara Delevingne

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m16.588s (2)	1m15.864s (2)	1m15.098s
2	ROSBERG	1m16.528s (1)	1m15.471s (1)	1m15.440s
3	VETTEL	1m17.502s (9)	1m16.181s (3)	1m15.849s
4	RICCIARDO	1m17.254s (6)	1m16.706s (7)	1m16.041s
5	KVYAT	1m16.845s (4)	1m16.453s (5)	1m16.182s
6	RAIKKONEN	1m17.660s (12)	1m16.440s (4)	1m16.427s
7	PEREZ	1m17.376s (7)	1m16.999s (10)	1m16.808s
8	SAINZ	1m17.246s (5)	1m16.762s (8)	1m16.931s
9	MALDONADO	1m17.630s (11)	1m16.775s (9)	1m16.946s
10	VERSTAPPEN	1m16.750s (3)	1m16.546s (6)	1m16.957s
11	GROSJEAN	1m17.767s (14)	1m17.007s	-
12	BUTTON	1m17.492s (8)	1m17.093s	-
13	HULKENBERG	1m17.552s (10)	1m17.193s	-
14	MASSA	1m17.679s (13)	1m17.278s	-
15	ALONSO	1m17.778s (15)	1m26.632s	-
16	NASR	1m18.101s	-	-
17	BOTTAS	1m18.434s	-	-
18	ERICSSON	1m18.513s	-	-
19	STEVENS	1m20.655s	-	-
20	MERHI	1m20.904s	-	-

Weather: 19C, overcast

QUALIFYING STATISTICS

	HEAD TO HEAD	
ROSBERG	1	5 HAMILTON
RICCIARDO	5	1 KVYAT
MASSA	4	2 BOTTAS
VETTEL	6	0 RAIKKONEN
ALONSO/MAGNUSSEN	1	4 BUTTON
PEREZ	2	4 HULKENBERG
SAINZ	3	3 VERSTAPPEN
GROSJEAN	5	1 MALDONADO
ERICSSON	1	5 NASR
STEVENS	4	0 MERHI



POLE POSITION TROPHY

HAMILTON	AUS	MAL	PRC	DRN	MC	5
ROSBERG	E	1				



RACE: 78 LAPS - 161.742 MILES

POS	DRIVER	DRIVER NUMBER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	NICO ROSBERG	6	MERCEDES	78	1h49m18.420s	1m18.599s	1	24.789s	2
2	SEBASTIAN VETTEL	5	FERRARI	78	+4.486s	1m18.854s	1	24.851s	3
3	LEWIS HAMILTON	44	MERCEDES	78	+6.053s	1m18.676s	2	49.676s	1
4	DANIIL KVYAT	26	RED BULL-RENAULT	78	+11.965s	1m19.130s	1	25.119s	5
5	DANIEL RICCIARDO	3	RED BULL-RENAULT	78	+13.608s	1m18.063s	2	48.745s	4
6	KIMI RAIKKONEN	7	FERRARI	78	+14.345s	1m19.651s	1	24.177s	6
7	SERGIO PEREZ	11	FORCE INDIA-MERCEDES	78	+15.013s	1m19.657s	2	49.852s	7
8	JENSON BUTTON	22	McLAREN-HONDA	78	+16.063s	1m19.490s	2	49.723s	10
9	FELIPE NASR	12	SAUBER-FERRARI	78	+23.626s	1m20.017s	2	52.152s	14
10	CARLOS SAINZ JR	55	TORO ROSSO-RENAULT	78	+25.056s	1m19.816s	1	25.306s	20
11	NICO HULKENBERG	27	FORCE INDIA-MERCEDES	78	+26.232s	1m19.921s	2	59.531s	11
12	ROMAIN GROSJEAN	8	LOTUS-MERCEDES	78	+28.415s	1m20.483s	1	25.077s	15
13	MARCUS ERICSSON	9	SAUBER-FERRARI	78	+31.159s	1m19.285s	3	1m16.250s	17
14	VALTTERI BOTTAS	77	WILLIAMS-MERCEDES	78	+45.789s	1m18.944s	2	49.053s	16
15	FELIPE MASSA	19	WILLIAMS-MERCEDES	77	-1 lap	1m19.764s	3	1m32.299s	12
16	ROBERTO MERHI	98	MARUSSIA-FERRARI	76	-2 laps	1m21.715s	1	27.554s	19
17	WILL STEVENS	28	MARUSSIA-FERRARI	76	-2 laps	1m22.693s	1	28.606s	18
R	MAX VERSTAPPEN	33	TORO ROSSO-RENAULT	62	collision	1m18.873s	2	1m18.557s	9
R	FERNANDO ALONSO	14	McLAREN-HONDA	41	gearbox	1m20.459s	1	30.345s	13
R	PASTOR MALDONADO	13	LOTUS-MERCEDES	5	brakes	1m22.271s	-	-	8

Weather: 18C, sunny. Winner's average speed: 88.770mph. Fastest lap: Ricciardo 1m18.063s (95.623mph) on lap 74. Lap leaders: 1-64 Hamilton, 65-78 Rosberg.

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Supersoft u	Soft N		
Supersoft u	Soft N		
Supersoft u	Soft N	Supersoft u	
Supersoft u	Soft N		
Supersoft u	Soft N	Supersoft u	
Supersoft u	Soft N		
Supersoft N	Soft N	Supersoft u	
Supersoft u	Soft u	Supersoft u	
Supersoft u	Soft N		
Soft N	Supersoft N	Soft N	
Supersoft N	Soft N		
Supersoft N	Soft N	Supersoft N	Supersoft u
Soft N	Supersoft N	Supersoft N	
Supersoft N	Soft N	Supersoft u	Supersoft u
Soft N	Supersoft N		
Soft N	Supersoft N		
Supersoft u	Soft N	Supersoft u	
Soft N	Supersoft N		
Supersoft u			

N - new; U - used

DRIVERS' STANDINGS

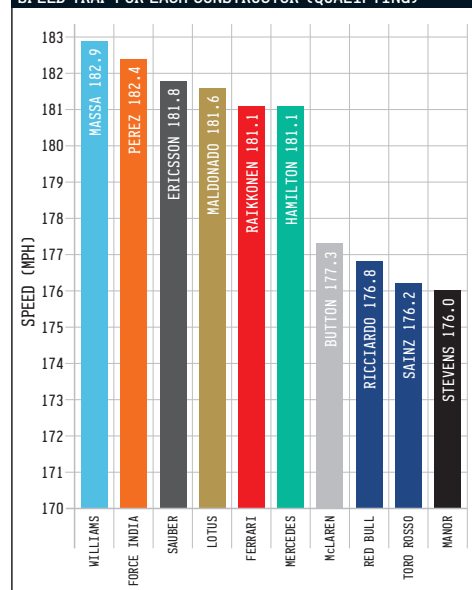
POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE	
1	HAMILTON	126	1st	2nd	1st	1st	2nd	3rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	ROSBERG	116	2nd	3rd	2nd	3rd	1st	1st	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	VETTEL	98	3rd	1st	3rd	5th	3rd	2nd	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	RAIKKONEN	60	ret	4th	4th	2nd	5th	6th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	BOTTAS	42	DNS	5th	6th	4th	4th	14th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	MASSA	39	4th	6th	5th	10th	6th	15th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	RICCIARDO	35	6th	10th	9th	6th	7th	5th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	KVYAT	17	DNS	9th	ret	9th	10th	4th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	NASR	16	5th	12th	8th	12th	12th	9th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	GROSJEAN	16	ret	11th	7th	7th	8th	12th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	PEREZ	11	10th	13th	11th	8th	13th	7th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	SAINZ	9	9th	8th	13th	ret	9th	10th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	HULKENBERG	6	7th	14th	ret	13th	15th	11th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	VERSTAPPEN	6	ret	7th	17th	ret	11th	ret	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	ERICSSON	5	8th	ret	10th	14th	14th	13th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	BUTTON	4	11th	ret	14th	DNS	16th	8th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	ALONSO	0	-	ret	12th	11th	ret	ret	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	MERHI	0	DNQ	15th	16th	17th	18th	16th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	STEVENS	0	DNQ	DNS	15th	16th	17th	17th	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	MALDONADO	0	ret	ret	ret	15th	ret	ret	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	MAGNUSSEN	0	DNS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



CONSTRUCTORS' STANDINGS

POS	CONSTRUCTOR	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE	
1	MERCEDES	242	43	33	43	40	43	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	FERRARI	158	15	37	27	28	25	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	WILLIAMS	81	12	18	18	13	20	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	RED BULL	52	8	3	2	10	7	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	SAUBER	21	14	0	5	0	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	FORCE INDIA	17	7	0	0	4	0	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	LOTUS	16	0	0	6	6	4	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	TORO ROSSO	15	2	10	0	0	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	McLAREN	4	0	0	0	0	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	MARUSSIA	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



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FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2015 // ROUND 3 TO 7 // PAU, (FRA)



One month after the first venue of the 2015 season, Formula Renault 2.0 ALPS was back on track on the challenging street circuit of Pau (FRA). On the twisty circuit close to the Pyrenees the series raced on the 16/17 May weekend. Seizing both races was the local Antoine Hubert, racing as a wild card on the Tech 1 Racing car. Among the protagonists also the Russian JD Motorsport driver Matevos Isaakyan, who was capable of setting the best time in free practice and a P2 in Race 1. A contact with the Brit Ben Barnicoat (Fortec Motorsports) at the early stages of Race 2 instead forced him to retire while he was in the leading group. Thumb up in Pau also for Thiago Vivacqua, him too racing on one of the cars managed by the Roberto Cavallari led team (JD Motorsport). The Brazilian raced convincingly in both races taking P7 and P12. Some more positive racing from Jake Hughes (Koiranen GP), who seized second overall in Race 2 and P5 in Race 1 granting him precious points for the general standing.

For the first time in Formula Renault 2.0 ALPS history the Series run a three race format for its third round of the season held last weekend in Red Bull Ring. The round was affected by the weather conditions which brought heavy rain on Friday and Saturday and dry conditions but still chilly temperatures on Sunday. On the Austrian track the undisputed ruler was the Brit Jack Aitken. The young driver racing for Koiranen GP thus extended his leadership on the General Standing showing impressive skills both on wet and in dry conditions. After having set both pole position, Aitken ruled Race 1 and Race 2 from flag to flag. His Race 3 was however spoiled by an early contact with the Brazilian Bruno Baptista which forced him to the pit to replace the nose of his car. He still managed though to clock fastest. The all new Race 3 has been ruled by Matevos Isaakyan, who capitalized pole position to reduce his gap from Aitken in the general standing. Race 3 also proved useful for the morale of the two other Koiranen Gp drivers: the Brit Jake Hughes, now the runner-up, and the local Stefan Riener.



Next Race // Spa-Francorchamps, Belgium // 6-7 June 2015 //
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PS 2015

(FRA) – RED BULL RING, (AUT)



FORMULA RENAULT 2.0 ALPS

The opening three rounds of the Formula Renault 2.0 ALPS (Imola, Pau and Red Bull Ring) have their first verdicts. These are not just for those which will compete for the Title but also for all those youngsters that historically are the soul of the Series promoted by Fast Lane Promotion. Looking at the last round held in Austria to be mentioned is the first ever motorsport podium for the Brazilian Thiago Vivacqua, racing this year with the Italian JD Motorsport. He scored an encouraging third place in Race 2

On that podium's step in Race 1 there was the local Stefan Riener who also signed the first free practice session. In Red Bull Ring Riener also cheered as he turned 20 y/o on Sunday. Newcomer to top positions is also the Russian Vasily Romanov who, on the up and down hill Austrian circuit, fiercely defended P2 in Race 3

As for Vivacqua also for Romanov, racing with Cram Motorsport this was his first podium in the Series.

DRIVER	TEAM	PTS
Jack Aitken	Koiranen GP	125
Jake Hughes	Koiranen GP	102
Stefan Riener	Koiranen GP	99
Matevos Isaakyan	JD Motorsport	86
Thiago Vivacqua	JD Motorsport	68
Danylo Pronenko	BVM Racing	38
Vasily Romanov	Cram Motorsport	38
Philip Hamprecht	Koiranen GP	30
Travis Jordan Fischer	Cram Motorsport	22
Bruno Baptista	Koiranen GP	22

www.renaultsportitalia.it // fast.lane.promotion



How customer cars could transform F1

With customer cars high on the agenda for 2017's new-look F1, IAN PARKES examines the implications of their introduction



34

From 2017, the landscape of Formula 1 could be markedly different. The independent teams – the Davids of the F1 world – may no longer exist in their current form if the sport's Goliaths have their way.

The subject of customer cars has been aired before, so it is nothing new but, in the wake of the latest Strategy Group meeting, they are closer to coming to fruition than at any other time since they were last banned for the 2009 season.

The press release issued the day after the group's discussions at Biggin Hill on May 14 attempted to draw on the positives; notably, the prospect of cars being five to six seconds per lap faster than at present thanks to a variety of initiatives.

But it was what was left unsaid, hidden behind thickly veiled text, that sparked the most debate at that meeting – and which threatens to radically alter F1's future.

The release stated: "Following a constructive exchange, a comprehensive proposal to ensure the sustainability of the sport has emerged. The Strategy Group member teams have committed to refine it in the next few weeks, in consultation with the other teams involved in the championship."

In short, Mercedes, Ferrari, McLaren and Red Bull are pushing for customer, or franchise, cars. There is a considerable difference between the two.

As a customer team, an independent would purchase a chassis-and-engine package – perhaps even a chassis from one manufacturer and an engine from another – from one of the 'big four', and then run it of its own accord. The downside would be that under revised regulations, they would not be allowed to develop the car.

As a franchise team, an independent would purchase an entire car from the manufacturer but would, effectively, be told by the works squad how to run it, be provided with all data and, very likely, be told which drivers to run.

With customer cars there is, obviously, greater scope for a two-tier championship, with the key quartet – a quintet if Williams joins that party – running at the front. The other five or six teams would fight their own private battle.

With franchise cars there is, naturally, greater scope for a more closely contested championship, with the prospect of the B-teams upsetting their A-list 'parents'.



Mercedes motorsport boss Toto Wolff suggested that he had been approached by representatives of three other teams in the Monaco Grand Prix paddock last week interested in becoming a customer or franchise team.

The problem is that each of the smaller teams – Lotus, Force India, Sauber and Manor (Toro Rosso is excluded on the grounds of its affiliation to Red Bull) – cried to AUTOSPORT the possibility of becoming one or the other.

Sauber team principal Monisha Kaltenborn suggested F1 would be taking "a dangerous step" if it opted to tread down such a path.

"Sauber is never going to be a customer car team," she said. "For

us, this is very much our business and we will find a way."

Echoing Kaltenborn's sentiments, Lotus CEO Matthew Carter said: "We're exactly the same. We wouldn't want to be a customer team, either."

"It doesn't work for us as a business model because of the set-up at Enstone and everything we do. We'd head downward."

At Force India, team boss Vijay Mallya was equally firm. He said: "We have always been a constructor and we want to remain a constructor. We don't agree with the customer-car concept."

"All I can say is, the Strategy Group is dominated by the big teams who write the rules. They



Would you like to buy a Merc or a Ferrari?

DUNBAR/LAT

“The big teams probably couldn’t care less about the sport”

VIJAY MALLYA



STALEY/LAT

Kaltenborn: unimpressed

all work hard to protect their own interests and probably couldn’t care less about the sport.”

Even for Manor, seemingly with plenty to gain from running customer cars or becoming a franchisee given its recent salvation from the brink of oblivion, the idea of such a switch lacks foundation.

Sporting director Graeme Lowdon said: “All of this stuff is academic because what has not been defined by the Strategy Group, and has to be defined, is a strategy for Formula 1.

“What are the objectives? What are the alternatives? It appears to be cherry picking at bits and pieces of ideas. There is no strategy that has ever been articulated out of the Strategy Group.”

The bottom line is, once an independent team opts to become a customer or franchise squad, then that is it; its independence is gone forever. There is no going back.

And here’s a thought. What if, one day, the Mercedes board — using it for the sake of argument — opted to pull the plug on its F1 operation? How many customer or franchise teams would it drag with it?

Force India deputy team principal Bob Fernley made a strong and valid point when he said: “The DNA — the strength, the backbone of Formula 1 — is the independent teams.”

That is what is on the line right now. The stakes are extremely high in a Formula 1 power game that has only just begun. ❧

A BRIEF HISTORY OF CUSTOMER CARS

NOT A NEW IDEA



When the world championship was inaugurated in 1950, customer cars were common. Half of the machines on the grid for that year’s season-opening British Grand Prix were private — and some even pre-war — cars. That year, Peter Whitehead took the first customer podium finish with third in a Ferrari 125, in the French Grand Prix.

1960s

ROB WALKER RACING



The only true customer team to win a grand prix was Rob Walker Racing. It won nine world championship races from 1958-68 using Cooper and Lotus machinery. The Tyrrell-run Matra International of 1968-69 could

be considered a customer team since, despite its name, it too was independent. Jackie Stewart won nine grands prix, as well as leading Matra to the 1969 drivers’ and constructors’ championships.

1980s

THE DECLINE OF CUSTOMER CARS

The last customer car to enter a world championship race was Emilio de Villota’s Onyx-run March 821, which competed under the LBT Team March banner in 1982. He failed to qualify on his five appearances, the final one coming at Zandvoort in July 1982.



2000s

THE MODERN CUSTOMERS



From 2006-08, Toro Rosso ran cars produced by Red Bull Engineering before the practice was banned for ’09. Super Aguri also ran Honda-designed machinery in 2007-08, after initially competing in ’06 using a

car built around a 2002 Arrows chassis. While these were referred to as ‘customer cars’, both teams were owned by the parent company, so were not customer cars in the conventional sense.

COATES/LAT

MONTOYA DOES THE INDY DOUBLE

Juan Pablo Montoya added a second Indy 500 to an already glittering CV, but after a difficult week for the series, the focus is now firmly back on the racing. By **MARK GLENDENNING**







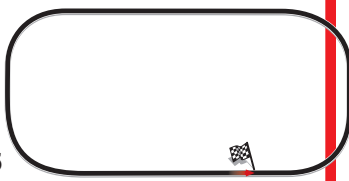
Dixon leads the 32-car field away (Daly's car failed to make the start)

Indy 500 Indianapolis (USA)



May 24

Round 6/15



TWO CORNERS FROM THE END OF THE INDIANAPOLIS 500 on Sunday, Juan Pablo Montoya got onto his radio and began to scream.

The Colombian had been through a busy afternoon: starting in the middle of the pack, falling to the rear, climbing back to the front, and then becoming engaged in an intense, prolonged, multi-car battle for the lead between the two best teams in US racing. It was only when he went into Turn 3 for the final time that he checked his mirrors and liked what he saw. And that's when his finger moved over to the 'radio' button.

Montoya was already a member of a select two-man club whose members have won both Monaco and the Indy 500; a distinction that he shared with Graham Hill. Last weekend he added

a second Indy 500 win, and you really have to wonder whether we'll ever see a Monaco winner with two Indy 500 victories again. Moving from NASCAR back to open-wheelers looked like a gamble when his Penske deal was first announced; now, as he extends his championship lead in a ridiculously competitive series, it seems as if the switch has taken 10 years off him as a driver.

It wasn't just the fact that he won that was impressive. It was the way he did it. Montoya's last Indy 500 win back in 2000 was the very definition of dominance: he had the best car in the field, and beat everyone around the head with it. But in the 2015 edition, we were treated to a clash of horns between Penske and Ganassi in a way that's really very rare. For the first half of the race, those two teams had the top seven places locked out, and while assorted misfortunes accounted for a couple of them along the way, the final 15-lap battle between the two Penskes of Montoya and Will Power and Ganassi's Scott Dixon was truly epic.

The trio changed places almost every lap; a slipstreaming battle in which all three found that perfect sweet spot between racing hard and racing fair. Dixon faded late on and lost third to Charlie Kimball, but that still left Montoya and Power needing to work out how to deal with each other: both desperately wanted to win, but they also knew what would happen if they messed up.

"You want to run as hard as you can," said Montoya. "But you also know that the guy in third is driving a Ganassi car, and you're not going to give that [Team Penske] win away."

Popular wisdom had held that you didn't want to be leading until the last lap because of the tow you'd give the driver behind, but in the closing laps Power had been making a concerted effort to lead whenever he had the opportunity.

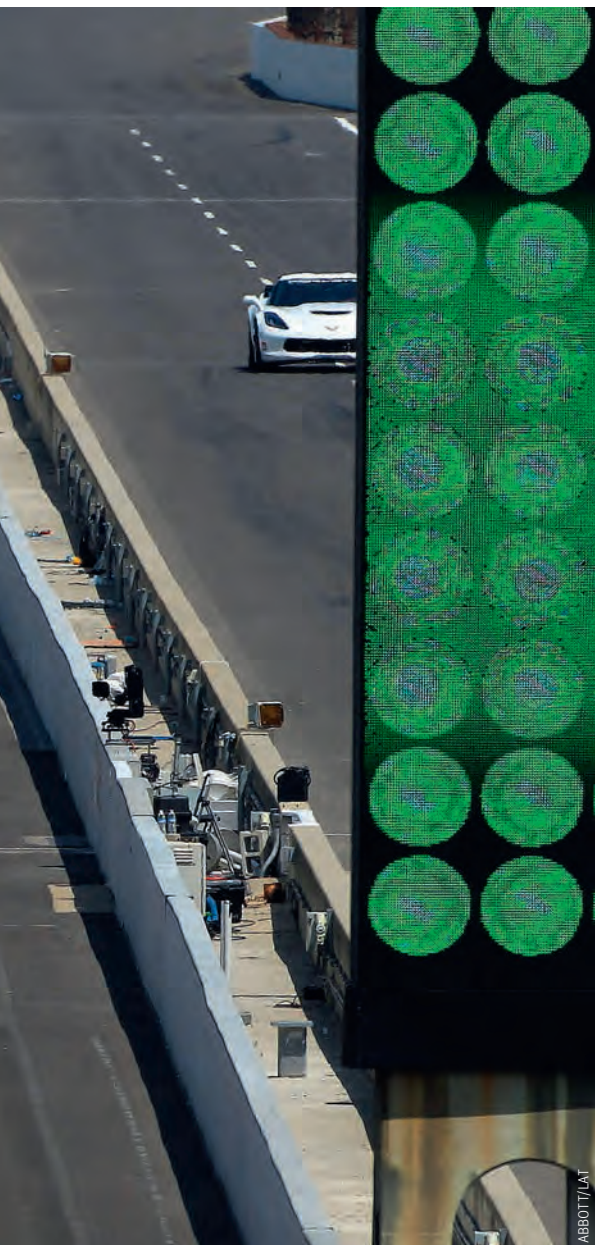
"It's a difficult position," he said. "If it goes yellow, you win the race. I really fought hard to make sure I was leading all the time. Then again, if it stays green, you get a bit of experience in the way these cars draft."

"I was running less downforce. I could draw up really quickly. It just came down to an imbalance. I just didn't spend enough time in second place, understanding what I needed from the car."

Montoya took the lead for the final time with three laps remaining, and by that point his car's set-up was far removed from the one with which he started the race.

"As this thing went on, the track would change because of the heat and rubber," said Roger Penske. "Rick Mears said to Juan, 'You've got to keep changing your car.' They kept dialing it in."

Montoya concurred: "You wouldn't believe how much front wing we put in that car today," he said. "It was a lot. Every stop. It got to the point where I could run behind [Dixon] pretty easily."



Hawksworth, Saavedra and Coletti's races turn to disaster at Turn 4

PEIRCE WILLIAMS/LAT

“As soon as I lifted in Turn 3, I knew it was over. There’s no way you’re going to get him. No way”

WILL POWER

My car started coming in better, and better, and better at the end.”

The final result was secured not by something Montoya did, but by a small flinching move by Power’s right foot. The reigning champion was fighting a losing battle with understeer in the closing laps, and for a fleeting moment in Turn 3 on the final lap, he was forced to lift slightly to stabilise his car. That was all it took.

“Honestly, as soon as I lifted in Turn 3, I knew it was over,” he admitted. “There’s no way you’re going to get him. No way.”

Montoya spotted the lift, and knew he had his team-mate covered.

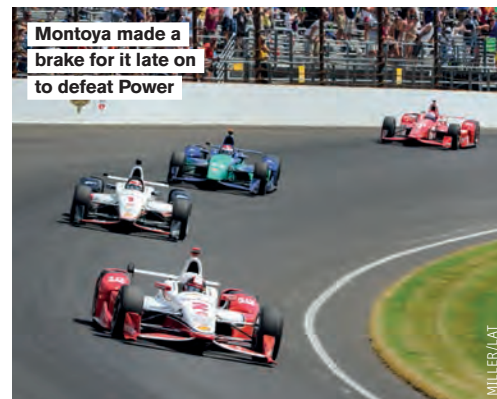
“By Turn 4, he wasn’t close enough. I was, ‘Ha ha! I got this!’” Montoya said. “I was screaming, I was so happy.”

He’d been on quite a journey, having started right in the middle of the pack after a disappointing qualifying performance, and then having to pit for a new rear wing assembly after Simona de Silvestro ran into him under yellows. That dropped him to the rear of the field, and he compounded the problem himself when he badly overshot his pit markers during his second stop and cost himself around five seconds.

He rejoined still on the lead lap, and his fortunes began to change a short time later when Bryan Clauson hit the wall and brought out another caution, closing up the pack and neutralising the time that Montoya had lost during that scrappy stop. After that it was just a matter of regaining contact with the lead pack, and biding his time.

Yet the Penske driver who might have performed best of all on Sunday was the one who went home with the least to show for his efforts. Simon Pagenaud had, by Roger Penske’s estimation, the best car in the field.

“Early on, I think Simon had the best car of all of them,” he said. “I think it would have been something if he’d been up there [at the end] because he had the car to run up with Will, and he certainly had the car to run with Juan.”



Montoya made a brake for it late on to defeat Power

MILLER/LAT

Pagenaud’s undoing was a bump with Dixon on a restart with 30 to go that broke his front wing and forced him into the pits for repairs. That dropped him from the lead pack back to last, although he fought back to 10th in just 10 laps.

“That just shows you how good the car was,” he said. “We were cruising behind Dixon, saving fuel, and then on the restart we knocked the front wing on Dixon’s car and had to come back in.”

As if to maintain some sort of equilibrium, Tony Kanaan was waiting in the Ganassi camp with a hard luck story of his own. The 2013 winner had also been fighting with the frontrunners for a good portion of the race, ▶

After a tough week for IndyCar, the focus returned to racing, not aero kits or flipped cars



► although he admitted that he was struggling with the car's handling the entire time. His crew made a small adjustment to tighten the car up, but when he returned to the track, the dramatic change to the aero profile caught him by surprise. He lost the rear and was unable to catch the slide that followed, and within a couple of seconds his car had torn itself to pieces against the wall.

"We made a change at the last stop and it was apparently the wrong way to go," he said. "I'm glad I'm OK. It's a very unfortunate thing to happen to me, but if I have to prove that we don't flip cars anymore, here it is for the critics."

Kanaan's argument had a few fundamental holes: you can't argue that 'we don't flip cars anymore' when three cars flipped within the space of the week leading up to the race — but he was correct that none of the many incidents that peppered the race, including his own, resulted in a car leaving the ground.

From the series' perspective, this might have been the most important aspect of all. The lack of conclusive answers regarding the airborne accidents during practice created a vacuum that was, as Kanaan implied, filled with accusations that threatened to overshadow the race itself. Sunday's race certainly spared nothing when it

It's unfortunate, but if I have to prove that we don't flip cars anymore, here it is for the critics

TONY KANAAN

came to crashes, with eight of the 33 entries failing to finish as a direct result of a crash. But at no point did a car take off.

"I think it's a factor of the slow speed," said Power. "Most of the people who got airborne were at high speed in qualifying trim. Maybe we should always keep it below 230mph. That might be the lesson."

Kimball agreed, but also made the point that the nature of the accidents during the race were generally different to those in practice.

"We don't understand the crash dynamics of the aero kits yet," he said. "I have a lot of faith in the [IndyCar] safety committee to do that; to understand the dynamics for those single-car spins. I don't know that we've got an answer yet."

Regardless of who was correct, IndyCar cannot have dreamed of a better race from a PR point of view. The accidents that did occur were largely innocuous; the only exception being the three-car crash that sent Sebastian Saavedra to hospital with an injured foot. And even that had taken some doing: the Colombian was tipped hard into the wall by Jack Hawksworth, and then bounced back down across the track where he was collected by the helpless Stefano Coletti.

"I have an ankle sprain and some bruising, but I'm putting everything behind me and trying to recover as quick as possible," said Saavedra. "Unfortunately, I have no idea what happened. I was the victim of a rookie."

The race was as spectacular as it was safe; a genuinely thrilling encounter that showed every element of IndyCar racing — its drivers, its teams, its ovals — off in the best possible light. For all the drivers that were eliminated through crashes, it's worth noting that almost exactly the same number were running in a pack at the front, constantly fighting, for the best part of 100 laps without anyone putting a wheel wrong.

Juan Pablo Montoya earned a tremendous personal accomplishment on Sunday in adding a second Indy 500 win to his already rich CV. But in a very real way, he also refocused the priorities of everyone in the IndyCar paddock. As the sun began to set over the pagoda on Sunday evening, there was scarcely a mention of aero kits and flying cars. The paddock was buzzing in the reflected glow of the outstanding contest that it had just witnessed.

The races come thick and fast now, with the double-header in Detroit just days away. But if IndyCar still has questions to answer about its aero kits, that issue no longer threatens to define the series in the way that it did a couple of weeks ago. IndyCar's racing has been its strongest card for the past few years, and on Sunday, Montoya and co brought that back to the fore. ❧

Montoya adds a second Indy 500 win to his CV



IN THE PADDOCK

MARK GLENDENNING
INDYCAR
CONTRIBUTOR

@m_glendenning



ON SATURDAY EVENING, I WAS sitting in a hotel bar in downtown Indianapolis with a couple of other journalists and a handful of IndyCar staff, nursing a drink, and chatting to the paddock figures that wandered past. Gil de Ferran. Chip Ganassi. Dario Franchitti, who appeared in a suit and tie and departed again 15 minutes later having downscaled to an STP T-shirt and jeans. ("I'm going to a dive bar," he winked).

At some point the conversation wandered onto the topic of what kind of Indy 500 result would most benefit IndyCar as a series. Admittedly, the idea that any driver could single-handedly propel IndyCar back to its pre-CART/IRL split glory with a single result is a bit of a stretch. But until



Montoya still has a huge global reach

last year, a popular argument had been that the missing X-factor was an American winner, and Ryan Hunter-Reay's 2014 victory has singularly failed to cause any kind of ripple beyond existing fans over the past 12 months.

Despite this, the homegrown bias remained strong among my companions. Arguments were made for Josef Newgarden, and for Sage Karam. One person made a vigorous case for Marco Andretti. The first two, I believed,

demonstrated an overestimation of the wider profile of some of IndyCar's 'internal stars'; the latter an overestimation of how much the Andretti mystique has trickled down to a new generation of racing fan that hasn't really seen an Andretti – as a driver – win anything.

My vote was for Juan Pablo Montoya. You could scarcely have a driver with a more global reach. He still has plenty of fans in Formula 1 despite not having started a grand prix in more than a decade, and he also registers with NASCAR fans through his years in stock cars. He's potentially the only IndyCar driver in the current field that a non-IndyCar fan might care about.

Now we get to find out. Anyone who is lured by whatever 'Montoya factor' actually exists will be rewarded: just a clip of Sunday's final 15 laps will showcase oval racing at its best, and they'll see a 39-year-old whose competitive fire burns as bright as ever. The question is, will that be enough to tempt them to tune in for Detroit this weekend?

Crew injured in pitstop incident

A MEMBER OF DALE COYNE

Racing's pit crew suffered a broken ankle in a pitlane accident involving its three cars.

Daniel Jang, the right-rear tyre changer on Tristan Vautier's car, was knocked over along with another crew member when James Davison was released from his stop into the path of team-mate Pippa Mann. The resultant contact sent Davison's car bouncing into Vautier's pit box, where the Frenchman was still receiving service.

Though Mann was able to continue in the race, both Davison and Vautier were subsequently forced to retire.

"There was nothing we could have done differently on our side," said Vautier. "We were just in our pit box and got hit. It sucks."



Rahal: fifth place made him the top Honda driver

Chevy in a 'league of its own'

GRAHAM RAHAL CONCEDED Honda still lags behind rival Chevrolet after another difficult weekend for the Japanese manufacturer.

Rahal finished fifth to earn the highest-placed Honda driver honours, but claimed he did not have the equipment to fight the frontrunners on equal terms.

"The Chevy was in a league of its own on horsepower, unfortunately," he said. "I have absolute confidence

in HPD. Obviously we've got to find some horsepower; on road and street courses, we have to find some driveability. But everybody's working as hard as they can."

Earlier in the weekend, Honda had provided details of its stability simulation testing to reinforce its dismay at being hobbled in qualifying by precautionary regulation changes made in reaction to what appeared to be a Chevrolet-specific problem.

BIG NUMBER

15

The 15 years between Montoya's Indy 500 wins is a new record. The previous marker of 10 years was held by AJ Foyt, who waited a decade between his third (1967) and fourth (1977) victories.



Sato blamed for Turn 1 crash

SAGE KARAM SLAMMED TAKUMA

Sato for causing the accident that eliminated the Ganassi youngster on the opening lap of the race.

Karam had been fighting with Ryan Hunter-Reay in Turn 1 when Sato tried to pass him around the outside, which resulted in Karam slamming into the side of the Foyt car mid-way through the corner.

"Kind of a bonehead move," said Karam. "The track's clean, there's no marbles up there [yet] so you can run high, but no reason to push a three-wide issue. Just a



Sato attempts to pass Karam

very stupid move on his part."

Sato's car also sustained damage, but he was able to continue after pitting to have the front toelink repaired.

"I could do nothing," he said. "I was sandwiched between [Karam] and the wall."

OUT ON HIS EAR

Tristan Vautier received a late call-up to replace Carlos Huertas at Dale Coyne Racing when the Colombian was ruled out with an inner-ear problem. The Frenchman was due to race in last weekend's Blancpain round at Silverstone, but received dispensation from his team to accept the Indy drive.

BRISCOE'S LATE CALL

Ryan Briscoe was also a late addition to the Indy 500 field when he was recruited to fill in for the injured James Hinchcliffe at Schmidt. The Aussie was knocked to the back of the field in an opening lap incident and recovered to finish 12th.

DALY DISAPPOINTMENT

Conor Daly's Indy 500 was over before it began when his car caught fire during the installation laps. It was later discovered that his Schmidt car had suffered a fuel leak. "These things happen in racing, so all we can do is look forward," he said.

REAY IN THE BALANCE

Andretti driver Ryan Hunter-Reay expressed his frustration with his ongoing battle to find a workable set-up for his car, both on ovals and in road/street spec. "We definitely have an issue with the car," he said. "It's got some balance issues compared to my team-mates, even with the aero settings."

COLLECT CALL

Oriol Servia was eliminated from the race when Ed Carpenter lost control while trying to pass him on the inside and spun him into the wall. "I'm sure I'm going to get a phone call once he sees a replay," he said.

Vandoorne goes soft to make it three wins in three races

The McLaren junior wrapped up his third victory with a tyre strategy that propelled him to the front to beat

Alexander Rossi. By **PETER MILLS**



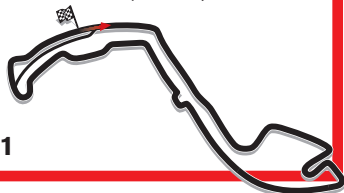
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STALEY/LAT

GP2 Monte Carlo (MC)

May 22-23

Round 3/11



GRUMBLES OVER THE INJUSTICE OF THE TIMING OF the new virtual safety car in Monaco couldn't detract from Stoffel Vandoorne's achievement of wrapping up a hat-trick of GP2 feature races this year. That's to say, every GP2 feature race in 2015.

The Belgian appears to possess an ability to understand what is required to win and then deliver. And so what if Vandoorne did his passing in the pits rather than on track? This was Monaco.

The adversary ART Grand Prix star Vandoorne jumped in the stops, and thereby denied a likely victory, was Alexander Rossi. The American mastered drying conditions in qualifying to start on pole, and appears to have the tools and hunger for a lasting title assault.

After enduring mixed form at Caterham's GP2 team last year, Rossi is matter of fact about the catalyst for his upturn with Racing Engineering: "I am with a championship-winning team now. That's it. I don't see that I'm doing anything differently."

The decision whether to mount soft or

super-soft compound Pirellis was crucial. Leading title protagonists Rossi and fourth-place qualifier Vandoorne went conservative by starting on the softs, in so doing mimicking last year's winner Jolyon Palmer's proven strategy.

On the outside of the front row Raffaele Marciello and third-starter Arthur Pic chose super-softs. From the lights, Trident racer Marciello's super-softs afforded him superb traction and the Ferrari Academy driver stormed into the lead from Rossi, Pic and Vandoorne. The top four swiftly established a four-second break over Rossi's Racing Engineering team-mate Jordan King, who was fending off Sergey Sirotkin and Julian Leal in the fight for fifth.

Marciello's early pace on heavy fuel took its toll on his super-softs. The Italian was forced to withdraw from the fight to pit on lap seven. Pic stopped a lap later, and used superior pace to rejoin one position ahead of Marciello in 11th. Vandoorne realised his gameplan was working...

"I knew Marciello and Pic were going to pit, so there was no need to pass them," said Vandoorne. "And then my pace was quite strong compared to Rossi. At Monaco, part of your strategy always comes down to luck, but starting on softs was the safest one. There are always windows where it turns out really bad, but I think with that strategy we always felt we would finish in the top eight."

Pic's speed, though, was keeping him in the hunt. By lap 16, Rossi's pace had fallen to nearly two seconds off the flying Campos racer in 10th. The deficit to the leader stood at 23 seconds, enough for Pic to assume the lead after Rossi's and Vandoorne's mandatory pitstops.

Pic had most reason to feel aggrieved by the timing of the VSC, which was activated on lap 19 to clear up debris from an accident involving Nick Yelloly and Mitch Evans at the chicane.

Even though Pic had been on course to pick up the lead when the VSC intervened, the Frenchman radiated satisfaction after his strong showing. "The only thing that could kill us was the VSC, and the VSC came!" declared Pic. "It was purely bad luck today, but we did everything right on our side."

With everyone limited to just 80km/h, Rossi and Vandoorne took advantage to get their super-softs fitted with minimal loss of track position. Rossi's stop, however, did not go to plan. "There was a team waiting out for their driver, and that compromised my entry and I hit my tyres," explained Rossi, who exited the pitlane behind Vandoorne, a situation he would not redress.

Leal finished third on the road but was penalised for a collision with Sirotkin in the stops caused by an unsafe release. The final place on the podium therefore fell to Sergio Canamasas, who executed a superb pass on Pic at Sainte Devote two laps from home.

After damaging his wing in qualifying, Status Grand Prix rookie Richie Stanaway battled from 12th to seventh. "I think we could have qualified in the top five," said Stanaway. "Anyway, I believe the pace should be there for the sprint race, where we're on the front row."

Of the race-one podium men, only one driver made any progress in the reversed-grid race. No, not McLaren protege Vandoorne or Rossi, but

PORSCHE SUPERCUP MONTE CARLO (MC)
MAY 24 RD 2/8

Van Lagen's late summons leads to surprise victory

TWO WEEKS AGO, JAAP VAN LAGEN WASN'T EVEN thinking of going to Monaco, let alone taking his first Porsche Supercup victory in almost seven years on the famous streets. But then Simon Trummer parted company with the Fach Auto Tech team and, after being sounded out about the possibility at the Nurburgring 24 Hours a week earlier, a deal was struck for the Dutchman to take the vacant seat the day before practice. As the man himself put it, to convert an unexpected opportunity into a win was "a dream".

With a few moments to go in qualifying, it seemed Philipp Eng was the man to beat. But van Lagen decided to go all-out on his final set of tyres and nicked pole position by a narrow margin of just 97 thousandths of a second with a spectacular lap. Given that pole is nine tenths of a victory at Monaco, it was no surprise to see him convert that into a lights-to-flag triumph.

Van Lagen had to deal with a safety-car restart thanks to a big accident triggered when Alex Riberas carried too much speed into Ste Devote, tried to cut across the kerb to make the corner but was launched into the barrier. Chris Bauer, who was right behind, collected him, closely followed by Patrick Eisemann. The resulting clear-up left a mess at the exit of the corner that was still visible come the Grand Prix, five hours later.

But van Lagen was equal to the task, even though Eng spent most of the race on his bootlid.

Briton Ben Barker took what was his first Supercup podium finish for a year, and second in total, with a strong drive to third, describing the experience as "bloody awesome".

He was initially behind Christian Engelhart before the German lost it after trying to hang on around the outside of Barker at Casino Square on the opening lap and clouted the barrier. He hung onto fourth ahead of Michael Ammermuller. *ES*

RESULTS

1 Jaap van Lagen, 16 laps in 29m27.913s; 2 Philipp Eng, +0.241s; 3 Ben Barker; 4 Christian Engelhart; 5 Michael Ammermuller; 6 Alex Riberas; 7 Connor de Phillippi; 8 Matteo Cairoli; 9 Kuba Giermaziak; 10 Sven Muller.

Points 1 Ammermuller, 32; 2 Eng, 32; 3 Engelhart, 30; 4 Giermaziak, 25; 5 Barker, 23; 6 Riberas, 22.



Starting on softs gave Vandoorne victory



Stanaway broke his and Status's duck

someone with less to lose – Canamasas.

In the mercurial Spaniard's career, a propensity to dive into battle has sometimes proved costly, but in Monaco several well-judged passes made him arguably the racer of the weekend.

Stanaway was proved correct, picking up his maiden win after powering past a bogged-down, polesitting Marciello from the lights.

Sirotkin slotted in ahead of third starter Leal into Sainte Devote, and the top three would remain static until the chequered flag.

Overly aggressive driving led to multiple incidents on the first lap, but former British Formula 3 champion Jordan King suffered the most dramatic crash of the afternoon after launching over Red Bull junior Pierre Gasly at the chicane six laps from home, earning the Briton a grid penalty for the next round at the Red Bull Ring.

FOR FULL RESULTS, PAGE 56



Van Lagen held off Eng on the streets



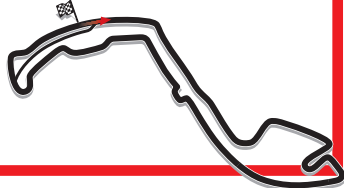
Jaafar (left) led from pole to run a flawless race

Victory in the face of defeat

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A compressor failure only eight minutes before the pitlane closed nearly cost Jazeman Jaafar his maiden victory in a race that had much more than its fair share of drama, reports **PETER MILLS**

FR3.5
Monte Carlo (MC)
May 24



Round 2/9

ON A TRACK WHERE HE ALWAYS EXCELS, AND WHILE others were caught up in accidents that depleted the field, Jazeman Jaafar scored a flawless maiden Formula Renault 3.5 win in Monaco.

But as he celebrated his win, an overwhelmed Jaafar revealed he had been perilously close to forfeiting his hard-earned pole. A compressor failure only moments before the pitlane exit closed gave the Malaysian a dose of anxiety, and sent his Fortec crew scurrying to solve the problem.

"We had a leak in the compressor," explained Jaafar. "The moment that we stopped the car, we couldn't get any air pressure. The team did an amazing job in the time that we had to get to the grid. We had eight minutes until the pitlane closed to find a fix. It was *tight*."

The unfolding drama was not lost on Jaafar's Fortec team-mate, and championship leader, Oliver Rowland. Only mosquito bites, which disturbed Rowland's sleep and required antihistamines, ruffled the Sheffield driver's

preparations. He was quickest in every session he participated in, and lined up on the outside of the front row.

Jaafar was forced to abandon his usual checklist of procedures because of time constraints, a move that would have consequences for the race. "I had no chance to do any reconnaissance laps," explained Jaafar. "The green flag lap was it, so on the start I went into Sainte Devote on cold brakes and cold tyres."

"I knew he had a problem as he didn't do any laps to the grid," said Rowland. "So I thought I would probably get a better start, and also that he would struggle to brake late with cold brakes."

Rowland made the better start, but on the short run to Ste Devote could only inch half a car length ahead on the outside line.

"When I didn't quite get in front of him, my plan was to brake late, and try and make him go straight," explained Rowland of his decision to persevere in the attack. "That kind of happened, but he managed to stay on track."

Jaafar defended by going deep on the brakes and exited the corner with his lead secure. Behind, a chain reaction of shunts ensued, accounting for several leading runners.

"I don't want to say anything about Olivier until I've seen the replay, but he was slow," said Motorland winner Matthieu Vaxiviere, who retired after punting Rowland's rear.

A caterpillar of Dallaras built up as the Lotus junior racer was hit by Nyck de Vries, who in turn was rammed by the Strakka car of Tio Ellinas, who was biffed by team-mate Gustav Malja...

A pattern linking many who avoided trouble was a right-hand-side grid slot. Fifth-place qualifier Dean Stoneman grabbed second by powering past a wayward, and puncture-afflicted, Rowland on the run to Casino Square on the opening lap. Former GP2 regular Tom Dillmann, in third, had progressed from seventh.

Among those caught out by the roadblock at Ste Devote was Alfonso Celis Jr, who touched the barriers while taking to the escape road.

The Mexican rookie rejoined at the tail of the field after a spin turn. Whether through overdoing it in a bid to catch up, or suffering a damage-induced failure, Celis lost control on the entry to the Swimming Pool on the second lap. The AVF car took the brunt of a sizeable impact and came to a rest straddling the road.

Before officials had a chance to determine if the wreck warranted a stoppage, Meindert van Buuren and Bruno Bonifacio were involved in a frightening accident at Ste Devote. Dutch racer



Bonifacio survived crash with van Buuren at Saint Devote

Malaysian winner has waited a while for this



Dean Stoneman took a relaxed second place



“The passing was fun but I was so angry I probably shouldn't have been allowed to drive”

OLIVER ROWLAND

van Buuren's car mounted the rear of the Draco machine and, jammed together, the cars speared into the barriers. Van Buuren was then vaulted to a hideous height as Bonifacio sustained front and rear assaults. Red flags were flown, and Bonifacio required a neck support before being stretchered, waving, to an ambulance.

“Bruno's car is completely destroyed,” said the Italian team's long-serving engineer, Andrea Tesi. “He went to the hospital after the race to be checked out thoroughly.”

Red Bull junior Stoneman was perhaps in more relaxed mood than during his FR3.5 debut at Motorland Aragon. Pre-race advice from Red Bull's all-powerful motorsport consultant Helmut Marko had been to ensure he brought the car home. On the restart on lap six, Stoneman resisted attempting anything foolish and exceeded his remit by taking the chequered flag 3.2s in arrears of the winner.

“Even if I had to have got by Jaz, I don't think I could have passed him,” conceded Stoneman, who was bemused and delighted to pick up four trophies, including one for best rookie. “It would have been difficult to overtake, even if he was two seconds off the pace.”

Stoneman's fine drive followed a qualifying session in which he suffered a scare by smacking the barrier at Ste Devote. After a quick checkover by the DAMS team, the gutsy GP3 runner-up went out again and improved his time, despite contending with bent steering.

“It's my second visit to Monaco but the first was sitting in the grandstand before the tunnel,

as a fan with my dad, watching Jarno Trulli win the grand prix around 10 years ago,” recalled a joyful Stoneman.

“I remember my dad said to me, ‘You'll race here’, and thinking that was a bit crazy. So this has been a great weekend. I'm learning with the team and gaining confidence.”

Dillmann also delivered a mistake-free, if solitary, run in which he neither offered a threat nor came under pressure on his way to the final place on the podium. Although the top five – completed by Egor Orudzhev, up from ninth, and Pietro Fantin – would remain static from start to finish, a charging drive from Rowland became the focal point of the onlookers.

The Racing Steps Foundation driver had pitted for a replacement rear tyre at the first opportunity, demoting him to 14th at the time of the safety-car restart on lap six. Next time around, Rowland was 10th.

“I was so angry that I probably shouldn't have been allowed to drive,” he said, grinning after a breathless performance in which he salvaged a remarkable sixth.

“The passing did become fun, and the Swimming Pool was where I was relatively strongest. A drive like that has probably done me more favours than if I had got around Turn 1 and finished P2 behind Jaz in a procession.”

It has also minimised the damage done in championship terms. OK, so Jaafar has taken the lead, but Rowland's charging drive ensures that he is just one adrift as the series moves swiftly on to Spa-Francorchamps this weekend.

De Vries finished 11th after a 10s penalty



DE VRIES LOSES HIS POINT

McLaren protege Nyck de Vries received a 10-second penalty – dropping him from 10th to 11th – for punting Tech 1 Racing's Roy Nissany into a spin at the Rascasse. De Vries had suffered a lengthy delay in the first-corner accident.

ARMAND BOUNCES BACK

De Vries's penalty meant that Philo Paz Armand was promoted to score his first point. Armand had escaped a high-speed qualifying crash at the Swimming Pool with only a sore elbow. Pons manager Jordi Pons stated that almost everything bar the tub was destroyed in the crash, which was triggered when the Indonesian rookie glanced the inside barrier.

VISSER'S TUNNEL VISION

Beitske Visser retired four laps from the end of the race after suffering a suspension problem on the entrance to the tunnel. The AVF racer had earlier been delayed by spinning at Sainte Devote on the opening lap.

ABSENT TEAMS SHRINK FIELD

Neither Zeta Corse nor Comtec Racing, both of which missed the Aragon season opener, made it to Monaco, leaving 20 entries. Zeta engineer Humphrey Corbett was working with Pons Racing in Monaco.

BIGGER TYRES ARE DEMOED

Ex-FR3.5 frontrunner Nigel Melker demonstrated 18-inch wheels for Michelin in Monaco on Friday. The FR3.5 series currently uses 13-inch rims. Michelin's Philippe Mussatti told AUTOSPORT that he is pushing to introduce the bigger tyres for World Series by Renault events for 2016. Meanwhile, ex-Formula Renault 2.0 Eurocup champion Albert Costa tested an FR2.0 car on 17-inch tyres.

MALJA RUINS ELLINAS'S RACE

An opening-lap incident at Sainte Devote, in which his exhaust was damaged, caused Tio Ellinas's engine to stop running, leading to his retirement. Ellinas's Strakka team-mate, Gustav Malja, who entered the previous weekend's Pau European Formula 3 race to prepare for Monaco, was the unwitting culprit.

GIOVINAZZI MISSES CHANCE

European Formula 3 points leader Antonio Giovinazzi was in Monaco to support Jagonya Ayam/Carlin stablemates Sean Gelael and Tom Dillmann. Giovinazzi had been a contender to substitute for GP3-tied Alfonso Celis Jr for AVF at the Silverstone FR3.5 round. But following an F3 calendar change there is now a clashing date, meaning he will be committed to racing at the Algarve circuit.

FOR FULL RESULTS, PAGE 56

Formula E

Berlin Tempelhof (D)

May 23

Round 8/10



Trulli held the lead from pole position



Fate toys with airport flier di Grassi

LUCAS DI GRASSI BREATHED A SIGH OF RELIEF. JUST seconds after crossing the line to take the most crushing victory in the brief history of Formula E on the category's debut on German soil at Berlin Tempelhof, his battery-management system shut down and he ground to a halt. "It seemed like fate," said di Grassi of his close call with disaster. This was, he believed, a race he was meant to win.

But if fate was involved, it was only to set up a cruel joke at the expense of the Brazilian and his Abt team. The champagne had barely had time to dry on di Grassi's overalls when it was already clear that the front wing of his Spark-Renault SRT_01E was coming under intense scrutiny.

Just over two hours after taking the chequered flag, di Grassi was excluded, robbing him not just of a win but the championship lead. The team claimed that the various modifications to the front-wheel fairings, front flap and gurney flap, as well as the covering of holes in the front wing, were a consequence of repair work. The stewards didn't agree, and we had a new winner.

"The last race win was Monaco GP2 in 2010," said Jerome d'Ambrosio after celebrating what

initially seemed to be second place. "We have shown we have the pace and now I hope the win is not too far away for us."

Little did he know just how close that first victory was. While nobody could argue that di Grassi's commanding drive did not merit a win, ex-Lotus and Virgin Formula 1 racer d'Ambrosio drove a skilful race from sixth on the grid. It's just that he was not in the race for victory from the moment it was split in half by an unexpected chicane on the airfield track...

Few expected shock pole-position starter Jarno Trulli to hold onto the lead for long, not so much because he isn't a seriously fast racing driver, but because his eponymous team has struggled this year. But those who joked about the likelihood of an infamous "Trulli train" up front would have been surprised at just how significant a role it played as the Italian battled serious problems with an unexplained overuse of energy that would result in him dropping to the back (see right).

The Italian did hold the lead at the start ahead of di Grassi but, after covering the inside line and navigating the first corner, his rear snapped away under braking for Turn 2 and he was pitched wide.

Crucially, Trulli managed to get back into line in second place ahead of Sebastien Buemi. And there he stayed until the sixth lap, when Buemi finally fanboosted his way into second place. By that time, di Grassi was already nine seconds to the good and the race effectively won. He could even afford to let d'Ambrosio, who jumped Buemi in the mid-race pitstops for car changes, chip away at his lead in the closing stages before crossing the line over seven seconds clear.

"Not a little – a big, big help," said di Grassi after the race when it was pointed out how significant the Trulli train was to his illusory victory. "But even after Seb overtook him, I was able to improve the gap by another two seconds. So while Jarno helped, with Jerome and Seb it



Piquet's bad day slowly got better

was not comfortable, but we had the pace to win even if Jarno wasn't there."

Di Grassi was certainly very fast, although he would have had a far harder time without Trulli's assist. D'Ambrosio, driving for the improving Jay Penske-run Dragon Racing squad, certainly had a good turn of speed. Qualifying let him down slightly, but by lap 12 he was up to third from sixth on the grid and right on Buemi's tail, thanks to a great late-braking pass on Nick Heidfeld.

D'Ambrosio emerged from the stops 11 seconds behind di Grassi. Buemi didn't have the pace of the top two and settled for third on the road – later to become second – so d'Ambrosio could focus on chipping away at a lead that di Grassi was controlling with consummate skill, making the chase futile.

But then came the sting in the tail and di Grassi's exclusion. Perhaps the one person who greeted that news with a bigger grin than d'Ambrosio was Nelson Piquet Jr. His Campos-run China Racing car wasn't hooked up in qualifying, but his trademark great energy management and canny racecraft netted an eventual fourth place – and the points lead.



D'Ambrosio inherited his first win since 2010

IN THE PADDOCK

EDD STRAW
EDITOR

@eddstraw1



WHAT COULD BE LESS FORMULA E than an airfield circuit? Amid its calendar of claustrophobic tracks in urban centres, word was that Germany's race on a disused airfield would be uninspired and out of place. But those who propagated that myth had clearly never been to Berlin Tempelhof Airport, located just a few minutes south of the city centre.

It's true that the track was conjured out of nothing, temporary barriers and kerbs laid down to create it. But that was an opportunity to produce a circuit very well-suited to Formula E cars with several overtaking opportunities; one that was a little different from those the series has so far used. But it was the backdrop that endowed the circuit with a unique feel.

Maybe it didn't come across so well on television, but the pre-war airport terminal that loomed large over the circuit was an imposing setting. The building is slightly younger than the airport, as it was rebuilt as part of the regeneration of Berlin led by Albert Speer – Hitler's architect – and the Art Deco-tinged style is unmistakable.

Formula E made good use of the location. Tempelhof was in active service for commercial flights until 2008; the check-in area remains in good nick. So for the autograph session between qualifying and the race, each driver was stationed at their own check-in desk as fans queued.

You couldn't call Berlin Tempelhof picturesque. But it's a circuit with unique, and unexpected, character – the kind that once you've visited, you don't forget.

**Berlin Tempelhof:
imposing backdrop**



MAUGER/LAT/FORMULA E

BIG NUMBER

2218

Days between Jarno Trulli's previous pole position, for the 2009 Bahrain Grand Prix, and his first in Formula E



**Williams could bid to
build next-gen battery**

MALCOLM GRIFFITHS

Battery competition set for delay until season five

FORMULA E IS SET TO PUT BACK plans to allow battery competition until its fifth season in 2018-19.

Originally the plan was to allow competition in its third season, but Formula E CEO Alejandro Agag is keen for teams to collaborate to create an improved-spec battery for the third and fourth seasons.

"The costs of developing one battery each are very high, so we are suggesting to the teams that the best

thing is for them to pool together and develop a battery," said Agag.

"That means there are more resources to develop it, and they can make a significant jump."

The need to improve the battery technology in season three means that continuing with the current Williams-developed one is not an option for Formula E. But Williams could be among the contenders to produce the next-generation battery.

Whether this plan goes ahead is dependent on gaining the agreement of the teams.

"We are a promoter and don't want to interfere," said Agag. "It's also not a question of whether the FIA wants to regulate – it would need to be an agreement between all of the teams."

Formula E does not plan for races to be completed without a car change until the fifth season, which Agag says is "still the target".



**Polesitter Trulli had
an energy problem**

MAUGER/LAT/FORMULA E

Trulli train derailed by problem

JARNO TRULLI'S SHOCK FIRST

Formula E pole position resulted in a last-place finish after he encountered power problems early in the race.

From the moment the Italian gave his first power reading at the end of the opening lap while running second, after a mistake at Turn 2 handed the lead to Lucas di Grassi, it was clear he was consuming energy at too fast a rate. A similar problem befell team-mate Tonio Liuzzi.

This caused Trulli to lose pace and he dropped gradually to midfield after holding second until the sixth lap.

"The consumption was sky-high from lap one," said Trulli. "I quickly understood that there was little we could do and that the race would be over. What we don't understand is why my car was consuming so much."

Team-mate Liuzzi ran sixth early on, but suffered a problem with engine mapping and finished ninth.

Montreal plan for season three



**Montreal city could
host Formula E race**

XPB IMAGES

THE THIRD FORMULA E SEASON

could start in September 2017 with a race in Canadian city Montreal.

Talks are ongoing with the city and although there is an outside chance of it taking place at the Circuit Gilles Villeneuve, which hosts the Canadian GP, the intention is for it to be on the streets.

"We are in good discussions with them," said Formula E CEO Alejandro Agag. "The idea will be, if we can find a track and make everything feasible, to race there for the first race of the season."

Agag has confirmed that conversations are ongoing for Mexico City – at the grand prix track – and Paris to host races in the second season.

DUVAL TAKES PODIUM

Dragon Racing's Loic Duval claimed his first Formula E podium after Lucas di Grassi's exclusion. He battled to fourth on the road later on and held off Nelson Piquet Jr to take third position after showing strong race pace.

CHANDHOK PENALISED

Karun Chandhok was hit with a 28-second penalty for exceeding the maximum permitted energy usage during the race. This dropped the Mahindra driver from 16th to 18th.

DA COSTA FRUSTRATED

Amlin Aguri's Antonio Felix da Costa was frustrated by a drive-through penalty for dipping under the 63-second minimum pitlane time that dropped him from seventh to 11th. "It was frustrating because even being slower in the car change, we would have come out in seventh," said da Costa. "We were good for a top five."

BERLIN STARTS WELL

The new Berlin Tempelhof track has been deemed a success, with 21,000 paying fans attending and drivers largely positive about the airport circuit. The venue is a potential candidate for a double-header event in season two.

ABT STAYS WITH ABT

Daniel Abt will remain with the Audi Sport Abt team next season in a deal confirmed in the build-up to the Berlin race. He will partner Lucas di Grassi at the family team. Abt finished 14th in Berlin after spinning at the second corner of the race.

Latvala catches rivals napping to claim victory in Rally Portugal



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Rally Portugal

World Rally Championship
Matosinhos (P)

May 21-24
Round 5/13



SEBASTIEN OGIER LOOKED LIKE HE MIGHT ACTUALLY be asleep. Leaning on a toolbox not long after 6am last Sunday morning, his eyes were definitely shutting. Or were they?

Was he short on sleep or was this a man starting his day the psychological way? In all honesty, he looked pretty knackered. But at the same time, his state of ultimate relaxation was still sending a handy message to team-mate Jari-Matti Latvala.

Not for the first time this season, Volkswagen's corner of the service park fizzed with anticipation as one side of the German camp took on the other.

With time on his hands, Ogier came over to share his latest victory with AUTOSPORT. Volkswagen had taken him to a GTI meeting and he'd entered a parking competition. Sounds a bit mundane, but Ogier's idea of parallel parking is slightly different to you and I. Actually, it's probably not – he's just infinitely better at firing a Polo into a space on the handbrake than we are. He did it with just a handful of centimetres to spare.

Still smiling, he departed for a final chat with team principal Jost Capito.

There had been no sign of Jari-Matti, but as Ogier departed, he appeared. Swinging his arms vigorously and stretching expansively, he had the look of a tennis player limbering up to deliver a booming ace. The face was fixed. Brow furrowed.

As usual, he stopped alongside his car and squirted brake cleaner on his spectacles to give them one last polish before he stepped aboard his rally-leading ride.

The face was still fixed. Attention was centred on him. The tension mounted. Right on cue, a joke was cracked and Latvala's face creased. He laughed.

Yikes. Was this part of the plan? What about the focus? What's the psychological impact of laughing? Good... surely.

With the service area emptied of cars, it seemed as though Capito was a good place to start. What was going to happen?

"I honestly don't know," he said. "Jari-Matti saved his tyres yesterday afternoon and compromised his speed. He said he wanted four new tyres and a 10-second lead on Sunday morning. He has that. And Seb wanted to be within 10 of Jari-Matti. He's 9.5 down, so he also has what he wants. Let's see..."

ANOTHER OGIER MASTERCLASS

Bracing himself for a tough opening day at the front of the field, Ogier's Friday started even worse than he might have imagined. Emerging from the opener in Ponte de Lima, he pretty much jumped out of the car and ran around to the right-rear.

"Puncture!" he spat, glaring at the offending

Michelin which sported a tiny split in its sidewall. "My strategy is ruined."

At least some of the weight of the world which had sat on Latvala's shoulders coming into this event had been transferred to Ogier.

Soft tyres were a valuable commodity on this event; Citroën's Kris Meeke said the deployment of the right rubber would decide the outcome of the event. At that point on day one, Ogier would have no argument with such an opinion.

In typical Ogier fashion, he got his head down and tried even harder. The cancellation of the second run through the day's longest stage – caused by concerns that overnight forest fires could spread with rising wind speeds – came as good news, as did fastest time on the penultimate test.

Arriving back in service after the stage, Ogier was in a very determined mood.

"I'm not so far behind him [Latvala]," he said. "I have done everything I could today, but what can you do when you are fighting with this..."

"This" was the running order. "This" was the FIA – the body the world champion identified as his biggest competitor when he was pressed further.

Earlier in the day, the lead had changed four times as Dani Sordo and Andreas Mikkelsen enjoyed their share of the limelight, but by stage four Latvala was leading. "I haven't been pushing so



The victory gives Latvala a huge lift



Ogier suffered from the running order



Meeke missed out on a podium place

hard," he said. "I wanted to build the speed and not take big risks. I have found the rhythm now."

As well as giving the closest possible inspection to his tyres at the end of every stage, Ogier was also taking an interest in any leading retirements on Friday afternoon. Elfyn Evans, Lorenzo Bertelli and Khalid Al-Qassimi had all departed early for one reason or another. They were all Ogier's new best friends come the next day.

Re-entry means running at the front of the field, so Ogier would start Saturday fourth on the road behind Bertelli. He was given an extra minute just in case he caught the Italian's dust.

Miikka [Anttilla] told me, 'This is good, keep going!' That gave me more confidence

JARI-MATTI LATVALA

Everything was set for an all-out French attack. Then Evans retired and Bertelli launched his Fiesta into the boonies.

"I am nearly first on the road again," groaned Ogier at the end of Saturday morning's longest test. "Elfyn is gone and then Bertelli nearly at the start of this one."

The exasperation in his voice was unmistakable. Did these people not know what they were doing to him? Even though he had climbed the running order, Ogier backed himself. He had narrowed the gap between himself and Latvala to 19 seconds.

"If it's the same tonight, then it's a big push tomorrow," he promised.

TYRE MANAGEMENT, DONE

Ogier gave the rest of the field another lesson in how to look after your tyres. Running a cross of hard and soft, he was fastest through the first stage. He then bolted the wilting boots to the rear of the Polo and drove it like that through the next two.

Latvala couldn't live with that. He replaced his two softs and ran the rest of the day with hards all around. The accepted theory was that Ogier would be creamed in the last long one. It would be impossible for him to keep anything remotely resembling tread on the rears.

Wrong. He was quickest by 4.9s.

Meeke had exactly the same combination as his rival and when he saw the time, he raised his eyes. "Fair play," said the Dungannon man with a wry smile. "That's some effort."

Ogier admitted there had been the odd moment towards the end of the 22-mile Fridao stage, but it was Latvala who talked of slowing down because his tyres were cooked.

The Finn looked finished at the end of Saturday. "This kind of thing is like fuel for him," he muttered darkly.

And then some. Ogier was bouncing when he got back to Matosinhos. He wanted the gap to be less than 10 seconds, he was 9.5 behind.

"The pressure is on him now," reckoned Ogier. "We are in equal condition and another rally is starting tomorrow."

THE FINAL CHAPTER

As Capito headed into Volkswagen's mission control to see, bets were placed, the wheel spun. Who would blink first?

Ogier's three and a bit brand new boots were good enough to be quickest through Fafe first time. The gap was down to 7.8 seconds.

Fafe was, essentially, the icing on the cake. The sponge part was made up of 20 miles of Vieira do Minho. Latvala felt he'd overdriven the opener. ▶

Ogier, Latvala and Mikkelsen complete a VW 1-2-3 on a successful weekend in Portugal

MCKLEIN/LAT



▶ “I must keep it in the line,” he said to himself as much as anybody at the penultimate stage start. Half a second up at three miles, Latvala was quicker than Ogier in all but one of the five split sectors. A word of encouragement at the three-mile point had helped no end. Latvala explained: “Miikka [Anttilla] told me, ‘This is good, keep going!’ That gave me more confidence.” The gap went north of 10 seconds again. “I backed off a little bit towards the end,” said Ogier. “I had to think of the championship and I wanted to save the tyres for the powerstage.” He did and he earned himself the three bonus points. But the cake went Latvala’s way. And he wasted no time eating it.

“This was so important,” he said. “People have been doubting Latvala in the Volkswagen – everything has been going wrong. But now we did it again. I have to say to Seb that he drove very well in the difficult conditions, but I am very happy with this win today.”

After his drive through the first two days, you could argue that Ogier deserved more than 21 points. So he did.

“We faced a very big disadvantage here,” he said. “It was almost impossible to win and somehow I am happy it didn’t happen, otherwise people would be saying, ‘You keep saying it’s a big disadvantage, but you still win...’ At least it’s the proof that, with these rules, even if you are doing the best performance of any of the drivers, you are not sure to win.” Ouch!

SAME AS SIX YEARS AGO

For the Intercontinental Rally Challenge, read the WRC. It was Meeke versus Mikkelsen on the final day, just as it had been in the IRC five years ago. The Citroen started Sunday with a 1.1s advantage, but a broken rear anti-roll bar early in the first stage ended any hope Meeke had of backing up his Argentina win with another podium.

“The car was a pretty tricky through right-handers, the rear was moving a lot,” said Meeke.

Mikkelsen was up to third and in the clear. “It’s a shame, it would have been nice to put up more of a fight,” added Meeke, “but we’re here with more manufacturer points and that’s really important. We have been closer, probably closer than ever to the Volkswagens this weekend. We’ve mixed it with them for the duration of the rally and that’s really important. If I’ve learned one thing from this event it’s that I still have some work to do in looking after my tyres. The team and I will be



Jost Capito: VW boss saw three crews on the podium

working on that before the next event.” Mikkelsen was more than happy with third, as was Capito. The boss said: “I told the three crews this morning, ‘I’m going to the press conference and I want you to come with me – I don’t care where you sit!’”

In the end Mikkelsen was on Latvala’s left, the third-placed seat.

“It’s been a very good event for me,” he said. “To feel so comfortable with the new car so quickly is incredible. There’s so much potential now.”

Mikkelsen’s result moved him back into second in the championship, six clear of his countryman Mads Ostberg, who finished sixth in the Citroen. Ostberg’s effort, allied to Meeke’s fourth spot, were enough to put clear air between the French firm and Hyundai in second place in the manufacturers’ championship behind Volkswagen.

M-Sport’s Ott Tanak was the meat in the DS 3 sandwich in fifth place. The Estonian drove superbly to relieve the pressure building on him following his wet and wild trip to the Americas.

Tanak went some way to deliver on the promises his employer made regarding the performance of the new Ford Fiesta RS WRC, which made its debut on this event. While the Estonian couldn’t sustain a challenge to the established order, there was more than a glimpse of the new car’s speed.

Probably the biggest smiles of all, however, were those on the faces of the hundreds of thousands of fans lining the route to watch round five of the championship play out.

Portugal came close to losing its WRC round forever, but a safe and sound showing last week has surely cemented this rally’s future.

Latvala certainly won’t mind coming back here again next year. ☘

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
@daviddevansrally



NO. JUST NO. WHICH BIT OF THAT DON’T YOU understand? Another language? Same answer. Bad language. Still no.

That was one of the world’s top rally drivers trying to get into rally headquarters without his pass last week. He was told politely that he wouldn’t be coming in. And he was told in two languages. Security around last week’s Rally of Portugal was nothing short of unbelievable.

It needed to be. Ahead of the start, the worst was expected following reports from most teams that pre-event tests had been interrupted by scenes from Sintra in the 1970s as spectators got closer and closer to the cars. The rally was, however, perfect. Staunch, strict and stringent the police and private security did a fantastic job in Matosinhos and on the stages around Porto. Portugal’s future in the World Rally Championship is safe because they did their job.

Make no mistake, this rally was on the line last week. Trying to shoehorn China and the Middle East into a calendar with no additional dates means more pressure than ever on European rounds and, regardless of the history and the fever of the place, it would have been gone. Probably for good.

And what of the new home? Did we miss the Algarve? Not a bit. The roads might not have been quite as quick, but the restoration of names like Ponte de Lima and Fafe more than makes up for it. And the absence of loudly dressed Brits regaling each other with their daily endeavours to spoil a good walk made a very refreshing change indeed.



Security in Portugal was tight, but it needed to be

You tighten your ass and wait for it to land



Andreas Mikkelsen explains the approach to flying Fafe’s big jump



Latvala: 'I needed to know I could do my job again'

Latvala hails vital win to get career back on track

BEATING SEBASTIEN OGIER ON

the Rally of Portugal was vital for Jari-Matti Latvala to continue competing at the sharp end of the World Rally Championship.

The Finn offered a typically candid assessment of the situation and admitted he had started to doubt himself – a situation which would have been even worse had he not won on Sunday.

"I needed this win," said Latvala. "I was starting to question myself. I know that

people were starting to say: "How's it going to be for Latvala in Volkswagen?" People were doubting me and it was going wrong. I had three really bad events and I needed to know that I could do my job again."

Latvala celebrated his first WRC win of the season in Porto – he hadn't won since the Rally of France in October last year.

"The speed hasn't been on the right level since last year," he said. "I was struggling all the time and I was on the floor a little bit. I

had to beat him in Portugal for my career. You know if Ogier keeps winning and winning then it gets more and more difficult to beat him. It becomes a state of mind, it was getting into my head.

"If you are starting from ninth on the road and you can't use that benefit, then where can you win?"

Latvala credited his pre-event test as the place he turned his fortunes around, finding a way to rid the 2015 Polo of its oversteer.



Al-Attiyah: winning record

NASSER'S CLASS ACT

Nasser Al-Attiyah maintained his winning record in WRC 2, the Cross Country World Cup and Middle East Rally Championship with more class success in his Ford Fiesta RRC in Portugal. "I want to win all three championships," he said. "We are nine events and nine wins – it's a good start to the season."

THREE WHEELS FINE

Esapekka Lappi, who finished second in the Skoda Fabia R5, had a five-minute penalty cancelled after stewards discovered the road he'd driven with only three freely-rotating wheels was closed to the public. Lappi and his team-mate Pontus Tidemand both suffered issues with their cars, but both praised the performance out of the box.

METAL SOUNDS

Craig Breen was one of several Peugeot and Citroen R5 drivers to suffer an engine fault in Portugal. The Irishman's factory 208 T16 stopped with oil pump failure on the second stage. He said: "I switched it off as soon as I could, but when it went it didn't sound nice – the noise of metal bumping into each other is never nice."

NO LUCK OF THE IRISH

Breen wasn't the only Irish or British driver to suffer in Portugal. Keith Cronin failed to make the start after crashing his Citroen DS 3 R5 at the pre-event test. Osian Pryce led the Junior WRC, but failed to finish after problems in his DS 3 R3-Max.

GILBERT WINS AGAIN

Quentin Gilbert won his second Junior WRC round in succession, with the same steady approach in Portugal as he used on the series opener in Monte Carlo in January. The Frenchman is now 28 points in the lead of the all-Citroen DS 3 series.

VATANEN A WINNER

His father Ari started the Rally of Portugal eight times without victory, but son Max finally put the Vatanen name on the list of winners, taking victory on the opening round of the Drive DMACK Fiesta Trophy.

McRAE SET FOR CHINA

Former Asia Pacific Rally Champion Alister McRae will contest this year's Chinese Rally Championship, with Stuart Loudon co-driving him in a Mitsubishi Lancer Evo X. The Lanarkshire pair start their campaign on the Chenzhou Rally.



Kubica adds two extra rallies

ROBERT KUBICA WILL ADD TWO

further rallies to his schedule as he looks to level his learning curve with M-Sport's new Fiesta RS WRC. He is likely to contest an event in Poland shortly before Rally Poland and an asphalt event soon before Rally Germany. Kubica returned to the WRC after an 11-week absence and stepped into an untested new Fiesta to finish ninth. "I'm happy with this result," he said. "We made good progress with everything."

Kubica's car is being run 50-50 by M-Sport and the RK World Rally Team, with some of Kubica's engineers working on his car at the factory in Cumbria.

Portugal future looks secure

WRC MANAGER MICHELE Mouton is confident that the success of last week's Rally of Portugal means the venue has safeguarded its world championship status.

Fears that a return to the crowd problems Mouton experienced as a driver in the 1980s could signal the end of the event proved unfounded and Mouton said: "Compared with what I remember, this is night and day. It was completely crazy just to arrive to the stage. Everybody was

on the road and when you started the stage, you can't see the road for people. But this time I have driven nearly all of the stages and when we come to the road section, where are the people? There was no traffic. They have managed this very well."

Rally winner Jari-Matti Latvala added: "This rally absolutely deserves its place in the championship next year. We have had no problems at all with spectators. It has been perfect"

Mouton: 'They have managed it very well'





Solberg's masterclass too much for Ekstrom

A blend of extravagant driving and slick tactics left the points leader on top. By **HAL RIDGE**

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THE TERM 'FLAT-OUT' BELONGS TO NORWEGIAN star Petter Solberg and his flamboyant driving style, which is adored by all who watch him in the World Rallycross Championship.

While Solberg's approach is fast, that isn't always enough to win events, especially when his driving style isn't easy on his tyres. That's why Solberg's victory in the fourth round of the series at Lydden Hill, the *Motorsport News* World RX of Great Britain, was all the more impressive.

His second win of the year and fourth podium in succession were not only thanks to his ability behind the wheel of his Citroen DS 3, but also a brilliant tactical move by his team, saving the best set of tyres until the final stages of the event. That might sound simple, but World RX drivers are limited to eight tyres a round, so to make it through the four qualifying-heat races on one set in order to save a fresh set of boots for the final two races is a big ask.

Solberg's cause was significantly helped by setting a pair of blistering times on day one of the event to lead overnight. That allowed him to overcome a fuel-pump issue while leading in heat three and the use of worn tyres in heat four to still top the intermediate classification. It was in the semi-final where Solberg really pushed hard, winning the first knockout race to qualify on pole position for the final, while DTM star Mattias Ekstrom claimed victory in the second semi-final in his Audi to join Solberg on the front row.

Second-row starter Andreas Bakkerud made the best start, but the Fiesta driver got covered off by Ekstrom, who headed straight into the joker



section, followed by Bakkerud and former British Rally champion Guy Wilks. While Ekstrom elected to get his extra-route joker out of the way early, Solberg, who started on the inside, led Johan Kristoffersson and Reinis Nitiss through the standard route on the inside of Chessons Drift.

Solberg initially thought he had the gap pegged, but Ekstrom started to reel him in, requiring Solberg to have a big push before taking his joker on the final lap, retuning to the exit of Chessons just ahead of Ekstrom to secure his seventh World RX victory, despite suffering a late puncture.

Kristoffersson also took his joker on the final lap and returned to the main route between Ekstrom and Bakkerud, who had jumped teammate Nitiss for fourth.

"The first day was absolutely fantastic," said

championship leader Solberg. "Then I had a little bit of trouble in the third heat. In the final it was a big fight. I was getting the split times from the team; the gap [to Ekstrom] was four seconds, then 4.2, so I thought, 'Ah, I have this under control'. Then the next lap it was 3.9, then 3.8 and 3.7. Then I really had to get the speed going so I pushed like mad on the last lap to get it back to four seconds again. I was a little bit over the limit with the puncture at the end, but it was a great weekend."

Wilks, the highest-placed British driver, had a disappointing final, which came to an early end when he picked up a puncture on the first lap. He impressed on his rallycross debut, especially considering the Mini RX is still in the early stages of its development programme.

"If someone had said before the event that

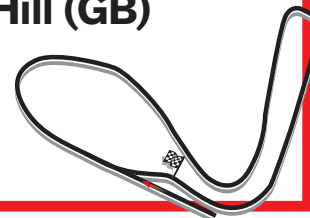


Solberg celebrates in customary flamboyant style

World RX

Lydden Hill (GB)

May 23-24



Round 4/13

RESULTS

	6 laps
1 PETTER SOLBERG Citroen DS 3	4m25.064s
2 MATTIAS EKSTROM Audi S1	+0.341s
3 JOHAN KRISTOFFERSSON VW Polo	+2.628s
4 ANDREAS BAKKERUD Ford Fiesta	+2.876s
5 REINIS NITISS Ford Fiesta	+4.234s
6 GUY WILKS Mini RX	-4 laps

Fastest lap Solberg 42.641s Pole Solberg

SEMI-FINAL ONE

	6 laps
1 PETTER SOLBERG Citroen DS 3	4m30.381s
2 JOHAN KRISTOFFERSSON VW Polo	+1.280s
3 REINIS NITISS Ford Fiesta	+3.145s
4 TIMMY HANSEN Peugeot 208	+3.380s
5 TORD LINNARUD VW Polo	+6.819s
6 ROBIN LARSSON Audi A1	+11.361s

Fastest lap Solberg 43.583s Pole Solberg

SEMI-FINAL TWO

	6 laps
1 MATTIAS EKSTROM Audi S1	4m27.300s
2 ANDREAS BAKKERUD Ford Fiesta	+3.417s
3 GUY WILKS Mini RX	+4.000s
4 DAVY JEANNEY Peugeot 208	+4.822s
5 ANDREW JORDAN Peugeot 208	+5.289s
6 MANFRED STOHL Ford Fiesta	+24.470s

Fastest lap Ekstrom 42.962s Pole Ekstrom

DRIVERS' CHAMPIONSHIP

1 SOLBERG 112	4 HANSEN 63
2 KRISTOFFERSSON 83	5 NITISS 61
3 BAKKERUD 77	6 EKSTROM 59

TEAMS' CHAMPIONSHIP

1 OLSBERGS MSE 138	4 PEUGEOT-HANSEN 110
2 SDRX 132	5 MARKLUND
3 VOLKSWAGEN TEAM SWEDEN 110	MOTORSPORT 106
	6 EKS 76



Solberg, at the back of this train, leads the points

I thought, 'I have this under control'. Then the next lap it was 3.9s, then 3.8s and 3.7s. So I pushed like mad on the last lap to get it back again. I was a little bit over the limit...



Petter Solberg on his late push to get the gap he needed over Mattias Ekstrom to take his joker lap and win



Crowds flocked to Lydden for UK round

we were going to get to the final, I wouldn't have believed them," said Wilks. "I think we did a really good job and we've proven to a few people that you don't need the biggest engine in the paddock to do well. I just wish I could have finished that final, even if it had been last. Rallycross is great fun. I'm absolutely keen to do more of this."

Former British Touring Car champion Andrew Jordan headed to the event hoping for a repeat of his 2014 podium finish, but it wasn't to be. Tenth at the end of day one, Jordan set the fastest time overall in heat three and made the cut for the semis in a comfortable sixth overall.

At the start of his semi-final, Jordan ran second to Ekstrom but was passed by Bakkerud at Devil's Elbow. Taking his joker on the last lap, Jordan returned to the main circuit in fifth, behind

Peugeot-Hansen team-mate Davy Jeanney.

"On the first day we got caught in traffic a bit, then the third heat was really good," said Jordan. "To win my own race was cool, but to be fastest overall was mega. I was chuffed with that."

"Obviously I wanted to get into the final but I'm pretty sure I got as much out of the weekend as I could. I'd love to do more, and I'd love to do Holjes [Sweden]. But we'll have to see. I'll mention it to the powers that be and see what happens."

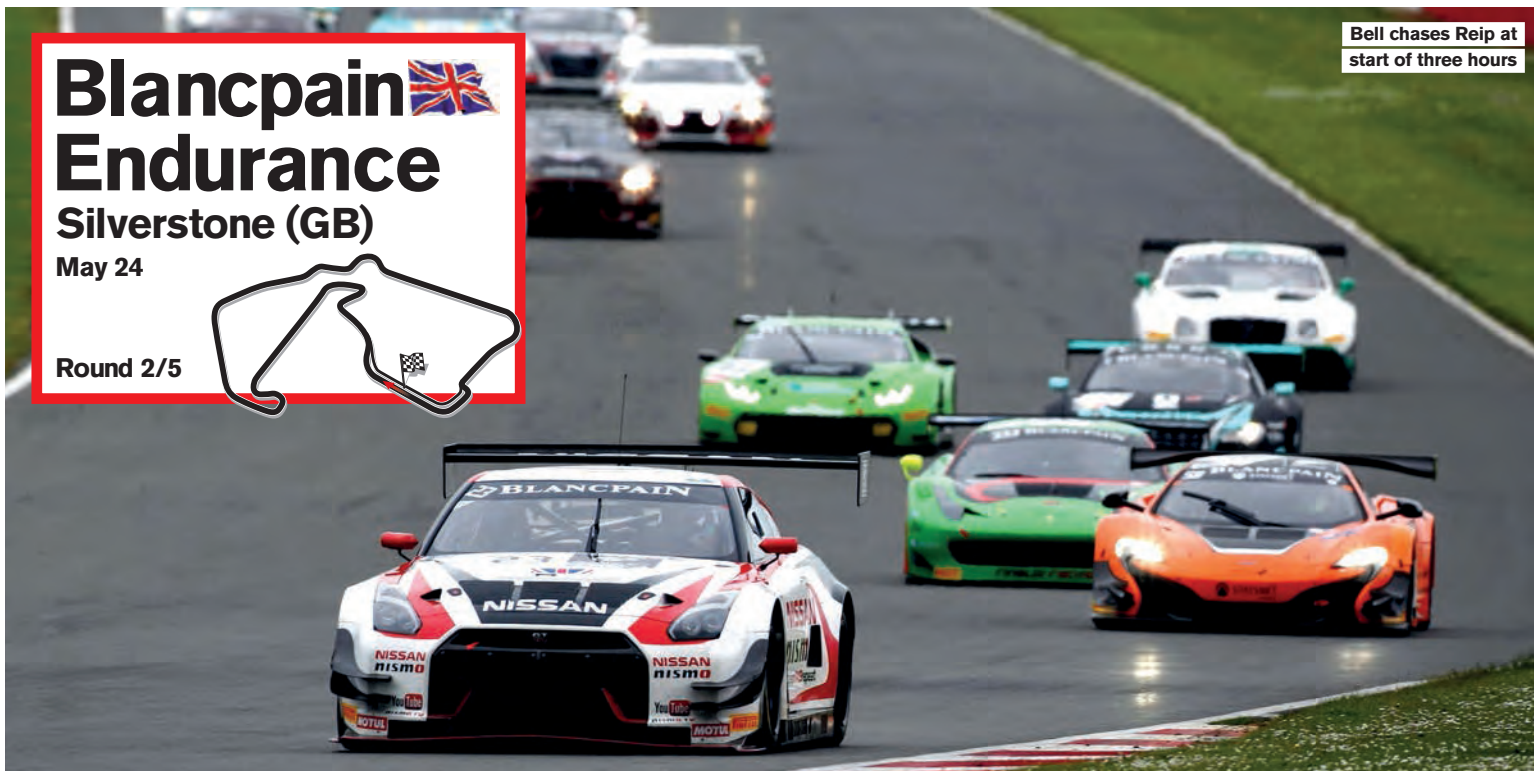
Alx Danielsson, the 2006 Formula Renault 3.5 champion, had his best run to date in the opening stages, despite a broken damper in the first heat. His luck came to an end before the remaining heats on day two: he rolled his Munnich Motorsport Audi S3 at the first corner during morning warm-up and was out.

Bell chases Reip at start of three hours

Blancpain Endurance Silverstone (GB)

May 24

Round 2/5



Fuel strategy pays off for VonRyan

NO ONE WAS GOING TO BEAT THE VONRYAN

McLaren team in the Blancpain Endurance Series at Silverstone on Sunday. Not once it had pitted Rob Bell early under a Full Course Yellow and then Shane van Gisbergen had been able to stretch a tank load of fuel to just over 70 minutes. That meant Kevin Estre, for once, had a quiet race and was able to stroke it home to victory by 23 seconds.

The tactic, said team boss Dave Ryan, “wasn’t just a punt”. It took some clever driving on the part of Aussie V8 Supercars star van Gisbergen, who duly notched up his first victory in the northern hemisphere, to pull it off.

“Straight away I was saving fuel,” said the Kiwi. “I was backing off halfway down the straights to stop the turbo spinning up.”

The impressive thing was that van Gisbergen was able to save the fuel necessary to move the VonRyan McLaren 650S into the window that would allow it to make to the end of the three-hour race without a splash *and* maintain a frontrunning pace.

The McLaren held a lead of a tad under 40 seconds over Robin Frijns in the best of the WRT Audis after the first pitstop cycle. The Dutchman managed to reduce it by half a dozen seconds, but by the end of his megastint van Gisbergen was

pulling away again. His advantage was bang on 40s when he stopped to hand over to Estre.

The Frenchman found his lead cut to just 15s after the second round of pitstops was complete as a second FCY just after the two-hour mark coincided with the final stop for the ISR Audi shared by Frederic Vervisch, Filip Salaquarda and Marco Bonanomi. The Czech-run R8 LMS ultra wasn’t a truly frontrunning car at the weekend, allowing Estre to ease away to victory.

Laurens Vanthoor, who had taken over the #1 WRT R8 LMS ultra driven first by Jean-Karl Vernay and then by Frijns, was able to close down a 19s deficit to Bonanomi and pass his fellow Audi factory driver in the space of 12 laps. Victory, though, was never on the cards.

“There’s no way we could have done what they did,” said the Belgian. “We were probably two laps short on the fuel. And once we realised they weren’t going to need a splash, we knew we couldn’t win.”

WRT’s task was made slightly harder by a gearbox glitch that left Frijns in neutral on his in-lap. The 10 or so seconds lost while he switched the car on and off meant Vanthoor had to work slightly harder during his stint, but it ultimately had no bearing on the result.



Van Gisbergen, Bell and Estre celebrate

VonRyan, however, didn’t just win this race on tactics. The 650S GT3 was a much more competitive proposition at Silverstone than it had been at Monza. Part of that was down to a different Balance of Performance (Silverstone is category C, Monza category A), partly because the fast sweeps of the home of British motorsport favour the car and partly the result of some testing by the McLaren factory between the first two rounds of the BES.

Estre had qualified fourth and then Bell had jumped to third at the start before going around the outside of Marco Seefried in the Rinaldi Ferrari 458 Italia at Becketts on the opening lap. The Brit wasn’t able to quite match the pace of Wolfgang Reip in the RJN-run Nissan GT-R NISMO GT3 that Alex Buncombe had planted on pole, but he was confident that the McLaren could have challenged without the FCY.

“We can’t say we would have won without it,” said Bell, “but we would definitely have been in the mix.”

FOR FULL RESULTS, PAGE 56

A dominant win for VonRyan McLaren



IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR

@gazzasportscars



JOHN GAW FROM ASTON MARTIN Racing said something to me a month or so back that struck home at Silverstone. He suggested that the Blancpain Endurance Series didn't represent pure competition because of the number of cars on the track. That, combined with the range of driving talents, makes it something of a lottery.

That was my thought exactly after qualifying. I'd have had to take my shoes and socks off to count the tales of woe from baulked drivers after the final 15-minute session. Even pole winner Alex Buncombe stressed that the "track had been kind" to him after taking the top spot for Nissan.

But here's a thought. Qualifying in the BES is run, for reasons of which I am not entirely sure, over three 15-minute rounds.



The BES is exciting, but is it a lottery?

Given that the cars cannot be refuelled, the fastest time should always be set when fuel loads are lightest in the final segment. Which begs the question, what are the first two rounds all about?

Wouldn't it make more sense for some kind of knock-out procedure akin to the one used in the late lamented FIA GT1 World Championship? If there are 60 cars, why

not lose 20 at each stage. Then we'd have a final session made up predominantly of entries in the Pro Cup battling it out for pole.

I put my idea to BES boss Stephane Ratel, and he's not in favour. "We have a winning formula," he offers, "and I'm not going to change one comma."

Ratel is right when he says the success of the BES has been founded on the

pro-am class and reckons his amateurs like a run in qualifying to see how they stack up against their rivals.

But the BES has to decide if it wants to push on and claim the title of the world's most competitive sportscar championship. To my mind, it only has one hand on that crown at the moment, and to claim it fully the competition has to be a bit more pure.

Ferrari 458 gets rideheight raise

THE RIDEHEIGHT OF THE FERRARI

458 Italia has been raised after it dominated the opening BES round at Monza.

The Balance of Performance change of 9mm at the front and 10mm at the rear reflects gains made on the 2015-spec Pirelli tyres. "The car has improved on the new tyre," said series boss Stephane Ratel.

Norbert Siedler qualified the Rinaldi entry second, but said the change had a greater effect on tyre longevity than one-lap pace. The Rinaldi entry was moved into the Pro class at Silverstone after Russian driver Rinat Salikhov was upgraded from bronze to silver ranking.



Ferrari made gains on the 2015 Pirellis



Lamborghini will start deliveries at the end of the year

Lambo halts factory campaign

LAMBORGHINI'S FACTORY campaign with the Grasser Racing Team in the Blancpain Endurance Series will not be repeated next year.

Lamborghini motorsport boss Giorgio Sanna stressed that the factory programme in the first season of the Huracan developed in-house by the marque was necessary to ready the car for the start of deliveries to customers at the end of this year.

"This is the best programme for us to gain experience for our customers," he said. "We have the 1000km race at Paul Ricard and the 24 Hours at Spa, which will allow us to gain kilometres."

Sanna said that Lamborghini's roster of six factory drivers racing the two Grasser cars this year will be retained and possibly expanded upon and that they will be placed with customer teams for 2016.

BOUCHUT RETURNS

Two-time FIA GT Champion Christophe Bouchut returned to the GT Russian Team Mercedes line-up at Silverstone. The 48-year-old Frenchman, who raced in the Sprint Series opener at Nogaro, shared the team's #70 SLS AMG with Alexey Karachev and Dennis Waszek. Bouchut will also contest the Paul Ricard and Spa rounds with the team.

LEONARD ON TOP

Leonard Motorsport claimed Pro-Am honours with Michael Meadows, Paul Wilson and Stuart Leonard after its final pitstop coincided with the second Full Course Yellow. That gained the Aston Martin V12 Vantage around 25s over Jann Mardenborough's RJN Nissan GT-R NISMO GT3 in the final stint.

GRASSER APPEAL

Lamborghini's and Grasser's appeal against exclusion from victory at Monza has been heard by the Italian motorsport federation. The verdict was due this week.

OJJEH'S MAIDEN WIN

Karim OjjeH notched up his first victory since joining the GT ranks in the wake of his 2011 LMP2 Le Mans Series championship success. OjjeH took the Am class aboard his Boutsen-run BMW Z4 GT3 sharing with Olivier Grotz.



Karim OjjeH: first win at Silverstone

We'd done our homework and talked about it at length, actually



Rob Bell hints at some lengthy tactical briefings in the VonRyan McLaren camp

Unlucky 13th for polesitter

THE POLE-WINNING RJN NISSAN

finished 13th after a delay at its first pitstop.

Early leader Wolfgang Reip pitted early after sustaining body damage in a collision with a Ferrari, then a clutch problem delayed Katsumasa Chiyō's departure. The GT-R NISMO GT3 was hemmed in by the car in the adjacent pit, but the clutch didn't properly disengage when it had to be dragged back to manoeuvre it into a position where it could rejoin.

Reip still set fastest lap of the race to go with Alex Buncombe's pole position.



Pitstop delays cost the RJN Nissan

RESULTS ROUND-UP

INDYCAR SERIES

ROUND 6/15 INDIANAPOLIS, MAY 24 (200 LAPS – 500,000 MILES)

1	Juan Pablo Montoya (CO) Team Penske Dallara-Chevrolet	3h05m56.5286s
2	Will Power (AUS) Team Penske Dallara-Chevrolet	+0.1046s
3	Charlie Kimball (USA) Chip Ganassi Racing Dallara-Chevrolet	+0.7950s
4	Scott Dixon (NZ) Chip Ganassi Racing Dallara-Chevrolet	+1.0292s
5	Graham Rahal (USA) Rahal Letterman Lanigan Racing Dallara-Honda	+2.3122s
6	Marco Andretti (USA) Andretti Autosport Dallara-Honda	+2.5388s
7	Helio Castroneves (BR) Team Penske Dallara-Chevrolet	+2.7821s
8	JR Hildebrand (USA) CFH Racing Dallara-Chevrolet	+3.5631s
9	Josef Newgarden (USA) CFH Racing Dallara-Chevrolet	+4.0281s
10	Simon Pagenaud (F) Team Penske Dallara-Chevrolet	+4.2148s
11	Sebastien Bourdais (F) KVSH Racing Dallara-Chevrolet	+5.3067s
12	Ryan Briscoe (AUS) Schmidt Peterson Motorsports Dallara-Honda	+5.6687s
13	Takuma Sato (J) AJ Foyt Enterprises Dallara-Honda	+6.1678s
14	Townsend Bell (USA) Dreyer & Reinbold/Kingdom Dallara-Chevrolet	+8.5005s
15	Ryan Hunter-Reay (USA) Andretti Autosport Dallara-Honda	+9.6481s
16	Gabby Chaves (CO) Bryan Herta Autosport Dallara-Honda	+10.1016s
17	Alex Tagliani (CDN) AJ Foyt Enterprises Dallara-Honda	+11.2151s
18	James Jakes (GB) Schmidt Peterson Motorsports Dallara-Honda	+12.0431s
19	Simona de Silvestro (CH) Andretti Autosport Dallara-Honda	+12.7328s
20	Carlos Munoz (CO) Andretti Autosport Dallara-Honda	+39.8346s
21	Justin Wilson (GB) Andretti Autosport Dallara-Honda	-1 lap
22	Pippa Mann (GB) Dale Coyne Racing Dallara-Honda	-3 laps
23	Sebastian Saavedra (CO) Chip Ganassi Racing Dallara-Chevy	175 laps-accident
24	Jack Hawksworth (GB) AJ Foyt Enterprises Dallara-Honda	175 laps-accident
25	Stefano Coletti (MC) KV Racing Dallara-Chevrolet	175 laps-accident
26	Tony Kanaan (BR) Chip Ganassi Racing Dallara-Chevrolet	151 laps-accident
27	James Davison (AUS) Dale Coyne Racing Dallara-Honda	116 laps-accident in pits
28	Tristan Vautier (F) Dale Coyne Racing Dallara-Honda	116 laps-accident in pits
29	Oriol Servia (E) Rahal Letterman Lanigan Dallara-Honda	112 laps-accident
30	Ed Carpenter (USA) CFH Racing Dallara-Chevrolet	112 laps-accident
31	Bryan Clauson (USA) KVSH/Jonathan Byrd's Dallara-Chevrolet	61 laps-accident
32	Sage Karam (USA) Chip Ganassi Racing Dallara-Chevrolet	0 laps-accident
33	Conor Daly (USA) Schmidt Peterson M-sports Dallara-Honda	0 laps-fuel cell leak
NQ	Buddy Lazier (USA) Lazier Partners Racing Dallara-Chevrolet	



Montoya and Power vie for Indy 500 lead

WILLIAMS/LAT

NB Briscoe's car qualified by James Hinchcliffe (CDN)
 NB Davison's car qualified by Vautier
 NB Vautier's car qualified by Carlos Huertas (CO)
Winner's average speed 161.340mph.
Fastest lap Kimball, 39.6979s, 226.712mph.

QUALIFYING

1 Dixon, 226.760mph; 2 Power, 226.350mph; 3 Pagenaud, 226.145mph;
 4 Kanaan, 225.503mph; 5 Castroneves, 225.502mph; 6 Wilson, 225.279mph;
 7 Bourdais, 225.193mph; 8 Andretti, 225.189mph; 9 Newgarden, 225.187mph;
 10 Hildebrand, 225.099mph; 11 Munoz, 225.042mph; 12 Carpenter,
 224.883mph; 13 Servia, 224.777mph; 14 Kimball, 224.743mph;
 15 Montoya, 224.657mph; 16 Hunter-Reay, 224.573mph;

17 Rahal, 224.290mph; 18 de Silvestro, 223.838mph; 19 Jakes, 223.790mph;
 20 Tagliani, 223.722mph; 21 Karam, 223.595mph; 22 Daly, 223.482mph;
 23 Bell, 223.447mph; 24 Sato, 223.226mph; 25 Mann, 223.104mph;
 26 Chaves, 222.916mph; 27 Saavedra, 222.898mph; 28 Hawksworth,
 223.738mph; 29 Coletti, 222.001mph; 30 Clauson, 221.358mph; 31 Briscoe
 (qualified by Hinchcliffe), 223.159mph; 32 Vautier (qualified by Huertas),
 224.233mph; 33 Davison (qualified by Vautier), 223.747mph;
 34 Lazier, 220.153mph.

CHAMPIONSHIP

1 Montoya, 272; 2 Power, 247; 3 Dixon, 211; 4 Castroneves, 206;
 5 Rahal, 204; 6 Newgarden, 173; 7 Bourdais, 161; 8 Kimball, 160;
 9 Andretti, 151; 10 Kanaan, 147.

GP2 SERIES

ROUND 3/10 MONTE CARLO, MAY 22-23 RACE 1 (40 LAPS – 82.941 MILES)

1	Stoffel Vandoorne (B) ART Grand Prix	58m12.368s
2	Alexander Rossi (USA) Racing Engineering	+6.292s
3	Sergio Canamasas (E) MP Motorsport	+16.726s
4	Arthur Pic (F) Campos Racing	+17.813s
5	Sergey Sirotkin (RUS) Rapax	+20.691s
6	Julian Leal (CO) Carlin	+25.164s
7	Richie Stanaway (NZ) Status Grand Prix	+25.470s
8	Raffaele Marciello (I) Trident	+26.803s
9	Jordan King (GB) Racing Engineering	+31.339s
10	Nick Yelloly (GB) Hilmer Motorsport	+42.915s
11	Rene Binder (A) Trident	+43.837s
12	Daniel de Jong (NL) MP Motorsport	+45.528s
13	Alex Lynn (GB) DAMS	+46.824s
14	Pierre Gasly (F) DAMS	+47.666s
15	Robert Visoiu (RO) Rapax	+49.290s
16	Rio Haryanto (RI) Campos Racing	+51.085s
17	Nathanael Berthon (F) Lazarus	+52.135s
18	Norman Nato (F) Arden International	+1m02.735s
19	Marlon Stockinger (RP) Status Grand Prix	+1m07.600s
20	Johnny Cecotto Jr (YV) Hilmer Motorsport	+1m07.999s
21	Andre Negrao (BR) Arden International	-1 lap
22	Zoel Amberg (CH) Lazarus	-1 lap
R	Mitch Evans (NZ) Russian Time	18 laps-accident
R	Artem Markelov (RUS) Russian Time	12 laps-accident damage
R	Marco Sorensen (DK) Carlin	10 laps-accident
R	Nobuharu Matsushita (J) ART Grand Prix	7 laps-accident

Winner's average speed 85.496mph.
Fastest lap Yelloly, 1m22.314s, 90.685mph.



Number one: Vandoorne

S.BLOXHAM/LAT

QUALIFYING – GROUP B

1 Rossi, 1m37.019s; 3 Pic, 1m37.617s; 5 Sirotkin, 1m38.391s; 7 Yelloly,
 1m38.618s; 9 Canamasas, 1m38.691s; 11 Matsushita, 1m39.020s;
 13 Markelov, 1m39.073s; 15 Negrao, 1m39.142s; 17 Lynn, 1m39.186s;
 19 Sorensen, 1m39.532s; 20 Binder, 1m39.539s; 22 Berthon, 1m40.101s;
 25 Stockinger, 1m41.503s.

QUALIFYING – GROUP A

2 Marciello, 1m40.357s; 4 Vandoorne, 1m41.124s; 6 Leal, 1m41.655s;
 8 King, 1m41.895s; 10 de Jong, 1m42.150s; 12 Gasly, 1m42.248s; 14 Stanaway,
 1m42.425s; 16 Amberg, 1m42.539s; 18 Evans, 1m42.804s; 21 Cecotto,
 1m43.386s; 23 Haryanto, 1m42.913s*; 24 Nato, 1m44.286s; 26 Visoiu,
 1m44.475s. *grid penalty.

RACE 2 (30 LAPS – 62.205 MILES)

1 Stanaway, 42m45.918s; 2 Marciello, +2.038s; 3 Sirotkin, +3.207s;
 4 Canamasas, +5.698s; 5 Leal, +13.479s; 6 Pic, +20.637s; 7 Rossi, +22.119s;
 8 Vandoorne, +23.103s; 9 Yelloly, +33.361s; 10 Gasly, +45.367s; 11 Lynn,
 +46.007s; 12 de Jong, +47.018s; 13 Visoiu, +47.331s; 14 Markelov, +47.697s;
 15 Berthon, +50.015s; 16 Binder, +58.315s; 17 Negrao, +58.464s; 18 Stockinger,
 +59.823s; 19 Matsushita, +1m00.570s; 20 Sorensen, +1m08.579s; 21 Nato,
 +1m10.989s; R King, 24 laps-accident; R Haryanto, 0 laps-accident; R Cecotto,
 0 laps-accident; R Amberg, 0 laps-accident; NS Evans-electrics.
Winner's average speed 87.274mph.
Fastest lap Nato, 1m21.886s, 91.159mph.

GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed.
 Matsushita made to start from pitlane.

CHAMPIONSHIP

1 Vandoorne, 114; 2 Rossi, 70; 3 Haryanto, 49; 4 Evans, 28; 5 Lynn, 25;
 6 Marciello, 24; 7 Leal, 24; 8 Canamasas, 23; 9 Stanaway, 22; 10 Sirotkin, 20.



Stanaway was sprint-race star

S.BLOXHAM/LAT



Jaafar ruled the Monaco streets

BPPA

FORMULA RENAULT 3.5 SERIES

ROUND 2/9 MONTE CARLO, MAY 24 (21 LAPS – 43.583 MILES)

1	Jazeman Jaafar (MAL) Fortec Motorsports	42m04.050s
2	Dean Stoneman (GB) DAMS	+3.235s
3	Tom Dillmann (F) Carlin	+6.327s
4	Egor Orudzhev (RUS) Arden Motorsport	+8.580s
5	Pietro Fantin (BR) International Draco Racing	+10.025s
6	Oliver Rowland (GB) Fortec Motorsports	+13.594s
7	Aurelien Panis (F) Tech 1 Racing	+28.017s
8	Sean Gelael (RI) Carlin	+30.090s
9	Alex Fontana (CH) Pons Racing	+34.024s
10	Philo Paz Armand (RI) Pons Racing	+46.733s
11	Nyck de Vries (NL) DAMS	+48.849s
12	Roy Nissany (IL) Tech 1 Racing	+1m11.789s
13	Beitske Visser (NL) AVF	16 laps-suspension
R	Nicholas Latifi (CDN) Arden Motorsport	13 laps-accident
R	Bruno Bonifacio (BR) International Draco Racing	2 laps-accident
R	Meindert van Buuren (NL) Lotus (Charouz)	2 laps-accident
R	Alfonso Celis Jr (MEX) AVF	1 lap-accident
R	Tio Ellinas (CY) Strakka Racing	1 lap-accident damage
R	Matthieu Vaxiviere (F) Lotus (Charouz)	0 laps-accident
R	Gustav Malja (S) Strakka Racing	0 laps-accident

Winner's average speed 62.161mph.
Fastest lap Rowland, 1m24.517s, 88.401mph.

QUALIFYING – GROUP B

1 Jaafar, 1m23.425s; 3 Vaxiviere, 1m23.827s; 5 Stoneman, 1m24.127s;
 7 Dillmann, 1m24.388s; 9 Orudzhev, 1m24.635s; 11 Latifi, 1m25.028s;
 13 Bonifacio, 1m25.359s; 15 Panis, 1m25.659s; 17 Fontana, 1m26.167s;
 19 Nissany, 1m28.122s.

QUALIFYING – GROUP A

2 Rowland, 1m24.370s; 4 de Vries, 1m24.913s; 6 Ellinas, 1m25.127s; 8 Malja,
 1m25.332s; 10 Fantin, 1m25.444s; 12 Celis, 1m25.850s; 14 Visser, 1m25.873s;
 16 van Buuren, 1m26.348s; 18 Gelael, 1m26.841s; 20 Armand, 1m34.213s.

CHAMPIONSHIP

1 Jaafar, 49; 2 Rowland, 48; 3 Vaxiviere, 37; 4 Stoneman, 33; 5 Dillmann, 27;
 6 de Vries, 24; 7 Fantin, 18; 8 van Buuren, 18; 9 Orudzhev, 12; 10 Ellinas, 12.

RESULTS BY FORIX



Second place became first for d'Ambrosio

MAUGER/LAT



Nissan leads Blancpain field

BLANCPAIN ENDURANCE SERIES

ROUND 2/5 SILVERSTONE, MAY 24 (84 LAPS – 307.482 MILES)

1	Rob Bell (GB)/Shane van Gisbergen (NZ)/Kevin Estre (F)	3h01m44.827s
2	Jean-Karl Vernay (F)/Robin Frijns (NL)/Laurens Vanthoor (B)	+23.281s
3	Frank Stippler (D)/Stephane Richelmi (MC)/Stephane Ortelli (MC)	+44.793s
4	Frederic Verwilt (B)/Marco Bonanomi (I)/Filip Salaquarda (CZ)	+48.407s
5	Craig Dolby (GB)/Sean Walkinshaw (GB)/Martin Plowman (GB)	+56.787s
6	Maxime Soulet (B)/Maximilian Buhk (D)/Andy Soucek (E)	+59.627s
7	Marco Seefried (D)/Rinat Salikhov (RUS)/Norbert Siedler (A)	+1m04.614s
8	Mirko Bortolotti (I)/Giovanni Venturini (RSM)/Adrian Zaugg (ZA)	+1m08.715s
9	Guy Smith (GB)/Andy Meyrick (GB)/Steven Kane (GB)	+1m09.644s
10	Nico Bastian (D)/Stef Dusseldorp (NL)/Klaus Graf (D)	+1m26.319s
11	Daniel Juncadella (E)/Nicolaï Sylvest (DK)/Indy Dontje (NL)	+1m26.864s
12	Marc Basseng (D)/Gregory Guilvert (F)/Edward Sandstrom (S)	+1m53.991s
13	Wolfgang Reip (B)/Katsumasa Chiyo (J)/Alex Buncombe (GB)	+1m58.591s
14	Michael Meadows (GB)/Paul Wilson (GB)/Stuart Leonard (GB)	-1 lap
15	Gaetan Paletou (F)/Ricardo Sanchez (MEX)/Jann Mardenborough (GB)	-1 lap
16	Gabriele Gardel (CH)/Lorenz Frey (CH)/Fredy Barth (CH)	-1 lap
17	Andrew Palmer (USA)/Fabio Babini (I)/Jeroen Mul (NL)	-1 lap
18	Duncan Cameron (GB)/Matt Griffin (IRL)	-1 lap
19	Daniel Lloyd (GB)/Ahmad Al Harthy (OM)/Jonathan Adam (GB)	-1 lap
20	Alexey Karachev (RUS)/Dennis Waszek (CZ)/Christophe Bouchut (F)	-1 lap
21	Henry Hassid (F)/Eric Dermont (F)/Franck Perera (F)	-1 lap
22	Pieter Schothorst (NL)/Max Koebolt (NL)/Sacha Botteman (F)	-1 lap
23	Hubert Haupt (D)/Abdulaziz Al Faisal (SA)/Yelmer Buurman (NL)	-1 lap
24	Karim Al-Azhari (UAE)/Alexey Vasilev (RUS)/Marko Asmer (EST)	-1 lap
25	Adrien de Leener (B)/Cedric Sbirrazzuoli (F)	-1 lap
26	Sergio Jimenez (BR)/Caca Bueno (BR)/Felipe Fraga (BR)	-1 lap
27	Joe Osborne (GB)/Ryan Ratcliffe (GB)/Lee Mowle (GB)	-1 lap
28	Morgan Moullin Traffort (F)/Jean-Luc Beaubelique (F)/Philippe Giauque (F)	-1 lap
29	Miguel Toril (E)/Kenneth Heyer (D)/Jan Seyffarth (D)	-1 lap
30	Leo Machitski (RUS)/Timur Sardarov (RUS)/Jonathan Cocker (GB)	-1 lap

Pro-Am 1 Meadows/Wilson/Leonard, 2 Paletou/Sanchez/Mardenborough; 3 Gardel/Frey/Barth.
Am 1 Karim Ojeh (SA)/Olivier Grotz (L) Boutsen Ginier Racing BMW Z4 GT3; 2 Rino Mastroratti (I)/Fabio Mancini (I)/Andrey Birzhin (RUS) Glorax Racing Ferrari 458 Italia GT3; 3 Christophe Hamon (F)/Tony Samon (F)/Luc Paillard (F) Sport Garage Ferrari 458 Italia GT3.
Winner's average speed 101.508mph.
Fastest lap Reip, 2m02.812s, 107.300mph.

QUALIFYING

1	Buncombe, 2m00.829s; 2 Siedler, 2m00.930s; 3 Vanthoor, 2m01.058s;
4	Estre, 2m01.334s; 5 Osborne, 2m01.411s; 6 Bortolotti, 2m01.483s;
7	Mardenborough, 2m01.647s; 8 Richelmi, 2m01.669s; 9 Smith, 2m01.689s;
10	Verwilt, 2m01.729s; 11 Markus Winkelhock (D)-Phoenix Racing Audi, 2m01.794s;
12	Dominik Baumann (A)-Team Schubert BMW, 2m01.911s;
13	Hassid, 2m01.914s; 14 Fabio Onidi (I)-ISR Audi, 2m01.938s; 15 Juncadella, 2m01.810s*;
16	Asmer, 2m01.970s; 17 Soucek, 2m01.990s; 18 Lloyd, 2m01.996s;
19	Dusseldorp, 2m02.022s; 20 Mike Parisy (F)-HTP Motorsport Bentley, 2m02.046s;
21	Maro Engel (D)-Black Falcon Mercedes, 2m02.068s;
22	Dolby, 2m02.152s; 23 Guilvert, 2m02.184s; 24 Meadows, 2m02.197s;
25	Michael Lyons (GB)-Kessel Racing Ferrari, 2m02.318s; 26 Jimenez, 2m02.340s;
27	Marco Cioci (I)-AF Corse Ferrari, 2m02.431s; 28 Schothorst, 2m02.472s;
29	Moullin Traffort, 2m02.491s; 30 Matheus Stumpf (BR)-Team Brasil (AH) BMW, 2m02.514s. * grid penalty.

CHAMPIONSHIP

1 Vernay/Frijns/Vanthoor, 43; 2 Stippler/Ortelli, 30; 3 van Gisbergen/Bell/Estre, 26; 4 Smith/Meyrick/Kane, 20; 5 Walkinshaw/Plowman/Dolby, 16; 6 Nico Muller & Richelmi, 15; 8 Chiyo/Reip/Buncombe, Buhk/Soulet/Soucek & Bonanomi/Salaquarda/Verwilt, 12.

FORMULA E

ROUND 8/10 BERLIN TEMPELHOF, MAY 23 (33 LAPS – 50.648 MILES)

1	Jerome d'Ambrosio (B) Dragon Racing	48m26.566s
2	Sebastien Buemi (CH) Team e.dams Renault	+2.433s
3	Loic Duval (F) Dragon Racing	+3.508s
4	Nelson Piquet Jr (BR) China Racing (Campos)	+3.975s
5	Nick Heidfeld (D) Venturi (Signature)	+13.046s
6	Stephane Sarrazin (F) Venturi (Signature)	+13.335s
7	Jean-Eric Vergne (F) Andretti Autosport	+13.678s
8	Sam Bird (GB) Virgin Racing	+14.055s
9	Vitantonio Liuzzi (I) Trulli (Super Nova)	+15.636s
10	Nicolas Prost (F) Team e.dams Renault	+16.602s
11	Antonio Felix da Costa (P) Amclin Aguri	+16.797s
12	Jaime Alguersuari (E) Virgin Racing	+20.594s
13	Scott Speed (USA) Andretti Autosport	+21.149s
14	Daniel Abt (D) Audi Sport Abt	+23.688s
15	Charles Pic (F) China Racing (Campos)	+25.491s
16	Salvador Duran (MEX) Amclin Aguri	+44.157s
17	Bruno Senna (BR) Mahindra Racing (Carlin)	+46.257s
18	Karun Chandhok (IND) Mahindra Racing (Carlin)	+52.703s
19	Jarno Trulli (I) Trulli (Super Nova)	31 laps-withdrawn
EX	Lucas di Grassi (BR) Audi Sport Abt	48m18.980s

Winner's average speed 62.731mph.

Fastest lap Piquet, 1m24.435s, 65.437mph.



Poleman Trulli failed to finish

WARNER/LAT

QUALIFYING

1 Trulli, 1m21.547s; 2 di Grassi, 1m21.623s; 3 Buemi, 1m21.685s; 4 Heidfeld, 1m21.710s; 5 Abt, 1m21.754s; 6 d'Ambrosio, 1m21.861s; 7 Prost, 1m21.911s; 8 Duval, 1m21.917s; 9 Sarrazin, 1m21.978s; 10 Vergne, 1m22.015s; 11 Liuzzi, 1m22.032s; 12 Speed, 1m22.096s; 13 Piquet, 1m22.310s; 14 Alguersuari, 1m22.395s; 15 Bird, 1m22.437s; 16 Duran, 1m22.444s; 17 Pic, 1m22.464s; 18 Senna, 1m22.575s; 19 da Costa, 1m22.586s; 20 Chandhok, 1m22.803s.

CHAMPIONSHIP

1 Piquet, 103; 2 Buemi, 101; 3 di Grassi, 93; 4 Prost, 78; 5 d'Ambrosio, 77; 6 Bird, 68; 7 da Costa, 45; 8 Vergne, 40; 9 Alguersuari, 30; 10 Senna, 28.

WORLD RALLY CHAMPIONSHIP

ROUND 5/13 RALLY PORTUGAL, MAY 21-24

1	Jari-Matti Latvala (FIN)/Mikka Anttila (FIN) Volkswagen Motorsport Volkswagen Polo R WRC	3h30m35.3s
2	Sebastien Ogier (F)/Julien Ingrassia (F) Volkswagen Motorsport Volkswagen Polo R WRC	+8.2s
3	Andreas Mikkelsen (N)/Ola Floene (N) Volkswagen Motorsport II Volkswagen Polo R WRC	+28.6s
4	Kris Meeke (GB)/Paul Nagle (IRL) Citroen Total Citroen DS3 WRC	+48.7s
5	Ott Tanak (EST)/Raigo Molder (EST) M-Sport WRT Ford Fiesta RS WRC	+1m56.8s
6	Dani Sordo (E)/Marc Marti (E) Hyundai Motorsport Hyundai i20 WRC	+2m27.9s
7	Mads Ostberg (N)/Jonas Andersson (S) Citroen Total Citroen DS3 WRC	+2m32.2s
8	Hayden Paddon (NZ)/John Kennard (NZ) Hyundai Motorsport Hyundai i20 WRC	+2m54.3s
9	Robert Kubica (PL)/Maciek Szczepaniak (PL) Ford Fiesta RS WRC	+4m39.1s
10	Martin Prokop (CZ)/Jan Tomanek (CZ) Jipocar Czech National Team Ford Fiesta RS WRC	+7m31.2s
24	Khalid Al-Qassimi (UAE)/Chris Patterson (GB) Citroen Total Citroen DS3 WRC	+34m37.0s
38	Thierry Neuville (B)/Nicolas Gilsoul (B) Hyundai Motorsport Hyundai i20 WRC	+44m33.1s
69	Elfyn Evans (GB)/Daniel Barritt (GB) M-Sport WRT Ford Fiesta RS WRC	+2h13m16.9s
R	Lorenzo Bertelli (I)/Giovanni Bernacchini (I) FWRT Ford Fiesta RS WRC	SS10-accident



Latvala and Anttila celebrate...

MCKLEIN/DE

DRIVERS' CHAMPIONSHIP

1 Ogier, 105; 2 Mikkelsen, 63; 3 Ostberg, 57; 4 Meeke, 47; 5 Latvala, 46; 6 Evans, 41; 7 Sordo, 38; 8 Neuville, 35; 9 Prokop, 27; 10 Tanak, 22.

MANUFACTURERS' CHAMPIONSHIP

1 Volkswagen Motorsport, 146; 2 Citroen Total Abu Dhabi WRT, 103; 3 Hyundai Shell World Rally Team, 94; 4 M-Sport World Rally Team, 81; 5 Jipocar Czech National Team, 34; 6 Volkswagen Motorsport II, 30

STAGE TIMES

SS1 SSS Lousada (2.09 miles)
 F:Mikkelsen 2m41.1s L:Mikkelsen S:Ogier +0.5s
SS2 Ponte de Lima 1 (17.06 miles)
 F:Sordo 19m41.5s L:Sordo S:Mikkelsen +0.1s
SS3 Caminha 1 (11.22 miles)
 F:Ostberg 10m48.9s L:Mikkelsen S:Meeke +2.1s
SS4 Viana do Castelo 1 (11.68 miles)
 F:Latvala 11m38.3s L:Latvala S:Meeke +6.1s
SS5 Ponte de Lima 2 (17.06 miles) Cancelled

...after topping VW 1-2-3 in Portugal



SS6 Caminha 2 (11.22 miles)
 F:Ogier 10m49.6s L:Latvala S:Meeke +7.4s
SS7 Viana do Castelo 2 (11.68 miles)
 F:Latvala 11m30.1s L:Latvala S:Meeke +11.1s
SS8 Baiao 1 (11.54 miles)
 F:Mikkelsen 11m48.3s L:Latvala S:Mikkelsen +9.9s
SS9 Marao 1 (17.17 miles)
 F:Meeke 17m11.1s L:Latvala S:Meeke +11.2s
SS10 Fridao 1 (23.41 miles)
 F:Meeke 25m40.5s L:Latvala S:Meeke +6.1s
SS11 Baiao 2 (11.54 miles)

F:Ogier 11m43.0s L:Latvala S:Meeke +8.9s
SS12 Marao 2 (17.17 miles)
 F:Ogier 16m58.7s L:Latvala S:Meeke +10.7s
SS13 Fridao 2 (23.41 miles)
 F:Ogier 25m17.9s L:Latvala S:Ogier +9.5s
SS14 Fafe 1 (6.93 miles)
 F:Ogier 6m49.8s L:Latvala S:Ogier +7.8s
SS15 Vieira do Minho (20.10 miles)
 F:Latvala 20m38.7s L:Latvala S:Ogier +10.4s
SS16 Fafe 2 (Power Stage) (6.93 miles)
 F:Ogier 6m43.0s L:Latvala S:Ogier +8.2s

**TCR INTERNATIONAL
MONZA (I), MAY 24 RD 5/11**

Morbidelli wins thrillers to take TCR points lead

GIANNI MORBIDELLI BECAME THE first driver to score a maximum TCR International weekend points maximum with both race victories and pole position at Monza – but he had to work hard for them.

The West Coast Racing Honda man was forced to win race one the hard way as a slow getaway meant he fell to fourth as the pack charged into the Rettifilo chicane. When Stefano Comini attacked Pepe Oriola for the lead on lap five of 11, that allowed Morbidelli through. The Italian pressed Oriola for the lead for two laps before making a move stick, then raced clear to win from Oriola and Andrea Belicchi.

“We showed today that we were not as quick on the straights as many people think,” said Morbidelli after the race. “I was very fast on the last corner. That was the key for me; I was very quick there and at Ascari.”

Pre-weekend points leader Comini – who’d dropped out of the



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**Comini braves it out
with Hondas of
Morbidelli and Gleason**

first race – found himself in the lead halfway through race two when his Target Competition SEAT was tapped across the Rettifilo by Morbidelli, who fell to fourth.

Jordi Gene then emerged in second after going four-wide down the main straight with Morbidelli, Belicchi and the vastly improved Campos Racing Opel Astra of Fernando Monje.

Morbidelli relieved Gene of second before hunting down Comini. Entering the final lap, Morbidelli outdragged the SEAT out of the Parabolica before sweeping across to the inside for the Rettifilo. Comini braked later and turned in on the Honda but was spun around in the resulting contact, dropping to fourth behind Gene and Monje.

● Alex Kalinauckas

RESULTS

Race 1 1 Gianni Morbidelli (Honda Civic TCR), 11 laps in 22m31.918s; 2 Pepe Oriola (SEAT Leon Racer), +1.198s; 3 Andrea Belicchi (SEAT); 4 Jordi Gene (SEAT); 5 Fernando Monje (Opel Astra OPC); 6 Kevin Gleason (Honda). **Race 2** 1 Morbidelli, 11 laps in 22m37.847s; 2 Gene, +2.717s; 3 Monje; 4 Stefano Comini (SEAT); 5 Belicchi; 6 Igor Skuz (Honda). **Points** 1 Morbidelli, 146; 2 Comini, 132; 3 Oriola, 125; 4 Gene, 120; 5 Belicchi, 102; 6 Gleason, 89.

NASCAR SPRINT CUP CHARLOTTE (USA), MAY 24 RD 12/36

Edwards kicks into gear

CARL EDWARDS KICKSTARTED WHAT had hitherto been a quiet first season with Joe Gibbs Racing by stretching a tank of fuel from the final yellow with 62 of the 400 laps left to the finish of NASCAR’s 600-mile Charlotte night race.

The Roush Fenway convert led a pack of seven drivers trying that tactic and assumed first place as the evening’s dominant cars subsequently came in under green.

Edwards’s Toyota then pulled away from the Ford of fellow gambler Greg Biffle to win by nearly five seconds and book Edwards’s place in the Chase. Long-time leader Martin Truex Jr was best of those on a more standard strategy, and he was left baffled at the fuel economy

of those ahead as he could only fight back to fifth behind Dale Earnhardt Jr and polewinner Matt Kenseth.

RESULTS

1 Carl Edwards (Toyota Camry), 400 laps in 4h03m34s; 2 Greg Biffle (Ford Fusion), +4.785s; 3 Dale Earnhardt Jr (Chevrolet SS); 4 Matt Kenseth (Toyota); 5 Martin Truex Jr (Chevy); 6 Ryan Newman (Chevy); 7 Brad Keselowski (Ford); 8 Denny Hamlin (Toyota); 9 Kevin Harvick (Chevy); 10 Kurt Busch (Chevy). **Chase grid** 1 Jimmie Johnson, 3 wins/393 points; 2 Harvick, 2/473; 3 Joey Logano, 1/407; 4 Earnhardt, 1/401; 5 Keselowski, 1/381; 6 Kenseth, 1/372; 7 Busch, 1/327; 8 Hamlin, 1/321; 9 Edwards, 1/312; 10 Truex, 0/432; 11 Jamie McMurray, 0/353; 12 Jeff Gordon, 0/346; 13 Kasey Kahne, 0/345; 14 Newman, 0/343; 15 Aric Almirola, 0/339; 16 Paul Menard, 0/336.



**Harvey in
Victory Lane**

INDY LIGHTS INDIANAPOLIS (USA), MAY 22 RD 5/10

Harvey earns his Freedom

JACK HARVEY TOOK CONTROL OF the Indy Lights title chase with an accomplished victory on Friday in the series’ blue-riband event, the Freedom 100 at the Indianapolis Motor Speedway.

The Englishman’s first-ever oval victory cemented his claim to a prize that will include entry in at least three IndyCar Series events in 2016, including the 100th running of the Indianapolis 500.

Schmidt Peterson Motorsports team-mate Ethan Ringel qualified on the pole at a record average speed (197.684mph) and led the majority of the 40-lap race.

Harvey, though, took advantage of some lapped traffic on lap 34 to regain the top position and was out in front when a punctured tyre caused erstwhile points leader Ed

Jones (Carlin) to crash out of seventh place, ensuring that the race would finish under caution.

Scott Anderson overcame RC Enerson as they completed an impressive top-four sweep for Sam Schmidt’s team.

Over at the shorter Lucas Oil Raceway, Weiron Tan continued Andretti Autosport’s Pro Mazda mastery of the venue, while Jake Eidson held off a race-long attack from Nico Jamin in USF2000.

● Jeremy Shaw

RESULTS

1 Jack Harvey, 40 laps in 33m21.2712s; 2 Ethan Ringel, +1.2127s; 3 Scott Anderson; 4 RC Enerson; 5 Kyle Kaiser; 6 Sean Rayhall. **Points** 1 Harvey, 192; 2 Ed Jones, 179; 3 Spencer Pigot, 168; 4 Enerson, 136; 5 Max Chilton, 126; 6 Anderson, 116.



THACKER/LAT

**Edwards’s first
win for Gibbs**

Deletraz beats Sasahara home in race one



BLANCPAIN SUPPORTS SILVERSTONE (GB), MAY 23-24

Deletraz and Kujala star with doubles

THERE WAS NO STOPPING LOUIS Deletraz as he dominated both Formula Renault Northern European Cup races at Silverstone.

The Swiss's first win came from pole and some brave driving on the opening tour on cold tyres. Deletraz and his Josef Kaufmann Racing car charged away from series leader Ukyo Sasahara (ART Junior Team), who had his mirrors full of Fortec Motorsports' Callan O'Keeffe.

As the Japanese driver defended his second place, Deletraz pulled away and was over three seconds to the good at the end of the first lap. He was never threatened and edged closer to Sasahara in the points. South African O'Keeffe was never far away from Sasahara, but he was never able to make a committed move.

Race two was a frustrating affair, marred by a lengthy safety-car period after Luke Chudleigh and Nikita Mazepin tangled off the line.

The restart was for just over 10 minutes and again Deletraz made good his escape to head teammate Kevin Jorg to Stowe, where

Dennis Olsen (Manor MP Motorsport) dived up the inside to bag second. Jorg remounted an attack on Olsen but to no avail, while Sasahara secured fourth.

Ex-GP3 racer Patrick Kujala continued his impressive switch to GT cars by winning both Lamborghini Super Trofeo races to mirror his Monza double. Victory in the first 50-minute stanza came despite lamentable driving by backmarker Jurgen Krebs, who held up the Finn for over a lap and allowed Patric Niederhauser to close to within two tenths of a second. Once clear of Krebs, Kujala extended his advantage enough to take the win.

Any hopes Niederhauser entertained of winning race two were dashed when a fuel injector went south on the installation lap. With insufficient time to change it on the grid, Niederhauser was sent into battle with fingers crossed but retired within three laps. Kujala was caught by Daniel Zampieri before the pitstops, but the Italian's co-driver Roman Mavlanov couldn't match Zampieri's pace and fell away.

The Auto GP grid mustered but seven starters, forcing reduced-

distance races with no mandatory pitstop. Antonio Pizzonia (Zeke Racing) won race one from Facu Regalia (FMS), but Pizzonia had problems on the grid for race two, forcing a delayed start. Luis Sa Silva took the win to complete a Zeke Racing double, as Pizzonia secured third from the pitlane.

● David Addison

RESULTS

FORMULA RENAULT NEC

Race 1 1 Louis Deletraz, 13 laps in 26m01.518s; 2 Ukyo Sasahara, +3.401s; 3 Callan O'Keeffe; 4 Dennis Olsen; 5 Darius Oskoui; 6 Harrison Scott. **Fastest lap** Sasahara, 1m59.248s, 110.51mph. **Race 2** 1 Deletraz, 10 laps in 25m36.090s; 2 Olsen, +5.450s; 3 Kevin Jorg; 4 Sasahara; 5 O'Keeffe; 6 Scott. **FL** Deletraz, 1m59.370s, 110.39mph. **Points** 1 Deletraz, 97; 2 Sasahara, 95; 3 Olsen, 70; 4 O'Keeffe, 52; 5 Ignazio D'Agosto, 46; 6 Max Defourny, 46.

LAMBORGHINI SUPER TROFEO

Race 1 1 Patrick Kujala, 24 laps in 51m03.678s; 2 Edoardo Liberati/Patric Niederhauser, +2.424s; 3 Sergio Campana/Fabrizio Crestani; 4 Florian Spengler; 5 Gerhard Tweraser/Isaac Tutumlu; 6 Loris Spinelli/Marco Moscato. **FL** Kujala, 2m02.322s, 107.73mph. **Race 2** 1 Kujala, 24 laps in 51m31.063s; 2 Daniel Zampieri/Roman Mavlanov, +10.359s; 3 Campana/Crestani; 4 Shinya Michimi/Kei Cozzolino; 5 Spengler; 6 Adrian Amstutz. **FL** Kujala, 2m01.446s, 108.51mph.

AUTO GP

Race 1 1 Antonio Pizzonia, 9 laps in 16m15.681s; 2 Facu Regalia, +9.521s; 3 Luis Sa Silva; 4 Nikita Zlobin; 5 Giuseppe Cipriani; 6 Andres Mendez. **FL** Pizzonia, 1m47.645s, 122.42mph. **Race 2** 1 Sa Silva, 8 laps in 14m38.384s; 2 Regalia, +0.048s; 3 Pizzonia; 4 Cipriani; 5 Christof von Grunigen; 6 Mendez. **FL** Regalia, 1m47.099s, 123.04mph.

RENAULT ALPS RED BULL RING (A), MAY 23-24 RD 3/7

Aitken is king in Austria

JACK AITKEN BOUNCED BACK FROM A miserable Pau to score a fine double win just one week later in Austria.

Aitken was in a class of his own in a wet first race, then held off fellow Brit and Koiranen team-mate Jake Hughes to win the second race.

Matevos Isaakyan won the reversed-grid finale, in which Aitken was delayed when he pitted for a new front wing. Hughes charged from 11th to the brink of the podium.

RESULTS

Race 1 1 Jack Aitken, 16 laps in 28m32.561s; 2 Matevos Isaakyan, +18.933s; 3 Stefan Riener; 4 Thiago Vivacqua; 5 James Allen; 6 Jake Hughes. **Race 2** 1 Aitken, 18 laps in 27m15.786s; 2 Hughes, +3.830s; 3 Vivacqua; 4 Anton de Pasquale; 5 Riener; 6 Danylo Pronenko. **Race 3** 1 Isaakyan, 17 laps in 26m49.965s; 2 Vasily Romanov, +1.627s; 3 Amaury Richard; 4 Hughes; 5 de Pasquale; 6 Bruno Baptista. **Points** 1 Aitken, 125; 2 Hughes, 102; 3 Riener, 99; 4 Isaakyan, 86; 5 Vivacqua, 68; 6 Romanov, 38.



Ishiura holds off Kobayashi

SUPER FORMULA OKAYAMA (J), MAY 24 RD 2/7

Ishiura takes first victory

IN HIS SIXTH SEASON IN JAPAN'S top formula, Hiroaki Ishiura finally scored his maiden win in his Cerumo-Inging Dallara-Toyota.

Ishiura had also taken his first pole, and initially led Joao Paulo de Oliveira, the Brazilian blasting from fifth to second with a great start.

De Oliveira was leapfrogged at the pitstops by Kamui Kobayashi, who then got closer and closer to the lead. But Ishiura held firm to win by just over a second. Tomoki Nojiri lost places at the start from his front-row spot, but upheld Honda honour by completing the podium.

● Jiro Takahashi

RESULTS

1 Hiroaki Ishiura (Dallara-Toyota), 68 laps in 1h29m49.130s; 2 Kamui Kobayashi (D-T), +1.108s; 3 Tomoki Nojiri (D-Honda); 4 Naoki Yamamoto (D-H); 5 Joao Paulo de Oliveira (D-T); 6 Andrea Caldarelli (D-T); 7 Takuya Izawa (D-H); 8 Andre Lotterer (D-T); 9 Ryo Hirakawa (D-T); 10 Narain Karthikeyan (D-H). **Points** 1 Ishiura, 15; 2 Lotterer, 11; 3 de Oliveira, 9; 4 Kobayashi, 8; 5 Kazuki Nakajima, 8; 6 Nojiri, 7.



Kujala has won four from four

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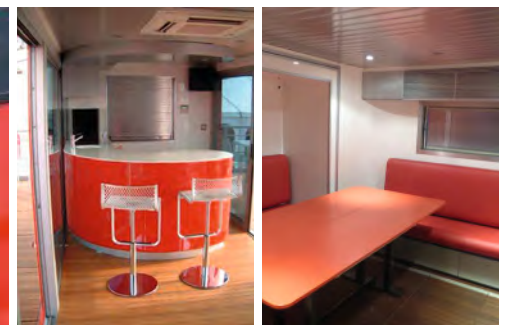
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Ashburn's spotty 911 is back

SCOTT MITCHELL
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MAYBE I'M MAKING A BIGGER

deal out of it than I should, but two more GT3 marques in British GT adds something important to the Silverstone showpiece: variety.

I've said plenty of times this season already that one drawback has been the exodus of marques: Nissan and Bentley are gone, for example, but it seemed as though the series would be Porsche-less this year as well.

Thankfully the inimitable David Ashburn has seen fit to stop that from happening, and it's good to have Trackspeed back – equally Team Parker Racing is a strong addition to the GT3 ranks, having proven to be a strong addition in myriad classes and categories, and brings Audi back into the fold too.

Head out of Silverstone, up the A43 and M1, across the M45 and A45 and into Coventry, and you'll encounter a very different kind of motorsport this weekend.

While GT3 and GT4 machinery does battle in Northamptonshire, an hour away in the West Midlands Coventry MotoFest's event includes demos on the city's Ring Road.

Back in October last year we brought you news of this event, which had bold intentions of hosting racing on a circuit comprising parts of the A4053. OK, that's failed for this year, but 2016 remains a possibility.

Motorsport can keep those who witness it coming back for more; it's just getting punters through the gates in the first place that proves the biggest challenge. Left-field events like this, which take the sport to the people, can be incredibly valuable.

Who knows? Maybe they'll become less rare once the new closed-road legislation comes into effect this year.

Porsche, Audi return to Brit GT

Trackspeed's 911 back as MacLeod gets UK GT3 debut in Parker R8

THIS WEEKEND'S BRITISH GT

Championship showpiece round at Silverstone will feature the largest grid of the season thanks to the return of both Porsche and Audi to the series' GT3 ranks.

The grid for the annual three-hour race on the 3.66-mile Grand Prix circuit will swell to 35 cars, boosted by the return of Trackspeed, which will run a single Porsche 911 GT3-R for team boss David Ashburn and Blancpain Endurance Series ace Norbert Siedler.

Ashburn's team was up for sale at the end of last year and, having scaled back to one full-time entry in 2014, was missing from the grid for this year's opening two rounds.

Siedler, formerly a regular title challenger in the Porsche Supercup, will make his British GT debut in the one-off appearance for the 911.

PARKER ENTERS AUDI R8

GT4 class frontrunner Team Parker Racing will step up to the series' GT3 ranks with its Audi R8 LMS ultra for Blancpain regular Ian Loggie and 2007 British Formula Ford champion Callum MacLeod.

MacLeod, who has shared a Radical SR3 with Loggie this year, will also be making his first British GT appearance as he chases a full-time GT3 deal for 2016.

"Silverstone will be a real learning curve as I've only ever done one GT race and that was an International GT Open event at Paul Ricard with the team," said MacLeod. "The Audi is superb to drive, although I don't have much other GT3 experience to compare it to. It's very well balanced and responds well to set-up changes.

"We've never run the car on Avon tyres before and they will behave

quite a bit differently to the Pirellis used in Blancpain, so it's a step into the unknown. Hopefully we can learn quickly and get a solid result as Ian's been getting quicker and quicker with every run in the car."

British GT manager Benjamin Franassovici said: "We always want diversity in GT3, so to have a Porsche and an Audi back out is great news. We're working on more cars too, so hopefully we can add one or two more before the race."

FF CORSE TO CONTINUE

The FF Corse Ferrari team will return to the series this weekend despite its threat to quit after Rockingham, although Richard Lyons will stand in for Adam Carroll, who is taking part in the clashing Le Mans 24 Hours test day.

The entry follows FF regular Gary Eastwood's threat to pull out following the exclusion of Carroll from the last event at Rockingham.

Team boss Anthony Cheshire said: "We've had some constructive talks with British GT organisers and we're happy to continue in the championship.

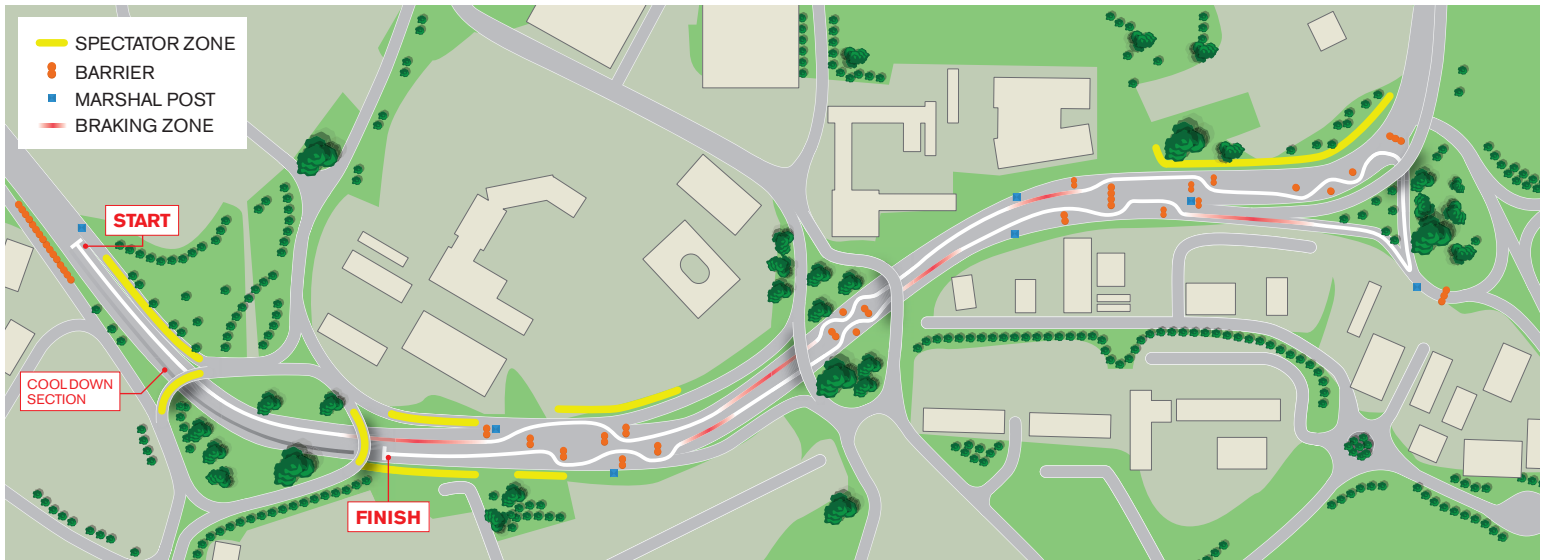
"The swap for Richard is purely down to Adam having a clashing commitment, and nothing else. Adam will return for Spa [July 10] and should be with us from that round onwards."



TPR Audi will join GT3 ranks



Austin Audi will run in Coventry



Coventry Motofest

Route revealed for Coventry city event

ORGANISERS OF THE COVENTRY

MotoFest has revealed the route for this weekend's event. The new, 1.5-mile sprint track is formed on the A4053 Ring Road between junctions six and four. The course begins just prior to the slip road to junction six and then heads east to junction four before looping around to finish just before the Friargate

Tunnel back at junction six. The 17-turn course will also have a paddock underneath junction 8, with modifications being made to the central reservation to create a turning point in the dual carriageway. There are eight marshal points and six dedicated spectator areas around the route. The 2014 running was centred on a static car display, whereas this year

event organisers have partnered with Coventry City Council and the British Automobile Racing Club to create the closed-road circuit. The track will host a series of demonstration runs, with a range of machinery due to perform. Rob Austin will run his British Touring Car Audi A4 NGTC alongside Clio Cup cars and the 1963 gas turbine-powered Rover-BRM

Le Mans prototype. Clio Cup racers Jordan Stilp, Ash Hand and Ant Whorton-Eales, plus two rallycross cars in the shape of Gary Pusey's Subaru Impreza and Gary Simpson's BMW E30, will be on track. "The event will be run as if it were a full competitive meeting, but nobody will have a stopwatch," said race director Darren Langeveld.

Formula Renault Eurocup

Eastwood struggling for seat as Strakka withdraws

FORMULA RENAULT EURO CUP racer Charlie Eastwood has been left without a team following the withdrawal of the Strakka Racing squad. The 19-year-old has been racing in both the Eurocup and Northern European Cup championships this season with Strakka but the team has instead opted to focus on its FR3.5 and World Endurance Championship campaigns. Irish racer Eastwood was forced to quickly arrange a drive with the Fortec Motorsports squad for last weekend's FR NEC round at Silverstone. His best finish was 13th. "It's hugely frustrating, particularly as we used up our two allowed Eurocup test days with Strakka to work out what we could do with the car, and there are

no test days left this year," Eastwood said. "We only found out about Strakka's decision late last week and Fortec are full for the Eurocup, which is a priority. So we will sit down and try to find a decent team that has space in both series."



Endurance Series

Mini ace buys new Clio Cup car for 24H Endurance

MULTIPLE MINI MIGLIA champion Andy Hack will compete in the 24H Endurance Series next season with other Mini aces in a Renault UK Clio Cup racer. The 49-year-old, who won the Miglia title for three consecutive seasons between 2007-09, has switched to racing rear-wheel-drive machinery this year in the BRSCC Porsche Championship in a Boxster. But the Buckinghamshire-based racer will revert to front-wheel-drive



competition in the endurance championship, beginning with the Dubai 24 Hours in January 2016. Hack will team up with Miglia racer Kane Astin and ex-Miglia driver Dan Wheeler for the series. "I just love racing at the Dubai 24 Hours and I wanted to have more of a challenge, and the Clio Cup car will certainly bring that," said Hack. "After years of being quite successful in front-wheel drive I wanted a different challenge."

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Formula 4

Second Ecurie Ecosse young driver eyes BRDC F4

ECURIE ECOSSE YOUNG DRIVER

Adam Mackay is aiming to contest the BRDC Formula 4 Championship next year, following in the footsteps of fellow Scot Ciaran Haggerty.

Mackay is leading the Scottish Formula Ford Championship this year with Graham Brunton Racing – the team that runs Haggerty in F4 – and, budget permitting, Mackay wants

to make the same jump. “That’s the plan, F4 next year,” he said. “It will hopefully become more real towards the end of the year when my own separate sponsorship gets sorted out.”

Mackay contested the BRSCC FF1600 National races at Oulton Park last weekend, just missing out on a podium in the final race, and will compete in the end-of-season Festival and Walter Hayes Trophy FF1600 showpieces.

Mackay is also looking at a future career in the US, following in the footsteps of Ecurie Ecosse mentors Dario Franchitti and Ryan Dalziel.

“It’s a clear-cut path to where you are going,” he added, eyeing the Road to Indy. “If you win the championship, you get the lion’s share of the budget for next year. IndyCar is the pinnacle of motorsport over there.”



Mackay raced at Oulton last weekend

JONES

Formula Ford

Village makes FF return

FORMULA FORD LEGEND JOHN

Village made a return to racing after an absence of 28 years when he entered the BRSCC Formula Ford 1600 National Championship last weekend at Oulton Park.

Village bought a Crossle 25F at the beginning of this year and had intended to be out for the Oulton Park Fosters meeting in April before engine trouble in testing on the Friday.

He was running as high as sixth on his return before a collision with David Franklin’s Reynard 84FF at Old Hall ruled him out for the rest of the day.

“It was good fun,” said Village, “but a shame the race didn’t go as planned. The cars actually felt a bit slower than I remembered, but that’s probably because I’m used to flying planes now.”

Village’s Crossle, which he bought from Team BMTR, has been a Class E winner in the hands of Graham Leggett in the past.

An accomplished racer, Village was European FF1600 champion in 1979 and BRDC FF1600 champion in ’81 before retiring in ’87.

In 1988 he gave Vincenzo Sospiri a race-winning Formula Ford Festival car and his John Village Automotive team went on to compete in A1GP, Euro F3000 and Vauxhall Lotus.



Village return ended in DNF

WALKER

MSA Formula

Oulton debut for Hawkins

EX-KARTER JESSICA HAWKINS

will make her MSA Formula debut in next weekend’s round at Oulton Park with the Falcon Motorsport squad.

The 20-year-old competed last year in the series’ predecessor – British Formula Ford – in a one-off at Silverstone.

She was set to be part of the Racing for Heroes initiative, but the downscaling of that scheme has forced Hawkins to find private funding, which so far covers the Oulton round. She has set up a crowdfunding web page to help her to continue to race thereafter.

“My first test in the new MSA Formula car was last Friday at Silverstone,

as the last time I drove a single-seater was there last season,” she said. “I’ve only ever competed in three car race weekends, and the Friday test session at Oulton will be my first time driving at the circuit.”

First time at Oulton for Hawkins debut



EBREY/LAT

HUMBLE PYE

The voice of club racing

Compacts impressed Croft circuit boss



JONES

“CAPACITY 40-CAR COMPACT CUP FIELD TOPS 750MC CROFT”

The 750 Motor Club’s debut at Croft over the Bank Holiday weekend was treated for almost everybody concerned. More than 260 competitors – a record entry for the venue at which some meetings revolve around 70 – were fascinated and quickly hooked by the charms and challenges offered by the fast, flowing 2.1-mile North Yorkshire circuit, especially the awesome Jim Clark Esses. Few had experienced it previously.

Around a third took advantage of Friday’s dedicated test day for acclimatisation, thus many hotels and restaurants in the Darlington area benefited from the commerce the ‘new’ event generated. Racers and travelling officials certainly appreciated the local hospitality as well as the warm welcome from staff at the venue.

The quality of racing across the board was sensational. Ten of the 21 races were decided by less than a second, helped by the propensity of the track’s tricky infield layout. The only stoppage of the two-day meeting was called when an RGB car shed its tail and spun at the Jim Clark Esses during qualifying.

Of the 750MC championships on the pioneering bill it was the Gaz Shocks/Safety Devices BMW Compact Cup that left an indelible mark on circuit manager Mike Cantelo. “It’s the largest grid to race on this circuit, the first maximum 40-car field since the MSA

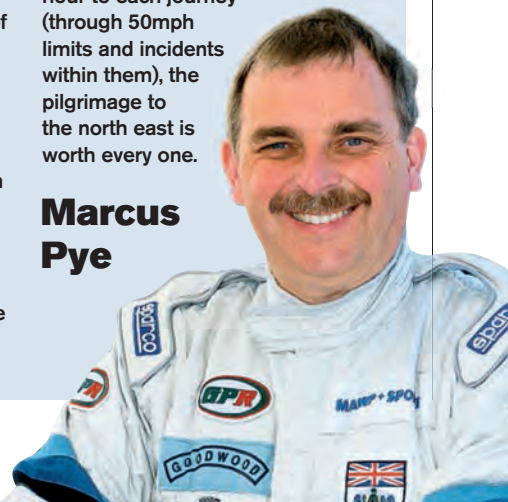
increased its licence,” he said.

After six solid hours of what Cantelo enthusiastically described as “proper motor racing” on Sunday afternoon, including some of the most talked-about classes in club sport, a deal was immediately put on the table for 2016.

“It’s been a great event. Everybody at Croft has bent over backwards to make it a success. We will definitely be coming back,” said 750MC competition boss Giles Groombridge.

That will be welcome news for those who made the trip this year, and those who sat on the fence. They missed something special. Fortunately for me I only have to wait until the HSCC’s annual visit – the Nostalgia Weekend on August 8-9 – to return. It’s a 630-mile round trip from Bournemouth and, despite three tranches of roadworks on the M1 and A1, which currently add an hour to each journey (through 50mph limits and incidents within them), the pilgrimage to the north east is worth every one.

Marcus Pye



Greg 'de Angelis' Thornton sweeps round GP loop

ALL PICS: GARY HAWKINS



MASTERS FESTIVAL BRANDS HATCH, MAY 23-25 MSVR

76

Thornton's sweet black-and-gold taste

GREG THORNTON ADDED TO HIS Barcelona maximum points with two stylish **FIA Masters Historic Formula 1** wins on the Brands Hatch Grand Prix circuit.

The first was a fairly uneventful victory drive in Lotus 91/5, but the second was a humdinger, Thornton one of three drivers sharing the lead in tricky changing conditions.

In the first race, second and sixth qualifiers Simon Fish and Loic Deman came to grief at Druids on the opening lap in their Ensign and Tyrrell respectively. Both retired with, luckily, fairly superficial damage. Poleman Thornton took the lead from fast starter Andy Wolfe's Tyrrell on lap five and eased away to a 10.9s final advantage.

"I had a moment with a backmarker coming out of the pits which made my heart miss a beat, but there were no other issues," said Thornton.

Reigning champion Steve Hartley made his 2015 seasonal debut and, along with Silvio Kalb's identical Arrows, demoted Wolfe to fourth. Joaquin Folch in the iconic Bernie Ecclestone-owned Brabham BT49 pushed Wolfe back another place, with Williams twins Max Smith-Hilliard and Mike Wrigley giving chase in a tight quartet, before last-lap dramas dropped Folch to seventh.

Spots of rain on the race-two grid and during the green-flag lap prompted a cautious getaway by Thornton, who was briefly down

to third while Hartley established a huge early lead.

Thornton was soon up to second, but all eyes were on back-row starter Deman, who was making some brave overtaking moves as he shot up the order. He outbraked Kalb into Clearways for third place just before half distance and joined Thornton in quickly closing down Hartley's advantage.

Thornton took the lead at Paddock, but Hartley repassed around the outside of Graham Hill Bend, prompting a quick spin by the Lotus, which also cost Thornton second place to the charging Deman. The trio were together again with three laps remaining, and Deman went from third to first place at Druids, taking Thornton with him past the Arrows.

Thornton took the lead for good a lap later when he was presented with an open door at the hairpin, but Hartley couldn't unseat Deman from second in the final miles. Wolfe wasn't far behind these three in fourth, with Kalb also in the hunt. Fish, like Deman moving up from the back of the field, reached sixth with Folch next. Wrigley and Smith-Hilliard were side-by-side in eighth and ninth.

WHYTE BEATS BTCC MEN

A broken clutch stopped Patrick Watts's Peugeot when the rest of the **Super Touring** cars set off for Sunday's first race. Sadly that race had to be abandoned following a heavy crash between the Nissan of Dave Jarman and Paul Smith's Audi. More clutch problems spoiled Watts's chances of staying with the Honda Accord of winner Stewart Whyte in the first of Monday's short-circuit outings, but he was able to beat the Vauxhall Vectra of his old nemesis John Cleland. Watts raced clear in race two – an addition to the original programme making up for Sunday – but the clutch gremlins returned, allowing Whyte and Cleland to sweep past.

The Lola T70 driven in a race each by Leo Voyazides and Simon Hadfield topped the results sheets for both **Historic Sports** events. Rob Huff dominated race one in Richard Meins's T70 but was excluded when the car failed a ride-height check.

Mike Whitaker racked up weekend wins three and four with solo TVR Griffith drives in the **Pre-66 GT** races. The Voyazides/Hadfield Daytona Cobra was second in race one but retired later when it became stuck in first gear. Huff, now



Whyte chases Watts in Super Touring



Whitaker heads Mann in Mustang gruntfest

Clear round for Whitaker as he jumps to victory

Mike Whitaker enjoyed a Masters weekend clean sweep with wins in both races for **Pre-1966 Touring Cars** in his Mustang and another double success when he joined the gentlemen drivers with his TVR (see main report).

In the weekend's opening race the Mustang left Leo Voyazides' Falcon, Chris Beighton's Mustang and the Roger Wills Mercury Comet to squabble over the lesser placings. Henry Mann was also a contender but finished eighth after a spin at Sheene Curve.

Whitaker seemed secure at the front until his lead was swallowed up when he encountered a bumbling backmarker. This allowed Wills to finish right behind, Whitaker setting his fastest lap on the last to stay in front. Voyazides lost third place when his Falcon's brakes failed

half a lap from home. Beighton inherited a podium, and class winner Nick Swift completed his usual giant-killing act with his Mini, in fourth overall.

Whitaker and Wills set the pace in race two until Mann took second on lap seven. More traffic delays for the leader helped Mann to close in, and his Mustang hit the front in a superb move with two laps remaining, but it was all to no avail when he was excluded. He'd been spotted overtaking too early at the rolling start and failed to react to black flags.

Wills therefore finished second, with Swift up to third overall and Ian Curley fourth, both Mini drivers winning classes. Graham Wilson was best of the Lotus Cortinas in fifth, an honour earned by seventh man Mark Hales in race one.



Bridger (Rover) and Davies shared wins

in Meins's E-type, kept the pressure on Whitaker but the car fell to third with the owner at the wheel.

Frederic Wakeman and Pat Blakeney-Edwards beat the next-best pre-1966 **Woodcote Trophy** sports car by nearly a minute in their Cooper, and Bobby Verdon-Roe (Ferrari) crushed limited opposition in the pre-61 **Stirling Moss Trophy**.

Malcolm Wise gave Rod Birley a fright, his Escort Cosworth leading until half distance of the second **MN Saloons** double-header, but the results were familiar with the local man winning both times. Wise was second and Gavin Thomson had a brace of third places.

Among the less modified **Tin Tops**, Tom Bridger's Rover 220 won race one under huge pressure from

Barnaby Davies (Toyota Starlet) after poleman Bob Hosier's SEAT's ignition switched off at the start. A rapid getaway proved decisive in Davies's favour in race two.

Mike Gardner had a clear run to victory in the long-circuit **Classic FF1600** race after David Brise spun at Graham Hill Bend and took out James Hadfield. Reigning champ Gardner raised his 2015 score to six wins out of six in his Crossle in Monday's Indy circuit encounter.

The **Dutch NK HTGT** series drew nearly 40 entries for its second visit to Kent. Wins were achieved by Michiel Campagne (Corvette) on the long circuit and by Mathijs Bakker (Corvette) and Norbert Gross (Falcon) on the Indy layout.

● Brian Phillips

RESULTS

FIA MASTERS HISTORIC F1 (19 LAPS) 1 Greg Thornton (Lotus 91/5) 26m22.454s (105.17mph); 2 Steve Hartley (Arrows A4) +10.986s; 3 Silvio Kalb (Arrows A4); 4 Andy Wolfe (Tyrrell 011); 5 Max Smith-Hilliard (Williams FW07C); 6 Mike Wrigley (Williams FW07). **Class winners** Wolfe; Jason Wright (Shadow DN8). **Fastest lap** Thornton 1m21.198s (107.74mph). **Pole** Thornton. **Starters** 17.

RACE 2 (18 LAPS) 1 Thornton 25m46.415s (101.96mph); 2 Loic Deman (Tyrrell 010) +1.553s; 3 Hartley; 4 Wolfe; 5 Kalb; 6 Simon Fish (Ensign N180). **CW** Wolfe; Nicholas Colyvas (Shadow DN5). **FL** Thornton 1m22.021s (106.79mph). **P** Thornton. **S** 15.

PRE-1966 TOURING CARS (17 LAPS) 1 Mike Whitaker (Ford Mustang) 31m31.965s (78.71mph); 2 Roger Wills (Mercury Comet Cyclone) +0.837s; 3 Chris Beighton (Ford Mustang); 4 Nick Swift (Morris Mini Cooper S); 5 Georg Kjallgren (Ford Mustang); 6 Ian Curley (Austin Mini Cooper S). **CW** Swift; Curley; Mark Hales (Ford Lotus Cortina). **FL** Leo Voyazides (Ford Falcon) 1m47.301s (81.63mph). **P** Whitaker. **S** 36. **RACE 2 (17 LAPS)** 1 Whitaker 30m57.982s (80.15mph); 2 Wills +4.359s; 3 Swift; 4 Curley; 5 Graham Wilson (Ford Lotus Cortina); 6 Allan Ross-Jones (Ford Lotus Cortina). **CW** Swift; Curley; Wilson. **FL** Whitaker 1m47.618s (81.39mph). **P** Whitaker. **S** 32.

HISTORIC SPORTS CAR CHAMPIONSHIP (20 LAPS) 1 Leo Voyazides (Lola T70 GT Mk3B) 31m08.458s (93.76mph); 2 Robert Oldershaw (Lola T212) +22.034s; 3 Paul Gibson (Broadley Lola T70 GT Mk3B); 4 Roger Wills (McLaren M1C); 5 Max Smith-Hilliard (Chevron B19); 6 Jason Wright (Lola T70 GT Mk3B). **CW** Oldershaw; Gibson; Laurie Bennett (McLaren M1B); Andrew Newall (Chevron B8); Jamie Boot (Chevron B16); Bruce White (Porsche 911 RSR). **FL** Voyazides 1m32.220s (94.98mph). **P** Voyazides. **S** 29. **RACE 2 (20 LAPS)** 1 Simon Hadfield (Lola T70 GT Mk3B) 30m27.989s (95.84mph); 2 Nick Padmore (Chevron B19) +10.354s; 3 Gibson; 4 Wills; 5 Wright; 6 Michael Gans (Lola T290). **CW** Padmore; Gibson; Bennett; Dion Kremer (Elva Mk8); Simon Ashworth (Chevron B16); White. **FL** Hadfield 1m30.290s (97.01mph). **P** Hadfield. **S** 30.

GENTLEMEN DRIVERS PRE-1966 GT (23 LAPS) 1 Mike Whitaker (TVR Griffith) 41m23.454s (81.12mph); 2 Leo Voyazides (Shelby Daytona Cobra) +17.781s; 3 Roger Wills (Bizzarrini 5300 GT); 4 John Spiers (TVR Griffith); 5 Richard Meins/Rob Huff (Jaguar E-type); 6 Chris Beighton (Sunbeam Le Mans Tiger). **CW** Spiers; Michael & Will Schryver (Lotus Shapecraft Elan); Chris Clarkson/David Smithies (Austin Healey 3000); Malcolm Paul/Rick Bourne (TVR Grantura). **FL** Whitaker 1m43.184s (84.89mph). **P** Whitaker. **S** 35. **RACE 2 (19 LAPS)** 1 Whitaker 34m40.271s (80.00mph); 2 Wills +14.956s; 3 Huff/Meins; 4 Beighton; 5 Michael Gans/Andy Wolfe (AC Cobra); 6 Craig Davies (Chevrolet Corvette Stingray). **CW** Spiers; Schryver & Schryver; Keith Ahlers/Jack Bellinger (Morgan Plus 4); Mark & Simon Ashworth (MGB). **FL** Whitaker 1m43.150s (84.92mph). **P** Whitaker. **S** 32.

RAC WOODCOTE TROPHY (27 LAPS) 1 Frederic Wakeman/Patrick Blakeney-Edwards (Cooper T38) 50m09.854s (78.58mph); 2 Rick Bourne/Malcolm Paul (Lotus Mk10) +54.869s; 3 Nick Wigley/John Ure (Cooper Bristol T24/25); 4 Rudiger Friedrichs (Jaguar C-type); 5 Nicolas Bert (HWM Alta-Jaguar); 6 Steve Brooks (Aston Martin DB35). **CW** Bourne/Paul; Wigley/Ure; Friedrichs; Brooks. **FL** Wakeman/Blakeney-Edwards 1m48.616s (80.64mph). **P** Wakeman/Blakeney-Edwards. **S** 18.

STIRLING MOSS TROPHY (25 LAPS) 1 Bobby Verdon-Roe (Ferrari 246S) 45m15.038s (80.66mph); 2 Keith Ahlers/Jack Bellinger (Lola Mk1 Prototype) +1m16.883s; 3 Paul Woolley (Cooper Monaco); 4 Roberto Giordanelli (Lister Chevrolet Knobbly); 5 Charles Gillett/Steven Smith (Willment Climax); 6 Dion & Gabriel Kremer (Lotus 17 Prototype). **CW** Ahlers/Bellinger; Woolley; Kremer/Kremer; Malcolm Harrison/Patrick Watts (Rejo Mk3). **FL** Verdon-Roe 1m43.357s (84.75mph). **P** Verdon-Roe. **S** 17.

SUPER TOURING CAR CHALLENGE, INDY CIRCUIT (21 LAPS) 1 Stewart Whyte (Honda Accord) 20m47.355s (73.21mph); 2 Patrick Watts (Peugeot 406) +5.082s; 3 John Cleland (Vauxhall Vectra); 4 Harry Whale (BMW M3); 5 Andy Wolfe (Opel Astra); 6 Jon Finnermore (Honda Accord). **FL** Whyte 50.674s (85.81mph). **P** Watts. **S** 14.



Gardner kept up winning streak

RACE 2 (21 LAPS) 1 Whyte 20m37.707s (73.78mph); 2 Cleland +4.334s; 3 Watts; 4 Craig Davies (Ford Sierra RS500); 5 Wolfe; 6 Whale. **FL** Watts 50.647s (85.86mph). **P** Watts. **S** 12.

LUNA LOGISTICS CLASSIC FF1600 (12 LAPS) 1 Mike Gardner (Crossle 30F) 20m10.247s (86.85mph); 2 Stuart Kestenbaum (Van Diemen RF79) +21.940s; 3 Ted Pearson (Crossle 32F); 4 Chris Stuart (Van Diemen RF80); 5 Andrew Smith (Van Diemen RF81); 6 Kevin Mansell (Crossle 32F). **CW** Dave Lowe (Lotus 69); Mark Turner (Ajun T12B). **FL** Gardner 1m39.127s (88.36mph). **P** Gardner. **S** 31. **RACE TWO, INDY CIRCUIT (21 LAPS)** 1 Gardner 20m13.778s (75.23mph); 2 Kestenbaum +5.949s; 3 Pearson; 4 Nigel Lingwood (Van Diemen RF80); 5 Stevie Hagan (Crossle 32F); 6 Stuart. **CW** Daniel Pickett (Merlyn Mk20); Turner. **FL** Gardner 51.859s (83.85mph). **P** Gardner. **S** 27.

MOTORSPORT NEWS SALOON CAR CHAMPIONSHIP, INDY CIRCUIT (17 LAPS) 1 Rod Birley (Ford Escort WRC) 15m03.581s (81.81mph); 2 Malcolm Wise (Ford Escort Cosworth) +0.197s; 3 Gavin Thomson (Peugeot 205); 4 Ian Butler (Ford Focus); 5 Jamie Liptrott (BMW E36 M3); 6 Tony Skelton (Renault Clio). **CW** Thomson; Butler; Perry Winch (Renault Clio Cup). **FL** Birley 52.169s (83.35mph). **P** Birley. **S** 22. **RACE 2 (16 LAPS)** 1 Birley 15m53.314s (72.98mph); 2 Wise +0.497s; 3 Thomson; 4 Matthew Turner (BMW M3); 5 Steve Dann (VW Golf); 6 Andy Banham (Subaru Impreza). **CW** Thomson; Dann; Bill Richards (Rover Mini Clubman). **FL** Birley 52.042s (83.55mph). **P** Birley. **S** 20.

CANNON'S MOTORSPARES TIN TOPS CHAMPIONSHIP, INDY CIRCUIT (17 LAPS) 1 Tom Bridger (Rover 220 Turbo) 15m54.557s (77.44mph); 2 Barnaby Davies (Toyota Starlet) +0.211s; 3 Bob Hosier (SEAT Leon); 4 Peter Osborne (Vauxhall Astra VXR); 5 Terry Seales (MG TR190); 6 Daniel Adams (Proton Satria). **CW** Seales; Adams; Neil Gardiner (Rover Metro). **FL** Davies 54.730s (79.45mph). **P** Hosier. **S** 24. **RACE 2 (17 LAPS)** 1 Davies 15m49.590s (77.85mph); 2 Bridger +11.095s; 3 Osborne; 4 Hosier; 5 Seales; 6 Adams. **CW** Seales; Adams; Ryan Steel (Citroen Saxo). **FL** Davies 54.428s (79.89mph). **P** Bridger. **S** 21.

MASTERS 1970S CELEBRATION, INDY CIRCUIT (44 LAPS) 1 Daniel Brown (Ford Escort Mk2) 40m22.689s (78.97mph); 2 Craig Davies (Shelby Mustang GT350) -1 lap; 3 Mark Wright (Ford Escort RS1800); 4 Bruce White (Porsche 911 RSR); 5 Laki Christoforou (Ford Escort Mk1 RS1600); 6 Nick Swift (Mini 1275 GT). **CW** Davies; White; Swift; Henry Mann (Ford Fairlane). **FL** Brown 52.351s (83.06mph). **P** Brown. **S** 12.

NK HTGT (14 LAPS) 1 Michiel Campagne (Chevrolet Corvette Grand Sport) 26m06.147s (78.30mph); 2 Michiel Smits (Shelby Mustang GT350) +6.952s; 3 Norbert Gross (Ford Falcon Sprint); 4 Martin Bijleveld (Ford Falcon Sprint); 5 Rob Bergmans (Iso Rivolta); 6 Alexander Schluchter (Lotus Elan 26R). **CW** Smits; Gross; Schluchter; Graham Wilson (Ford Lotus Cortina); Richard Evans (Marcos GT); Jasper Izaks (Fiat Abarth); Bert du Toy van Hees (Lotus Elite). **FL** Campagne 1m46.716s (82.08mph). **P** Campagne. **S** 36. **RACE TWO, INDY CIRCUIT (27 LAPS)** 1 Mathijs Bakker (Chevrolet Corvette Grand Sport) 25m36.398s (76.42mph); 2 Smits +2.491s; 3 Schluchter; 4 John Faux (Lotus Elan); 5 Harmen Putten (Shelby Mustang GT350); 6 Evans. **CW** Smits; Schluchter; Evans. **FL** Bakker 55.551s (78.28mph). **P** Bakker. **S** 19. **RACE 3 (26 LAPS)** 1 Gross 25m08.302s (74.96mph); 2 Jaap van Laagen (Ford Falcon) +19.039s; 3 Jonathan Lewis (Mini Cooper S); 4 Phil Anning (Mini Cooper S); 5 Graham Wilson (Ford Lotus Cortina); 6 Frits Campagne (Ford Falcon Sprint). **CW** Lewis; Wilson. **FL** Gross 57.103s (76.15mph). **P** Gross. **S** 15.



Huff (I) shared 'CUT 7' E-type with Meins

77



CROFT, MAY 23-24 750MC

Video game inspires Jordan victory

“I DUG OUT MY PLAYSTATION ONE from the 1990s and spent an hour a night for a fortnight learning the circuit in a Formula Ford Zetec from the TOCA game,” enthused a jubilant Ian Jordan after winning his first **Formula Vee** race since 2009 at the 750 Motor Club’s triumphant Croft debut last weekend.

Driving the Sheane chassis developed by ex-Vee racer father Dave, Jordan battled for supremacy with double champion Paul Smith, revelling in the high-speed Jim Clark Esses to pass and re-pass the modern AHS Dominator. When Smith turned the tables on Sunday, following suspension tweaks to attune the new Hoosier control tyres, hands were shaken equally warmly.

James Harridge, who flung his home-built Maverick round the corners to atone for lack of grunt and aero, took third on day one. A clash with Tim Probert (Storm) sent him into the greenery at Tower on lap one of Sunday’s sequel in which Peter Belsey (Spyder) was a surprised third.



Havoc in the BMW field

JONES



Atoms cleaned up in Sports Specials

Hirsute ex-motorcycle racer ‘Slippery Ian’ Allee was ecstatic as he notched his first four-wheeled win in Saturday’s **Locost** counter, shaking both fists in the air as he took the chequered flag three lengths ahead of Tim Neat and Roger Haylock, who had led on the final lap. With the weight off his shoulders, Allee pulled off an action replay on Sunday, again pipping Neat, with Jack Coveney a challenging third.

Alastair Boulton edged John Cutmore in a splendid **RGB** opener in which Scott Mittell (MC-52B) twice passed Duncan Horlor to split the Spire. Sunday’s leg was a thriller in which Mittell and Cutmore collided while lapping Rob Gardiner at the Complex last time round. Exiting the hairpin abreast, Mittell won the drag race to the line. Boulton fell off at Sunny on lap

one, resuming last but one, but hurtled back to a brilliant third. David Watson and Austen Greenway both briefly ran third in their front-engined MNRs, gaining more data to analyse and a class victory apiece.

Andrew Tibbs’ maiden **Renault Clio** victory over Aaron Williamson and Patrick Fletcher was his first since 2012’s Stock Hatch campaign and reshuffled the earlier race order. Overseen by dad John, the Modsports and Donington GT Ginetta ace of yore, Matt Digby was consistently best of the rest.

Carl Swift picked up where he left off at Brands Hatch by winning the **Honda Civic Cup** opener, again pursued by Malta’s Bernard Galea. Third in race one, Welshman Endaf Owens recorded his first series victory in race two, which featured a reversed top 10 grid.

As polesitter Danny Winstanley’s Donington double became a distant memory, ex-Mini Miglia champion Owens led Swift home, with Adam Shepherd a gritty third from row 10 after a succession of issues including a suspension-buckling bump while charging from the back in the opener.

The 1600cc class was intensely fought. Tim Evans narrowly outran his rivals to finish 12th overall in the first race. Mark Anderson inched past his rival en route to 11th in the second, but Andrew Hough, Evans and Peter Isherwood were blanketed by 1.12s after a terrific scrap.

Forty **BMW Compact Cup** cars made history as Croft’s first capacity grid since the MSA increased its licence. Steve Roberts continued his success, the 2013 champion unbeaten in six races this term.

David Drinkwater snatched second from aggrieved top qualifier Mike Tovey in an unruly conclusion to the opener. Former British GT champion James Gornall started on the back foot, damaging a wheel in practice and clouting the chicane tyre stack in race one, but demonstrated his ability by shadowing Roberts later. Jonathan Davis deservedly joined them on his breakthrough podium appearance.

Ben Short’s **Mazda MX-5** hat-trick took his seasonal total to seven from seven. Will Blackwell-Chambers pushed Short hard in the finale, which completed BS Motorsport’s joy, Jack Sycamore and

PEMBREY, MAY 23-24 BRSCC

Three different winners in eventful Truck action

HATCHETS IS A TIGHT CORNER AT THE best of the times, and never seems more so than when the **British Truck Racing Championship's** Division One field try to navigate around it in unison.

For most of the weekend they managed to do so, until the final race of the Spring Truckfest weekend included a pile-up at the right hander.

Those Division One trucks could have been made to pay, with the series' regulations allowing the less powerful Division Two racers a substantial several-second headstart, but the race was restarted.

When it did, lessons hadn't been learned with many forced to take evasive action onto the grass. Fortune meant David Jenkins was able to navigate through the slower traffic and eat up the gap to the leading Division Two trucks and grab his second victory of the weekend. His first came earlier on the Sunday, and proved just as challenging as he battled Stuart Oliver's Volvo RH 13 to open the door for a late move on long-time race leader Luke Garrett for victory.

Oliver may have been second best in that encounter, but after teething issues in his Volvo at the last round, he came to the fore in Wales and did grab a race victory. It proved to be one of the closest of the weekend as he and reigning champion Mat Summerfield chased and passed Steven Powell relentlessly for the win, before crossing the line side-by-side.



Tight circuit caused Truck trouble

YOUNG

Powell dropped to fourth, but had earlier taken a surprising win. Traffic and Division One errors meant that the usual chase didn't occur and he had a relative cruise to the flag as the only Division Two driver with an overall victory. To round off the unpredictability of the truck racing, Ryan Smith took the other race win to make it four different winners in five races.

The **Legends Championship** had a similar weekend, once again thanks to their unique format. Three grids comprised a ballot draw, a reversed grid and forcing frontrunners to the back for the finale made for two days of overtaking galore. John Mickel overcame it to secure a hat-trick from the six races after a disastrous start to his weekend.

In the opening race, Mickel suffered following a collision at Dibeni, leaving him with a wheel missing and led to a forced retirement, as James Holman

won a shortened race after Mickel caused a red flag.

Mickel then responded with two wins in a row. His first came after a lengthy battle with Ben Power that featured Mickel taking the win at the final corner before the checkered flag.

His second would prove to be less exciting, but it did feature John Paterson expertly defend the lead for large portions of the race before Mickel made his move stick on the penultimate lap. He would go on to win the final skirmish of the weekend, after Henry King and Daniel McKay's wins prevented an extension of Mickel's dominance.

While the Legends and the British Truck Racing field provided close racing, the **Welsh Sports and Saloon Car Championship** had Keith White's BMW Z4 take three wins out of three, with only Nick Holden, Martin Davies and Jason Davies ever looking a threat.

● Tom Errington



Jordan and Smith took a win apiece



Hammond made a winning return

JONES

James Rogers having previously been his principal protagonists.

Points leader Shaun Traynor twice outclassed the **Toyota MR2** hordes, Alex Knight and Kristian White emerging as his closest rivals. Cam Walton bagged his first podium with third in the opener, while 1980s F3 racer Paul Hutson and Stuart Nicholls shared 1800cc Roadster honours.

Former **Classic Stock Hatch** champion Pip Hammond made his first appearance of 2015 count, pogoing his high-riding Vauxhall Nova to a double victory over defending titlist Lee Scott's Ford Fiesta. Unusually, Mervyn Beckett and Edward Cooper made it three Novas in the top six second time out.

Two-litre Ariel Atoms blitzed **Sports Specials**, Nick Whitehead and Martin James claiming a win apiece. Reigning champion Rob Boyd (Eclipse) did well to keep the exo-skeletal devices in sight on Sunday.

● Marcus Pye



Holman (6) won the Legends opener

YOUNG

Heartbreak turns to joy for Primett

REIGNING PRE '83 CLASSIC

Touring Car champion Stephen Primett bounced back from his first non-score of the campaign to claim a fifth win of the season and extend his advantage in the series, while Mark Fowler made the most of Primett's misfortune in race one.

Having taken pole in his Escort by nearly three tenths of a second in qualifying, Primett looked likely to continue a fabulous run, which had brought the champion four wins out of four across the Silverstone and Castle Combe rounds.

As the field darted into the sweeping right-hander of Gerard's Bend for the first time, Primett was knocked back into fourth, and Mark Fowler (Ford Capri) took the lead. Primett had no difficulty making his way back through to second, and he closed onto Fowler's gearbox after passing Iain Paterson (Triumph TR7) and David Osborne (Triumph Dolomite Sprint).

His advances were only halted when he suddenly slowed along the start-finish straight and was left with no option but to retire for the first time in 2015.

"Unfortunately the gearbox broke, meaning that I lost both third and fourth gear," revealed Primett afterwards. "We've put a new gearbox in so hopefully it behaves. It's a small grid so I don't think it will be a big deal."

There was no such trouble for Fowler, who took the chequered flag with more than five seconds in hand. Osborne beat Patterson in a photo finish across the line, just 0.062s separating them.



Primett got his wish when racing resumed on Sunday, as he recovered from the disastrous DNF to win from the back of the grid.

Retirements piled up in the second event with both Richard Austin (Ford Capri) and Gary Fletcher (Vauxhall Firenza) joining non-starter Alan Greenhalgh on the sidelines. Greenhalgh's Firenza had come to a smoky stop in race one.

Showing all the hallmarks of a champion, Primett wrestled his way through the pack and within four laps he had stormed into a remarkable first place.

By the end of the 17-lap race Primett's Escort had set a succession of fastest laps, allowing the weekend's pacesetter to claim victory by a massive margin of 16.598s. Fowler came home second, while Nic Strong (Ford Capri) finished third.

"I enjoyed the race after yesterday," said Primett. "It's heartbreaking when you're on the sidelines."

The spoils were shared between Caterham drivers during the first round of the 2015 **Sevensque** championship, with



Colin Watson taking the chequered flag ahead of Ian Conibear in race one. A revitalised Conibear carried momentum from a brilliant getaway to claim a measured victory in the second encounter.

Andy Robinson followed on from his **Northern Saloon & Sports Car Championship** (A & E classes) success at Cadwell Park to cruise home for his second win of the season in his Ford Falcon, although he was to be denied in the second race, as Jeff Wilson's stunning pace aboard his Lotus Elise sealed an improbable victory from the very back of the grid.

In classes B/C/D/H varying conditions brought about a pair of

different winners, with Kirk Armitage (BMW M3) dominating race one. Light showers swept over the circuit ahead of the second race, but that failed to deter Mike Williamson (Mitsubishi Evo IV) from recording victory in commanding style, over 14 seconds clear of the rest.

Richard Sprigg (Ford Anglia 105E) and Steven Sprigg (Lotus Cortina) engaged in a father/son duel in **Pre '66 Saloons**. Youth prevailed with Steven getting the upper hand on his dad following an epic fight. They exchanged positions more than once, but Sprigg Jr powered through to claim the win and followed it up with another in Sunday's race.





Matthias won twice in his Escort Cossie

Garry Watson (Westfield) inherited top spot in the opening **CNC Heads** race when reliability woes hit championship leader Joe Spencer (Locosaki), who bounced back in a heavily disrupted race two. Proceedings were eventually cancelled due to time restrictions following two separate red flags.

Golf-mounted Steven Wood claimed both wins in the **Classic VW Challenge & Touring Car Pre '03 Championship**. In the damp opening contest Wood had the measure over a stubborn Daniel Rose (SEAT Leon) and continued to assert his authority in the dry.

Defending **Junior Saloon Car** champion Ben Colburn continued his winning run this year to extend his advantage at the top of the table, beating rival Brad Hutchinson's similar Citroen Saxo twice.

Seven cars took part in **Classic Thunder**, where Andy Robinson struck the perfect balance of consistency and speed to convert two pole positions into race wins.

There was also a double win for David Matthias (Escort Cosworth) in the **Pre '93/'05 & BOSS** series.

● Lewis Larkam



Poole (66), Brookfield (36) and Fernihough (8) do battle in XRs

OULTON PARK, MAY 23 **BRSCC**

Brookfield doubles up as incidents eliminate rivals

CRAIG BROOKFIELD TOOK **DOUBLE XR Challenge** wins in the absence of usual pacesetters, the Robinson brothers.

Front-row pairing Steve Poole and Ralph Fernihough were favoured before the first race, but the two tangled at the exit of Lodge just after Brookfield had taken the lead. Mark Buxton managed second, and was in contention again for the second race before contact with Fernihough spun him off. Steve Poole came from 17th on the grid to finish second.

The **BRSCC FF1600 Pre '90 Northern and National** championship had a race to itself before joining the back of the National-only race with the post-89 cars. Calum McHale (Van Diemen RF89) made it three wins from three at Oulton so far this year after a dice with Jamie Jardine came to an end when the Reynard 84FF retired. Matthew Cowley (Reynard 88FF) headed the class, 16th overall, as it joined onto the second National series race. McHale



Dussault leads the National FFord pack

retired out of the lead with a long brake pedal.

A thrilling **Alfa Romeo** duel ended in a victory for Graham Seager's GTV. Roger Evans (147) led away from pole and had a 2s margin by the end of the second lap, but Seager reeled him in and made the move just after the halfway point. Evans's engine blew two laps later.

James Cartwright won both **Ferrari Formula Classic** races in his 328 GTB, winning the first by over 23s from Chris Butler. In the second, warped brakes meant the gap was smaller, as Butler again finished second in exactly the same top seven as the first race.



Cartwright won both Ferrari Classic races

James Needham won the pair of epic **Caterham Open Series** bouts. He got a great run out of Lodge and beat Phillip Jenkins to the finish line in the first race by 0.026s, the smallest winning margin of the day. The two were joined by Robert Cooper in a trio for the lead in the decider. After leading most of both races, Jenkins had to settle for third as Needham and Cooper pipped him at the post.

Patrick Dussault bounced back from the disappointment of a disqualification in the previous **BRSCC National Formula Ford 1600** round at Donington Park by taking a pair of contrasting wins. After a poor qualifying in his Ray he was sixth on the grid and didn't have the best of starts, but moved his way up into contention. Luke Williams put his Ray into a strong lead at the halfway point but a coil spring in the engine broke and cost him victory.

Dussault then pulled off the race-winning move on Chris Middlehurst (Mygale) at Old Hall. Middlehurst managed to hold onto second ahead of a starring Doug Crosbie (Van Diemen). Dussault went off third in the second race and took an early lead, which he defended beautifully. He led every lap, holding Jonny McMullan (Van Diemen) and Williams at bay. Ecurie Ecosse young driver Adam Mackay following close behind.

● Jack Benyon

Dimmack took
advantage of
McClughan error



READ

ROCKINGHAM, MAY 23-24 MSVR

Spin ruins McClughan's hat-trick hope

PADDY MCCLUGHAN CONSOLIDATED his lead in the **Radical Sprint Championship** with two wins from the three races.

Brian Caudwell led the opening race as far as Deene, where his spin handed the advantage to Ben Dimmack. McClughan recovered from a bad start to take second from Marcelo Marateotto at Tarzan on lap two, and began to eat into Dimmack's lead.

Dimmack was forced to surrender into Deene on lap four. McClughan soon consolidated his lead, while Dimmack held off a determined Marateotto for second, both well clear of John MacLeod. Another tardy start from McClughan left him trailing Dimmack and Marateotto again in race two. Second place was quickly recovered at Tarzan, but it took another seven laps before Dimmack finally succumbed.

Marateotto was third again, surviving a late challenge from MacLeod, who then lost fourth to Caudwell on the last lap.

A partially-reversed grid for the third and final race gave Doug Carter three laps of glory.

Caudwell then took charge, from Marateotto and Dimmack, but then outbraked himself at Deene and dropped to third.

As the lead duo battled on, McClughan began to catch Caudwell for third after another poor getaway. But into Brook, on lap nine, Marateotto went wide and Dimmack took his second win of the year.

Marateotto retained third from Caudwell but Elliott Goodman



Harrison led but
didn't win in Minis

READ

secured fourth after McClughan spun, exiting Brook.

Nathan Harrison won two of the three **Mini Challenge Cooper Class** races, but Ricky Page led for the most part. Harrison led race one initially but Page got by through Chapman Curve on the opening lap, as Martin Poole threatened.

Lap after lap Harrison tried the outside line into Deene and, each time, Page had it covered. Their duel allowed the top five to close up but Harrison finally got by into Yentwood on lap nine, with Page still close at the flag.

Poole held third until ABS failure brought him into contact with Max Bladon at Deene, which left Mark Wakefield to complete the podium.

It was a three-car break from the start of race two, with Page leading Harrison and Wakefield. Page's defence held tight as Harrison's challenges left him vulnerable to attacks from Wakefield. "I just messed it up at Brook and then couldn't get second gear," said Page as he saw his lead disappear. Wakefield took second at

Yentwood a lap later and Bladon snatched third into Brook on the last lap, leaving the erstwhile leader a disappointing fourth.

But Page had the lead again as Wakefield joined him in an early break in race three. Harrison ousted Darren Chatt for third on lap two but was wide into Deene when brake failure forced him to drop back.

It remained close but Page just held on until the start of the last lap, when Wakefield surged ahead to claim his maiden victory. Bladon and Simon Walton had battled for third until they collided on lap nine, which handed the remaining podium place to Adrian Norman.

Adrian Hall's Exige dominated the **Lotus Cup UK** but, when Adam Gore seemed to have secured second, he was forced to pit with a puncture. Adam Balon and Adam Knight completed the top three.

Darren Nelson's Ferrari 458 was unbeatable in the **GT Cup**. Having seen off leaders Paul Bailey/Andy Schulz's Aston Martin Vantage in the Enduro race, Nelson was totally dominant in both sprint races.

Bailey was second in the first race, with the Wayne Marrs/Charlie Hollings Ferrari third, and second again in race two from James Greenway's Porsche. Jamie Stanley's Ferrari and Gareth Downing's Lotus Evora left Bailey in fourth in the finale.

For the first half of the opening **Radical Enduro** race, Scott Mansell and Scott Malvern ran in formation, with Matt Bell taking Harry Cockill for third on lap three. David Lidbetter took over from Mansell, Nick Jones from Malvern, and Grahame Tilley from Bell, but the lead had changed as they exited the pits.

Into Turn 1 Lidbetter surrendered second and within a lap, Jones was in range, too. At Deene, four laps from home, Cockill made his move and by the flag was six seconds clear.

Jones held onto second from Lidbetter and Tilley, with Steve Burgess's late charge netting fifth on the last lap at the expense of Jason Rishover/Jamie Spence.

Malvern and Jones finally got their first win of the season in race two. Burgess claimed second from Darren Nelson, who then lost out to Mansell on the penultimate lap.

Daniel Rowbottom earned a double win in the **Lotus Elise Trophy**. It was nip and tuck with Jason Baker in race one.

Paul Donkin just missed out on a hat-trick in the **Atom Cup**. He ran out of time in race three and was three tenths shy of Lee Cunningham at the flag.

● Peter Scherer

CASTLE COMBE, MAY 25 CCRC

Smith and Chandler star to steal Combe limelight

A TOTAL OF 48 MAZDA MX-5s combined for four exhilarating races at Castle Combe, with the final Bank Holiday encounter featuring Sam Smith and Brian Chandler nose-to-tail throughout.

Smith looked to have missed his chance at the two-thirds mark, attempting a bold, wide overtake at Camp that led to him dropping two wheels on the grass at the start finish line.

He lost significant time, but a fastest lap put him well on his way to hauling himself back into contention, and he grabbed the lead with few laps remaining.

It was a frustrating end to the day for Chandler, but he did at least grab a victory earlier in the day. Starting third on the grid, an excellent getaway helped him into an early lead he held to the flag.

Chandler's win came in the first of the two "top" races, with the sizable Mazda contingent accommodated by a split grid.

Those who qualified in the top half, like Chandler, went into the 1A race and the drivers who finished in the bottom five of that race would join the slower qualifiers in the 2B encounter.

Over in the 1B race, the top five finishers would then race in 2A.

It gave the first Mazda race an incentive, knowing the top five would take part in the strongest grid of the day in the final race, and it was Steven Andrew who made sure of his place with victory.

It proved to be a father/son affair with Carl Andrew also ensuring his place with third, just behind Nick Ponting, who rose from 11th to second in an impressive outing.

Kevin Dengate won the 2B best-of-the-rest race after overcoming poleman William Wood.

Supporting the Mazda MX-5 Championship was the **SuperCup** for newer Mk3s. Alan Henderson took the spoils after Paul Sheard rose through the pack to push him all the way to the flag.

Anthony Nield won the second and final race after a late lunge past Liam Murphy, who had led after Henderson fell down the order.

Late moves often came at Camp and the final corner of the circuit certainly had the best of the action in the **Castle Combe Formula Ford 1600 Championship**.

Michael Moyers had used the advantage of pole well to lead, but



he spent most of the race on the defensive from Adam Higgins. His skills were put to the test at Camp as Higgins stuck his nose down the inside and Moyers expertly manoeuvred around to hold his position for the win.

Moyers showed he had the tenacity to hold on whereas in the **Castle Combe Saloon Car Championship**, Simon Prebble couldn't contain the rapidly advancing Audi TT of Tony Hutchings. Hutchings moved past Dave Scaramanga – whose Volkswagen Scirocco picked up radiator damage – and took no time in catching up to the race leader before a bold move at the

Esses on the penultimate lap put the Audi in front.

Barry Squibb won the **Sports and GT Championship** race. At the midway point, a brake vibration made Squibb ease off and play it safe. Ilsa Cox then briefly threatened before Squibb pulled away to win.

It wasn't all about short sprints, and the mini **endurance race** in memory of Dave Allan had a fitting conclusion. Roy Stephenson won the handicapped race in his MX-5 but Allan was synonymous with Hondas, and the second placed Honda Civic Type R of Daniel Ludlow evoked fitting memories.

● Tom Errington

BRITISH HILLCLIMB CHAMPIONSHIP GURSTON DOWN, MAY 24

Summers and Moran make a bit of hillclimb history

ALEX SUMMERS AND SCOTT Moran became the first pair in the 68-year history of the British Hillclimb Championship to share a win in the same car.

This occurred in the first run off at Gurston, when they tied with a time of 26.25s in the already phenomenally successful and unique Gould GR61X. Later, when Summers took his first solo win in the same car in the final shoot out, the studious and serious young man almost broke into a smile.

"Before the event I realised I needed to push for the win as I may be dropping several high scores at the end of the year," he said. "But to share my first in the Gould with Scott is special."

Champion turned part-timer Moran will definitely miss five events, which gives the early season initiative firmly to Summers. The leader put some clear air between himself and Trevor Willis and five-time champion Moran, who are tied for second, Moran having closed on Willis at Gurston

by virtue of the latter's two third-place finishes.

Tom New continued to build his confidence in the shared ex-Groves Gould with a fine fourth in the first stanza. Later, starting second last in round eight, he found himself half blinded at the start when his visor misted up. His co-driver Wallace Menzies mirrored those fortunes with fourth in the finale but had only taken eighth early on having pushed too hard into the final bend.

On a storming run Jos Goodyear slowed out of the final bend in round seven when the electronics could not decide which gear to engage. He was fifth in the finale but still found himself on equal scores with New in the season tally.

Paul Haines moved into the top 10 for the first time since 2008, displacing Ed Hollier to 11th, despite the latter's local knowledge of the Wiltshire hill, as his normally aspirated 1600cc ran out of steam against either larger-capacity or forced-induction cars.

David Uren had his best-ever championship day in his ex-Will Hall turbocharged Force, managing

an equal fifth with the car's previous owner. Hall himself got the bizarre sounding Force WH well wound-up and maintained fourth overall, although the Force sounds horribly rough even when going well thanks to its advanced powertrain-management electronics that produce up to 800bhp.

Alastair Crawford continued his best-ever series of results to hold on to sixth in the table ahead of New and Goodyear. John Bradburn is still ninth despite a day of relative disappointment, while his new co-driver Tony Hunt has yet to find the pace to threaten a run-off spot.

Joint top of the class-based Hillclimb Leaders chase is Colin Satchell who drives one of the hottest Peugeot 205s ever built. He was the most spectacular driver of the weekend, winning his class despite getting up to a 45-degree angle on two wheels as he rode the rumble strip out of Ashes bend.

● Eddie Walder



RESULTS ROUND-UP

CROFT 750MC, MAY 23-24



FORMULA VEE (10 LAPS) 1 Ian Jordan (Sheane Jordan) 16m05.38s (78.31mph); 2 Paul Smith (AHS Dominator) +0.59s; 3 James Harridge (Maverick KE01); 4 Peter Belsey (Spyder Mk2); 5 David Hughes (Bears GAC); 6 James Clennell (AHS Challenger). **Class Winner** Harridge. **FL** Jordan 1m34.88s (79.68mph) **RECORD**. **P** Smith. **S** 17.

RACE 2 (9 LAPS) 1 Smith 14m35.98s (77.67mph); 2 Jordan +1.51s; 3 Belsey; 4 Hughes; 5 Clennell; 6 Steve Ough (AHS Dominator). **CW** Bill Stenning (Spyder). **FL** Jordan 1m35.23s (79.32mph). **P** Smith. **S** 17.

LOCOST (9 LAPS) 1 Ian Allee 15m55.39s (71.22mph); 2 Tim Neat +0.84s; 3 Roger Haylock; 4 Lee McNamara; 5 Lee Emm; 6 Chris Legg. **FL** Haylock 1m44.33s (72.46mph) **RECORD**. **P** McNamara. **S** 30.

RACE 2 (9 LAPS) 1 Allee 15m54.26s (71.30mph); 2 Neat +0.75s; 3 Jack Coveney; 4 Haylock; 5 McNamara; 6 Richard Bradley. **FL** Neat 1m43.92s (72.75mph) **RECORD**. **P** McNamara. **S** 31.

RGB (10 LAPS) 1 Alastair Boulton (Spire GT3) 14m42.01s (85.71mph); 2 Jon Cutmore (Spire GT3S) +0.82s; 3 Scott Mittell (Mittell MC-52B); 4 Duncan Horlor (Spire GT3); 5 David Watson (MNR GM2); 6 David Wale (Spire GT3). **CW** Watson. **FL** Mittell 1m26.48s (87.42mph) **RECORD**. **P** Cutmore. **S** 25.

RACE 1 (10 LAPS) 1 Mittell 14m33.15s (86.58mph); 2 Cutmore +0.49s; 3 Boulton; 4 Oliver Hewitt (Spire GT3); 5 Mark Betts (Spire GT3); 6 Wale. **CW** Austen Greenway (MNR GM3). **FL** Mittell 1m25.68s (88.24mph) **RECORD**. **P** Cutmore. **S** 24.

CLIO 182 (9 LAPS) 1 Patrick Fletcher 15m10.42s (74.73mph); 2 Andrew Tibbs +2.63s; 3 Aaron Williamson; 4 Matt Digby; 5 Philip Wright; 6 Andrew Harding. **FL** Fletcher 1m39.73s (75.80mph) **RECORD**. **P** Fletcher. **S** 28.

RACE 2 (9 LAPS) 1 Tibbs 15m14.48s (74.40mph); 2 Williamson +0.25s; 3 Fletcher; 4 Digby; 5 James Bark; 6 Wright. **FL** Tibbs 1m39.68s (75.84mph) **RECORD**. **P** Fletcher. **S** 27.

HONDA CIVIC CUP (9 LAPS) 1 Carl Swift 15m04.06s (75.26mph); 2 Bernard Galea +2.17s; 3 Endaf Owens; 4 Mark Higginson; 5 Robert Baker; 6 Luke Sedzikowski. **CW** Tim Evans. **FL** Owens 1m39.00s (76.36mph) **RECORD**. **P** Swift. **S** 29.

RACE 2 (9 LAPS) 1 Owens 15m02.22s (75.41mph); 2 Swift +0.66s; 3 Adam Shepherd; 4 Galea; 5 Danny Winstanley; 6 Steven Laidlaw. **CW** Mark Anderson. **FL** Winstanley 1m38.14s (77.03mph) **RECORD**. **P** Winstanley. **S** 29.

BMW COMPACT CUP (9 LAPS) 1 Steve Roberts 15m45.93s (71.93mph); 2 David Drinkwater +7.86s; 3 Mike Tovey; 4 Richard Miles; 5 Ian Jones; 6 James Gornall. **FL** Drinkwater 1m43.31s (73.18mph) **RECORD**. **P** Tovey. **S** 40.

RACE 2 (9 LAPS) 1 Roberts 15m40.58s (72.34mph); 2 Gornall +0.84s; 3 Jonathan Davis; 4 Ben Pearson; 5 Tovey; 6 Owen Hunter. **FL** Gornall 1m43.40s (73.11mph). **P** Davis. **S** 38.

MX5 CUP (9 LAPS) 1 Ben Short 15m37.97s (72.54mph); 2 Jack Sycamore +0.92s; 3 Jason Greatrex; 4 Kris Greatrex; 5 Will Blackwell-Chambers; 6 James Rogers. **FL** Short 1m42.77s (73.56mph) **RECORD**. **P** Short. **S** 19.

RACE 2 (9 LAPS) 1 Short 15m33.69s (72.72mph); 2 Sycamore +2.35s; 3 Rogers; 4 Blackwell-Chambers; 5 Rogers; 6 Sycamore; 5 Daniel Stewart; 6 Stephen Craggs. **FL** Short 1m42.71s (73.61mph) **RECORD**. **P** Short. **S** 19.

RACE 3 (9 LAPS) 1 Short 15m33.86s (72.86mph); 2 Blackwell-Chambers +0.84s; 3 Rogers; 4 Sycamore; 5 Kris Greatrex; 6 Craggs. **FL** Rogers 1m42.53s (73.73mph) **RECORD**. **P** Short. **S** 19.

TOYOTA MR2 (9 LAPS) 1 Shaun Traynor 15m27.73s (73.34mph); 2 Alex Knight +8.16s; 3 Cam Walton; 4 Jim Davies; 5 Kristian White; 6 Nigel Ralphson. **CW** Paul Hutson. **FL** Traynor 1m41.48s (74.50mph) **RECORD**. **P** Traynor. **S** 31.

RACE 2 (9 LAPS) 1 Traynor 15m24.51s (73.60mph); 2 White +8.43s; 3 Knight; 4 Davies; 5 Ralphson; 6 Mark Barber. **CW** Stuart Nicholls. **FL** Traynor 1m41.24s (74.67mph) **RECORD**. **P** Traynor. **S** 29.



Higgins chases Moyers at Combe

CLASSIC STOCK HATCH (9 LAPS) 1 Pip Hammond (Vauxhall Nova GTE) 15m56.01s (71.17mph); 2 Lee Scott (Ford Fiesta XR2i) +3.08s; 3 Martin Cayzer (XR2i); 4 John Peerless (Peugeot 205GTi); 5 Matt Rozier (205GTi); 6 Matthew Stubington (205GTi). **FL** Hammond 1m44.62s (72.26mph) **RECORD**. **P** Hammond. **S** 22.

RACE 2 (9 LAPS) 1 Hammond 15m56.48s (71.14mph); 2 Scott +8.89s; 3 Peerless; 4 Rozier; 5 Mervyn Beckett (Nova GTE); 6 Edward Cooper (Nova GSi). **FL** Hammond 1m44.90s (72.07mph). **P** Hammond. **S** 22.

SPORTS SPECIALS (10 LAPS) 1 Nick Whitehead (Ariel Atom) 15m34.50s (80.90mph); 2 Martin James (Ariel Atom) +23.83s; 3 Paul Boyd (Eclipse SM1); 4 Clive Hudson (Eclipse SM1); 5 Anton Landon (Cyana); 6 Rob Johnston (Cyana Mk2). **CW** Landon; **ADRIAN COOPER (PROCOMP LA GOLD)**. **FL** Whitehead 1m31.81s (82.34mph) **RECORD**. **P** James. **S** 24.

RACE 2 (10 LAPS) 1 James 15m30.76s (81.22mph); 2 Whitehead +0.13s; 3 Boyd; 4 Hudson; 5 Cooper; 6 Nigel Brown (Sylva Phaser). **CW** Cooper; **BROWN**. **FL** Whitehead 1m31.87s (82.29mph). **P** Whitehead. **S** 24.

BRITISH TRUCK RACING CHAMPIONSHIP (13 LAPS) 1 Steven Powell (DAF CF) 17m33.283s (64.69mph); 2 David Jenkins (MAN TGX) +0.987s; 3 Mat Summerfield (MAN TG5); 4 Ryan Smith (MAN TGA); 5 Stuart Oliver (Volvo RH 13); 6 Steve Thomas (MAN TGX). **CW** Jenkins. **FL** Smith 1m14.614s (70.24mph). **P** Powell. **S** 21.

RACE 2 (13 LAPS) 1 Oliver 17m06.752s (66.36mph); 2 Summerfield +0.193s; 3 Thomas; 4 Powell; 5 Smith; 6 Jenkins. **CW** Powell. **FL** Summerfield 1m13.340s (71.46mph). **P** Burt. **S** 19.

RACE 3 (13 LAPS) 1 Smith 16m58.782s (66.88mph); 2 Summerfield +5.877s; 3 Oliver; 4 Thomas; 5 Jenkins; 6 Simon Reid (MAN TGX). **CW** Powell. **FL** Summerfield 1m12.607s (72.19mph). **P** Joanne Eason (Seddon Atkinson). **S** 18.

RACE 4 (13 LAPS) 1 Smith 16m58.782s (66.88mph); 2 Summerfield +5.877s; 3 Oliver; 4 Thomas; 5 Jenkins; 6 Simon Reid (MAN TGX). **CW** Powell. **FL** Summerfield 1m12.607s (72.19mph). **P** Joanne Eason (Seddon Atkinson). **S** 18.

RACE 5 (13 LAPS) 1 Jenkins 17m05.184s (66.46mph); 2 Smith +7.016s; 3 Garrett; 4 Summerfield; 5 Thomas; 6 J.Eason. **FL** Jenkins 1m12.323s (72.47mph). **P** Jim Bennett (Seddon Atkinson). **S** 16.

LEGENDS CARS CHAMPIONSHIP (5 LAPS) 1 James Holman (Ford Coupe) 5m40.096s (77.06mph); 2 Matthew Pape (Ford 34 Coupe) +0.484s; 3 Ben Power (Ford 34 Coupe); 4 John Paterson (Coupe); 5 Daniel McKay (Ford 34 Coupe); 6 Connor Mills (Ford 34 Coupe). **FL** Power 1m06.881s

(78.37mph). **P** Holman. **S** 21.

RACE 2 (10 LAPS) 1 John Mickel (34 Coupe) 11m32.607s (75.67mph); 2 Power +0.034s; 3 Holman; 4 Euan McKay (Ford Coupe); 5 Henry King (Ford 34 Coupe); 6 Pape. **FL** Holman 1m07.568s (77.57mph). **P** Nathan Anthony. **S** 19.

RACE 3 (12 LAPS) 1 Mickel 13m44.738s (76.26mph); 2 Paterson +0.201s; 3 E.McKay; 4 Daniel McKay (Ford 34 Coupe); 5 Holman; 6 Steve Whitelegg (Coupe). **FL** D.McKay 1m07.008s (78.22mph). **P** Anthony. **S** 21.

RACE 4 (10 LAPS) 1 D.McKay 11m40.201s (75.85mph); 2 Power +0.100s; 3 Paterson; 4 Holman; 5 Pape; 6 Mickel. **FL** E.McKay 1m07.860s (77.24mph). **P** Paterson. **S** 22.

RACE 5 (10 LAPS) 1 King 11m25.936s (76.41mph); 2 Holman +0.424s; 3 Mickel; 4 Whitelegg; 5 Mills; 6 Power. **FL** Paterson 1m06.932s (78.31mph). **P** Whitelegg. **S** 20.

RACE 6 (12 LAPS) 1 Mickel 13m42.589s (76.46mph); 2 E.McKay +0.809s; 3 D.McKay; 4 Holman; 5 Power; 6 Paul O'Brien (Coupe). **FL** O'Brien 1m06.880s (78.37mph). **P** Michael Mercer (Ford 34 Sedan). **S** 20.

WELSH SPORTS AND SALOON CAR CHAMPIONSHIP (16 LAPS) 1 Keith White (BMW Z4) 16m52.701s (82.81mph); 2 Martin Davies (Ford Sierra) +8.798s; 3 Jason Davies (Ford Sierra Cosworth); 4 Nick Holden (Ariel Atom); 5 Fabio Luffarelli (Mini Saloon); 6 Ken James (Loco Hornet). **CW** M Davies; **LUFFARELLI**; **ROGER DOWDEN (DAVRIAN MK6)**; **NICHOLAS ROCKE (Ford Fiesta Mk 4)**. **FL** White 1m01.810s (84.80mph). **P** White. **S** 18.

RACE 2 (14 LAPS) 1 White 15m14.158s (80.27mph); 2 Holden +6.252s; 3 M Davies; 4 James; 5 Dave Scaramanga (Volkswagen Scirocco); 6 Michael Edgell (Rover Mini). **CW** M Davies; **SCARAMANGA**; **EDGELL**; **SAM SUMMERHAYES (Citroen Saxo)**; **ROCKE**. **FL** E.McKay 1m07.860s (77.24mph). **P** White. **S** 22.

RACE 3 (16 LAPS) 1 White 16m56.455s (82.50mph); 2 Holden +19.609s; 3 Summerhayes; 4 Glynne Jones (BMW 320); 5 Edgell; 6 James. **CW** Summerhayes; **JONES**; **EDGELL**; **SCARAMANGA**; **GILES BECK (BMW 318is)**. **FL** White 1m00.909s (78.31mph). **P** White. **S** 20.

**MALLORY PARK
BARC, MAY 23-24**

PRE '83 CLASSIC TOURING CAR CHAMPIONSHIP (17 LAPS) 1 Mark Fowler (Ford Capri) 15m52.241s (86.76mph); 2 David (Mark) Osborne (Triumph Dolomite Sprint) +5.391s; 3 Ian Patterson (Triumph TR7); 4 Nic Strong (Ford Capri); 5 Richard Austin (Ford Capri); 6 Gary Fletcher (Vauxhall Frenza Droop Snoot). **CW** Osborne. **FL** Stephen Primett (Ford Escort) 54.000s (90.00mph). **P** Primett. **S** 11.

RACE 2 (17 LAPS) 1 Primett 15min38.337s (88.04mph); 2 Fowler +16.598s; 3 Strong; 4 Osborne; 5 Stuart Caie (Ford Capri); 6 Peter Holton (Rover P6 3500S). **CW** Fowler. **FL** Primett 54.039s (89.93mph). **P** Fowler. **S** 8.

SOUTH-EAST SEVENESQUE SPORTS CAR (19 LAPS) 1 Colin Watson (Caterham C400) 15m39.894s (98.24mph); 2 Ian Conibear (Caterham 7) +0.404s; 3 Anthony Bennett (Caterham R300); 4 Carl Nairn (Caterham R300); 5 Alastair Heys (Westfield Megabus); 6 John Chasey (Caterham 7). **CW** Billy Nairn (Caterham R300S); **PETER HARGROVES (Caterham SLR)**; **BENNETT**. **FL** Bennett 48.426s (100.35mph). **P** Watson. **S** 10.

RACE 2 (19 LAPS) 1 Conibear 15m47.186s (97.48mph); 2 Watson +2.212s; 3 Nairn; 4 Heys; 5 Hargroves; 6 Chasey. **CW** Nairn; **HARGROVES**. **FL** Watson 48.740s (99.71mph). **P** Watson. **S** 10.

NORTHERN SALOON & SPORTS CAR CHAMPIONSHIP (A & E) (20 LAPS) 1 Andy Robinson (Ford Falcon V8 Supercar 5.0) 16m19.696s (99.21mph); 2 Andrew Wareing (Lotus Europa) +9.709s; 3 Andrew Wilson (Holden Monaro); 4 Neil Claxton (Suzuki SC100); 5 Stuart Carr (Caterham); 6 Jack Harper (Triumph Spitfire). **CW** Claxton; **CARR**; **MARK LEYBOURNE (Westfield FW)**. **FL** Wareing 47.381s (102.57mph).

P Robinson. **S** 11.

RACE 2 (20 LAPS) 1 Jeff Wilson (Lotus Elise) 16m10.760s (100.12mph); 2 Wareing +5.599s; 3 Robinson; 4 A.Wilson; 5 Claxton; 6 Carr. **CW** Claxton; **CARR**; **ALAN MCPHERSON (MK Indy)**. **FL** J.Wilson 46.858s (103.71mph). **P** Robinson. **S** 12.

NORTHERN SALOON & SPORTS CAR CHAMPIONSHIP (B/C/D/H) (19 LAPS) 1 Kirk Armitage (BMW M3) 16m26.121s (93.63mph); 2 Paul Bellamy (BMW E36 M3) +24.427s; 3 David Botterill (Porsche 944 turbo); 4 Martin Whitehouse (BMW 318is); 5 Steven Craggs (Ford Fiesta); 6 Dan McKay (Ford Fiesta RS1600). **CW** Bellamy; **CRAGGS**; **McKAY**; **MARTIN LOFTHOUSE (Triumph TR7)**. **FL** Armitage 51.004s (95.28mph). **P** Armitage. **S** 15.

RACE 2 (16 LAPS) 1 Mike Williamson (Mitsubishi EVO4) 16m07.344s (80.38mph); 2 Whitehouse +14.198s; 3 Bellamy; 4 McKay; 5 Armitage; 6 Paul Taylor (BMW Mini Cooper). **CW** Whitehouse; **TAYLOR**; **McKAY**; **LOFTHOUSE**. **FL** Armitage 57.299s (84.81mph). **P** Armitage. **S** 13.

PRE 66 THERMEX CLASSIC SALOON AND HISTORIC TOURING CAR CHAMPIONSHIP (16 LAPS) 1 Steven Sprigg (Ford Lotus Cortina Mk1) 15m38.957s (82.81mph); 2 Richard Sprigg (Ford Anglia 105E) +1.019s; 3 Eifion Jones (Ford Lotus Cortina); 4 Tony Preston (Morris Minor); 5 Tim Cotgrove (Ford Anglia); 6 Luc Wilson (Austin A40). **CW** Robert Strutt (Jaguar S-Type); **R.SPRIGG**; **PRESTON**. **FL** S.Sprigg 57.212s (84.94mph). **P** S.Sprigg. **S** 18.

RACE 2 (16 LAPS) 1 S.Sprigg 15m48.804s (81.95mph); 2 Jones +5.294s; 3 Preston; 4 R.Sprigg; 5 Jonathan Puliston (Ford Anglia); 6 Wilson. **CW** Strutt; **R.SPRIGG**; **PRESTON**. **FL** S.Sprigg 57.650s. **P** S.Sprigg. **S** 12.

CNC HEADS SPORTS/SALOON CAR CHAMPIONSHIP (26 LAPS) 1 Garry Watson (Westfield SEW) 21m15.079s (99.09mph); 2 Philip Duncan (Westfield SEI) +13.404s; 3 Luke Armiger (Vauxhall Tigra); 4 Ilsa Cox (SEAT Leon); 5 Garry Wardle (Ginetta G50); 6 Steven Hibbert (Lotus Sport Elise). **CW** Wardle; **MATT SPARK (Caterham Supersport)**; **COX**; **HIBBERT**; **MAX GOUCHER (Honda Civic)**. **FL** Watson 47.713s (101.85mph). **P** Joe Spencer (Stuart Taylor Locosack). **S** 28.

RACE 2 (4 LAPS) 1 Spencer 3m15.552s (99.41mph); 2 Watson +0.919s; 3 Armiger; 4 Duncan; 5 Wardle; 6 Spark. **CW** Wardle; **WATSON**; **COX**; **STUART SPENCER (Ginetta G20)**; **GOUCHER**. **FL** Armiger 47.290s (102.77mph). **P** Spencer. **S** 25.

CLASSIC VW CHALLENGE & TOURING CAR PRE '03 CHAMPIONSHIP (16 LAPS) 1 Steven Wood (Volkswagen Golf Mk4) 15m08.596s (85.58mph); 2 Daniel Rose (SEAT Leon) +8.238s; 3 Alexander Owen (Honda Civic Type R); 4 Rob Allum (Volkswagen Golf GTI); 5 Steve Rowles (Honda Integra Type-R); 6 Nick Sanderson (SEAT Leon). **CW** Allum; **OWEN**. **FL** Allum 54.793s (88.69mph). **P** Wood. **S** 15.

RACE 2 (18 LAPS) 1 Wood 15m39.169s (93.14mph); 2 Rose +3.858s; 3 Andy Thompson (SEAT Toledo); 4 Sanderson; 5 Owen; 6 Rowles. **CW** Allum; **OWEN**. **FL** Thompson 50.617s (96.01mph). **P** Wood. **S** 14.

JUNIOR SALOON CAR CHAMPIONSHIP (17 LAPS) 1 Ben Colburn (Citroen Saxo VTR) 16m37.417s (82.83mph); 2 Brad Hutchinson (Citroen Saxo VTR) +0.390; 3 Scott Mitchell (Citroen Saxo VTR); 4 James Clarke (Citroen Saxo); 5 Tom Stockton (Citroen Saxo VTR); 6 Charlie Kennedy (Citroen Saxo). **CW** Colburn. **FL** Hutchinson 57.867s (83.98mph). **P** Colburn. **S** 14.

RACE 2 (17 LAPS) 1 Colburn 16m37.496s (82.82mph); 2 Hutchinson +6.102s; 3 Mitchell; 4 Alex Fores (Citroen Saxo VTR); 5 Kennedy; 6 Clarke. **CW** Colburn. **FL** Colburn 57.726s (84.19mph). **P** Colburn. **S** 14.

CLASSIC TOURING CAR HAMMERTHE RACING THUNDER CHAMPIONSHIP (19 LAPS) 1 Andy Robinson (Ford Falcon V8 Supercar) 15m41.779s (98.04mph); 2 Dale Gent (Subaru Impreza) +7.853s; 3 Ian Froggatt (Subaru Impreza); 4 Andrew Wilson (Vauxhall Holden Monaro); 5 Kevin Wendt (BMW M3 E46); 6 Neil Wade (Mini Cooper). **CW** Froggatt; **GENT**. **FL** Robinson 48.266s (100.69mph). **P** Robinson. **S** 7.

RACE 2 (19 LAPS) 1 Robinson 15m24.880s (99.83mph); 2 Gent +8.699s; 3 Wendt; 4 Froggatt; 5 Wade. **No other finishers**. **CW** Froggatt; **GENT**. **FL** Robinson 47.790s (101.69mph). **P** Robinson. **S** 6.

CLASSIC TOURING CAR PRE '93/PRE '05/BLUE OVAL SALOON CHAMPIONSHIPS (BOSS) (18 LAPS) 1 David Matthias (Ford Escort Cosworth) 15m43.637s (92.70mph); 2 Ashley Shelswell (Ford Sierra XR4i) +1.712s; 3 Olly Allen (Ford Fiesta); 4 Malcolm Wise (Ford Sapphire Cosworth); 5 John Edwards-Parton (Ford Fiesta); 6 Simon Ward (Vauxhall Astra GTE 16V). **CW** Wise; **MICHAEL SHERATON (BMW E30)**; **ANDREW ANDERSON SMITH (Honda CRX)**; **WARD**; **GARY PARKES (Peugeot 206 GTI 180)**; **CHRIS EDWARDS (BMW Compact)**; **JEFFREY WINDSOR (Ford Puma)**; **Allen**; **Edwards-Parton**; **Scott Parkes (Ford Fiesta XR2)**. **FL** Matthias 50.688s (95.88mph). **P** Matthias. **S** 21.

RACE 2 (18 LAPS) 1 Matthias 15m35.948s (93.46mph); 2 Allen +16.189s; 3 Shelswell; 4 Wise; 5 Edwards-Parton; 6 David Baseley (Vauxhall Nova). **CW** Wise; **SHERATON**; **ANDERSON SMITH**; **BASELEY**; **PARKES**; **EATON**; **WINDSOR**; **Allen**; **Edwards-Parton**; **Alan Willett (Ford Fiesta)**. **FL** Matthias 50.796s (95.67mph). **P** Matthias. **S** 20.



Jonathan Taylor spins at Pembrey



Antony Turner runs wide at Croft

JONES

OULTON PARK
BRSCC, MAY 23



XR CHALLENGE (8 LAPS) 1 Craig Brookfield (XR2) 21m30.052s (60.09mph); 2 Mark Buxton (XR2) +1.804s; 3 Michael Heath (XR2); 4 Peter Lancaster (XR2); 5 Lee Shropshire (XR2); 6 Ralph Fernihough. **CW** Lee Bowron (XR3); George Orr (Fiesta ST); Steven Gray (XR2). **FL** Kevin Whyte (Fiesta ST) 2m05.080s (77.47mph) **P** Poole. **S** 31.

RACE 2 (10 LAPS) 1 Brookfield 21m21.991s (75.58mph); 2 Poole +2.789s; 3 Ralph Fernihough; 4 Heath; 5 G Orr; 6 Wayne Macauley. **CW** G Orr; Adam Burgess (XR3); Josh Orr (XR2); Mark Noble (Fiesta Si). **FL** Macauley 2m05.155s (77.42mph). **P** Brookfield. **S** 30.

FORMULA FORD 1600 NORTHERN & NATIONAL CHAMPIONSHIP PRE '90 (11 LAPS) 1 Calum McHale (Van Diemen RF89) 20m34.113s (86.37mph); 2 Jaap Blijleven (Reynard 88FF) +12.609s; 3 Andrew Thomas (Reynard 89FF); 4 David Murphy (Van Diemen RF85); 5 Matthew Cowley (Reynard 88FF); 6 Christopher Stones (Van Diemen 88FF). **CW** Murphy; Ian Wood (Royale RP33). **FL** Jamie Jardine 1m50.498s (87.69mph). **P** Jardine (Reynard 84FF). **S** 20.

FORMULA FORD 1600 NORTHERN CHAMPIONSHIP (POST '89 AND PRE '90) (9 LAPS) 1 Dussault 20m33.226s (70.71mph); 2 McMullan +0.291s; 3 Williams; 4 Mackay; 5 Middlehurst; 6 Crosbie. **CW** Cooper; Matthew Cowley (Reynard 88FF); Tom Brown (Van Diemen RF86). **FL** Middlehurst 1m48.753s (89.10mph). **P** McMullan. **S** 27.

FORMULA FORD 1600 NORTHERN & NATIONAL CHAMPIONSHIP POST '89 (11 LAPS) 1 Patrick Dussault (Ray GR 13/14) 20m11.154s (88.01mph); 2 Chris Middlehurst (Mygale GV15K) +0.107s; 3 Douglas Crosbie (Van Diemen JL13); 4 Tom McArthur (Van Diemen LA10); 5 Luke Cooper (Swift SC92); 6 Jonny McMullan (Van Diemen LA10). **CW** Cooper. **FL** McMullan 1m47.867s (89.83mph). **P** McMullan. **S** 22.

ALFASHOP ALFA ROMEO CHAMPIONSHIP (8 LAPS) 1 Graham Seager (GTV) 15m22.734s (84.01mph); 2 Andy Robinson (156) +37.292s; 3 Bryan Shrubbs (33.1.9.16v); 4 Ray Foley (156 GTA); 5 Paul Plant (156); 6 David Messenger (156). **CW** Foley; Plant. **FL** Seager 1m52.325s (86.27mph). **P** Roger Evans. **S** 15.

FERRARI FORMULA CLASSIC (10 LAPS) 1 James Cartwright (328 GTB) 20m16.746s (79.64mph); 2 Chris Butler (328 GTB) +23.866s; 3 Tim Walker (328 GTB); 4 Darren Wilson (328 GTB); 5 Nick Cartwright (328 GTB); 6 Pete Fisk (328 GTB). **CW** Walker; Swift; William Moorwood (308 GT4). **FL** J Cartwright 1m59.946s (80.78mph). **P** Garry Culver (328 GTB). **S** 14. **RACE 2 (10 LAPS)** 1 J Cartwright 20m26.140s (79.03mph); 2 Butler +1.456s; 3 Walker; 4 Wilson; 5 N Cartwright; 6 Fisk. **CW** Walker; Swift; Moorwood. **FL** J Cartwright 1m58.228s (81.96mph). **P** J Cartwright. **S** 13.

CATERHAM OPEN SERIES (11 LAPS) 1 James Needham 21m32.800s (82.45mph); 2 Phillip Jenkins +0.026s; 3 Robert Cooper; 4 Paul Hawthorne; 5 Simon Cassidy; 6 James Ashworth. **FL** Needham 1m55.064s (84.21mph). **P** Needham. **S** 9. **RACE 2 (11 LAPS)** 1 Needham 21m23.076s (83.07mph); 2 Cooper +0.101s; 3 Jenkins; 4 Hawthorne; 5 Ashworth; 6 Brett Ray. **FL** Needham 1m55.151s (84.15mph). **P** Needham. **S** 9.

ROCKINGHAM
MSVR, MAY 23-24



RADICAL SPRINT (15 LAPS) 1 Paddy McClughan (SR3) 20m10.599s (86.53mph); 2 Ben Dimmack (SR3) +6.017s; 3 Marcelo Marateotto (SR3 RSX); 4 John Macleod (SR3 RSX); 5 Chris Car (SR3 RSX); 6 Jason Rishover (SR3 RSX). **CW** Joe Stables (PR6). **FL** McClughan 1m19.082s (88.31mph). **P** McClughan. **S** 20. **RACE 2 (14 LAPS)** 1 McClughan 20m38.384s (78.95mph); 2 Dimmack +2.875s; 3 Marateotto; 4 Brian Caudwell (SR3 RSX); 5 Macleod; 6 Rishover. **CW** Stables. **FL** McClughan 1m19.614s (87.72mph). **P** McClughan. **S** 20. **RACE 3 (11 LAPS)** 1 Dimmack 15m12.075s (84.22mph); 2 Marateotto; 3 Caudwell; 4 Elliott Goodman (SR3); 5 Martin Verity (SR3 RSX); 6 Rishover. **CW** Richard Stables (PR6). **FL** McClughan 1,20.722s (86.51mph). **P** Doug Carter (PR6). **S** 20.

MINI CHALLENGE COOPER CLASS (12 LAPS) 1 Nathan Harrison 20m15.722s (68.93mph); 2 Ricky Page +0.320s; 3 Mark Wakefield; 4 Adam Davey; 5 Adrian Norman; 6 Jon Attard. **FL** Wakefield 1m39.738s (70.02mph). **P** Harrison. **S** 15. **RACE 2 (12 LAPS)** 1 Harrison 20m11.772s (69.16mph); 2 Wakefield +0.910s; 3 Max Bladon; 4 Page; 5 Darren Chatt; 6 Grace Williams. **FL** Bladon 1m39.495s (70.19mph). **P** Wakefield. **S** 15. **RACE 3 (12 LAPS)** 1 Wakefield 20m18.164s (68.79mph); 2 Page +0.354s; 3 Norman; 4 Henry Neal; 5 Matt Hammond; 6 Attard. **FL** Simon Walton 1m40.125s (69.75mph). **P** Page. **S** 15.

LOTUS CUP UK (37 LAPS) 1 Adrian Hall (Exige S1) 1h00m50.449s (70.78mph); 2 Adam Balon (Exige V6 Cup R) +19.355s; 3 Adam Knight (Exige V6 Cup R); 4 Ken Savage (211); 5 Adam Gore (Exige V6); 6 Alex Reed (Exige Cup R). **CW** Balon; Savage; Daniel Rowbottom (Elise). **FL** Hall 1m27.759s (79.58mph). **P** Hall. **S** 23.

GT CUP (32 LAPS) 1 Darren Nelson/Adam Carroll (Ferrari 458 Italia GT3) 47m52.911s (77.79mph); 2 Paul Bailey/Andy Schulz (Aston Martin Vantage GT3) +29.505s; 3 Wayne Marrs/Charlie Hollings (Ferrari 458 Challenge); 4 John Seale/Jamie Stanley (Ferrari 458 Challenge); 5 Marcus Hoggarth/Tom Ingram (Ferrari 458 Challenge); 6 Phil Burgan (Audi R8 LMS Ultra GT3). **CW** Marrs/Hollings; David Fairbrother/James Greenway (Porsche 911 GT3 Cup 997); Stephen Fresle/Nathan Freke (Ginetta G55 GT4); Rafael Unzurrunzaga (Radical RXC V8). **FL** Nelson/Carroll 1m18.669s (88.77mph). **P** Bailey/Schulz. **S** 23. **RACE 2 (16 LAPS)** 1 Nelson 23m27.904s (79.36mph); 2 Bailey +1.133s; 3 Greenway; 4 Hoggarth; 5 Marrs; 6 Tom Webb (BMW E46 M3 GTR). **CW** Greenway; Hoggarth; Rob Gaffney (Ginetta G55 GT4). **FL** Nelson 1m20.178s (87.10mph). **P** Nelson. **S** 20. **RACE 3 (16 LAPS)** 1 Nelson 23m43.032s (78.52mph); 2 Seale +2.737s; 3 Gareth Downing (Lotus Evora GTE); 4 Bailey; 5 Hoggarth; 6 Marrs. **CW** Seale; T. Webb; Gaffney. **FL** Nelson 1m20.448s (86.81mph). **P** Nelson. **S** 19.

RADICAL ENDURO (29 LAPS) 1 Harry Cockill (SR3 RSX) 40m10.421s (84.02mph); 2 Scott Malvern/Nick Jones (SR3 RSX) +6.280s; 3 Scott Mansell/David Lidbetter (SR3 RSX); 4 Matt Bell/Graham Tilley (SR3 RSX); 5 Steve Burgess (SR3); 6 Jamie Spence/Jason Rishover (SR3 RSX). **FL** Stuart Moseley (SR3 RSX) 1m18.239s (89.26mph). **P** Moseley/Hui Sun Kim. **S** 14. **RACE 2 (29 LAPS)** 1 Malvern/Jones 40m36.206s (83.13mph); 2 Burgess +12.643s; 3 Mansell/Lidbetter; 4 Tom

Howard/Darren Nelson (SR3 RSX); 5 Moseley/Kim; 6 Ozy Yusuf (SR3 RSX). **FL** Moseley 1m19.182s (88.20mph). **P** Cockill. **S** 14.

LOTUS ELISE TROPHY (13 LAPS) 1 Daniel Rowbottom 20m13.661s (74.80mph); 2 Jason Baker +0.397s; 3 James Little; 4 Freddie Hetherington; 5 Luigi Mazza; 6 Ryan Savage. **FL** Baker 1m32.294s (75.67mph). **P** Baker. **S** 21.

RACE 2 (13 LAPS) 1 Rowbottom 20m20.993s (74.35mph); 2 Craig Denman +1.662s; 3 Little; 4 Savage; 5 Mazza; 6 Hetherington. **FL** Little 1m32.066s (75.85mph). **P** Steve Edwards. **S** 20.

ATOM CUP (14 LAPS) 1 Paul Donkin 21m05.981s (77.23mph); 2 Jack Rawles +9.258s; 3 Jonathan Lek; 4 Lee Cunningham; 5 Stewart Lyddell; 6 Guy Desbarats. **FL** Donkin 1m29.437s (78.08mph). **P** Donkin. **S** 6.

RACE 2 (12 LAPS) 1 Donkin 20m08.992s (69.32mph); 2 Rawles +1.469s; 3 Cunningham; 4 Lyddell; 5 Lek; 6 Neil Thompson. **FL** Rawles 1m34.357s (74.01mph). **P** Donkin. **S** 6.

RACE 3 (13 LAPS) 1 Cunningham 19m59.613s (75.68mph); 2 Donkin +0.371s; 3 Lyddell; 4 Thompson; no other finishers. **FL** Donkin 1m31.060s (76.69mph). **P** Lyddell. **S** 5.

CASTLE COMBE
BRSCC, MAY 25



MAZDA MX-5 CHAMPIONSHIP RACE 1A (14 LAPS) 1 Brian Chandler 19m04.168s (81.49mph); 2 Darron Lewis +3.376s; 3 Sam Smith; 4 Ben Tuck; 5 Paul Bishop; 6 Simon Baldwin. **FL** Smith 1m20.304s (82.93mph). **P** Smith. **S** 24.

RACE 1B (14 LAPS) 1 Steven Andrew 19m47.716s (78.50mph); 2 Nick Ponting +0.711s; 3 Carl Andrew; 4 Courtney Milnes; 5 Graham Colby; 6 Matthew Cox. **FL** Ponting 1m22.985s (80.25mph). **P** S. Andrew. **S** 48.

RACE 2A 1 Smith 20m21.795s (79.41mph); 2 Chandler +0.469s; 3 Baldwin; 4 Darron Lewis; Bishop; 6 Martin Tolley (MX-5). FL Chandler 1m20.464s (82.77mph). P Chandler. S 24. RACE 2B 1 Kevin Dengate 19m39.734s (79.03mph); 2 William Wood +1.665s; 3 Matthew Tasker; 4 Russ Lindsay; 5 Matthew Cox; 6 Drew Forster. FL Dengate 1m22.786s (80.44mph). P Wood. S 21.

MAZDA MX-5 SUPERCUP (15 LAPS) 1 Alan Henderson 20m57.976s (79.41mph); 2 Paul Sheard +0.469s; 3 Anthony Nield; 4 James Blake-Baldwin; 5 Simon Goddard; 6 Liam Murphy. **FL** Goddard 1m17.981s (85.40mph). **P** Henderson. **S** 29. **RACE 2 (15 LAPS)** 1 Nield 19m48.533s (84.05mph); 2 Murphy +0.196s; 3 Goddard; 4 Henderson; 5 Sheard; 6 Jonathan Clements (Mk3). **FL** George Line 1m17.676s (85.74mph). **P** Henderson. **S** 29.

CASTLE COMBE FORMULA FORD 1600 CHAMPIONSHIP (15 LAPS) 1 Michael Moyers (Spectrum 11c) 17m44.165s (93.875mph); 2 Adam Higgins (Van Diemen JL 12) +0.212s; 3 Roger Orgee (Van Diemen RFOO); 4 Felix Fisher



Nelson took GT Cup win

JONES

(Van Diemen RFO2); 5 Edward Moore (Van Diemen JL013K); 6 Nathan Ward (Spectrum 011c). **CW** Fisher; Luke Cooper (Swift SC92). **FL** Higgins 1m09.919s (95.25mph). **P** Moyers. **S** 22.

CASTLE COMBE SALOON CAR CHAMPIONSHIP (15 LAPS) 1 Tony Hutchings (Audi TT) 18m58.392s (87.75mph); 2 Gary Prebble (SEAT Leon Cupra 20v T) +0.094s; 3 John Barnard (Vauxhall Astra VXR); 4 Tony Dolley (Peugeot 206 GTi); 5 Mark Wyatt (Vauxhall Astra); 6 Kieren Simmons (Ford Fiesta). **CW** Dolley; James Keepin (MG ZR 160); Arthur Marks (Suzuki Swift GTi). **FL** Dave Scaramanga 1m13.900s (90.23mph). **P** Prebble. **S** 36.

CASTLE COMBE SPORTS & GT CHAMPIONSHIP (15 LAPS) 1 Barry Squibb (Mitsubishi Evo 9) 21m11.097s (78.59mph); 2 Ilsa Cox (SEAT Leon Cupra) +5.745s; 3 Nick Holden (Ariel Atom); 4 Dylan Popovic (Avatar Sports Car One); 5 James Johnson (Fisher Fury); 6 Michael Timberlake (BMW M3 E46). **CW** Cox; Popovic; Paul Arber (Sylvia Phoenix); Guillaume Kerbulc (Lotus Elise Si). **FL** Squibb 1m10.099s (95.00mph). **P** Squibb. **S** 15.

DAVE ALLAN TROPHY (33 LAPS) 1 Roy Stephenson (Mazda MX-5) 45m55.615s (70.08mph); 2 Daniel Ludlow (Honda Civic Type R) +18.126s; 3 Kevin Dengate / Tom Roche (Mazda MX-150R); 4 Russ Lindsay / Simon Baldwin (Mazda MX-5); 5 Duncan Carlisle (Mazda MX-5); 6 Ambrogio Peretti / Oscar Rovelli (Mazda MX-5). **FL** David Krayem (Ginetta G50) 1m11.436s (93.23mph). **P** Krayem. **S** 20.

GURSTON DOWN
BARC SW, MAY 23-24



ROUND 7 1= Alex Summers & Scott Moran (3.5 Gould-NME GR61X) 26.25s BTD, 3 Trevor Willis (3.2 OMS-RPE 28) 26.37s; 4 Tom New (3.5 Gould-NME GR55) 26.51s; 5= Dave Uren (1.3t Force-Suzuki PC) & Will Hall (2.0 Force-AER/Xtec WH) 27.06s; 7 Alastair Crawford (2.8 Gould-NME GR55) 27.16s; 8 Wallace Menzies (3.5 Gould-NME GR55) 27.47s; 9 Paul Haimes (1.3t Gould-Suzuki GR59) 27.48s; 10 Jos Goodyear (1.3s GWR-Suzuki Raptor 2) 49.48s; 11 John Bradburn (3.5 Gould-Cosworth GR55) 27.83s; Ed Hollier (1.6 Empire-Suzuki 00 Evo) 28.58s.

ROUND 8 1 Summers 26.29s; 2 Moran 26.58s; 3 Willis 26.94s; 4 Menzies 27.10s; 5 Goodyear 27.11s; 6 Hall 27.72s; 7 Crawford 27.73s; 8 Uren 27.75s; 9 Haimes 28.22s; 10 Bradburn 28.25s; 11 New 28.66s; 12 Hollier 29.93s.

CLASSES Peter Hamcock (1.6 OMS-Suzuki CF04) 31.55s CLASS RECORD; Ian Chard (1.8t Mazda MX5) 39.50s; Mark Spencer (3.6t Porsche 996) 34.53s; Piers Thynne (1.3t Westfield Megabus) 32.54s; Neil Turner (1.4 Mini Cooper S 16v) 36.64s; Colin Satchell (2.0 Peugeot 205) 33.64s; Tim Painter (3.6 Porsche 911 GT3 Cup) 34.61s; Mike Rudge (2.3 Westfield SEI) 31.28s; Mike Broome (1.8 Alexis Mk17 F3) 39.71s; Tim Pitfield (1.3 DJ Firecat) 34.68s; Chris Cannon (2.6 Force-Suzuki SR8) 30.12s; Debbie Dunbar (1.0 Force-Suzuki PT) 30.45s; Tony Wiltshire (1.6 Swift FF) 36.92s; Adrian Moody (1.6 Ralt-Ford RT3) 33.83s; Hollier 28.71s; Goodyear 27.45s; Moran 26.41s.

POINTS 1 Summers, 70; 2= Willis & Moran, 58; 4 Hall, 46; 5 Menzies, 37; 6 Crawford, 32; 7= Goodyear & New, 25; 9 Bradburn, 17; 10 Haimes, 16.



Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: autosport@haymarket.com Website: www.autosport.com

EDITOR
Edd Straw ext.5889
edd.straw@haymarket.com

DEPUTY EDITOR
Marcus Simmons ext.5807
marcus.simmons@haymarket.com

CHIEF F1 CORRESPONDENT
Ian Parkes ext.5810
ian.parkes@haymarket.com

GRAND PRIX EDITOR
Ben Anderson ext.5425
ben.anderson@haymarket.com

F1 REPORTER
Lawrence Barretto ext.5887
lawrence.barretto@haymarket.com

FEATURES EDITOR
Scott Mitchell ext.5370
scott.mitchell@haymarket.com

EDITOR AUTOSPORT.COM
Glenn Freeman ext.5309
glenn.freeman@haymarket.com

DEPUTY EDITOR AUTOSPORT.COM
Matt Beer ext.5811
matt.beer@haymarket.com

INTERNATIONAL EDITOR
Mitchell Adam ext.5432
mitchell.adam@haymarket.com

MANAGING EDITOR
Peter Hodges ext.5903
peter.hodges@haymarket.com

EXECUTIVE EDITOR
Stuart Codling ext.5835
stuart.codling@haymarket.com

GROUP NATIONAL EDITOR
Rob Ladbroke ext.5209
robert.ladbroke@haymarket.com

RALLIES EDITOR
David Evans
david.evans@haymarket.com

ART EDITOR
Lynsey Row ext.5914
lynsey.row@haymarket.com

SENIOR DESIGNER
Michael Cavalli ext.5381
michael.cavalli@haymarket.com

PHOTOGRAPHS
LAT Photographic, XPB Images

GROUP PICTURE EDITOR
Peter Mills ext.5918
peter.mills@haymarket.com

TECHNICAL TEAM LEADER
Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM DEVELOPER
Tomasz Trznadel
tomasz.trznadel@haymarket.com

SENIOR DIGITAL DESIGNER
Amar Vijay
amar.vijay@haymarket.com

OFFICE MANAGER
Joanne Grove ext.5804
joanne.grove@haymarket.com

SPECIAL CONTRIBUTORS
Gary Watkins Mark Glendenning Alan Eldridge
Henry Hope-Frost Dieter Rencken
Marcus Pye Gary Anderson

CORRESPONDENTS

ARGENTINA
Tony Watson

AUSTRALIA
Phil Brangan

AUSTRIA
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ADVERTISING
Tel: +44 (0) 20 8267 5389
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

DISPLAY SALES MANAGER
Martin Lee ext.5389
martin.lee@haymarket.com

DISPLAY ADVERTISING
Gary Lee Hoebeck ext.5376
gary.lee.hoebeck@haymarket.com

CLASSIFIED ADVERTISING MANAGER
James Hunter ext.5367
james.hunter@haymarket.com

CLASSIFIED SALES MANAGER
Jonathan Whitehead ext.5908
jonathan.whitehead@haymarket.com

ONLINE ADVERTISING
Leah Mims ext.5846
leah.mims@haymarket.com

SUBSCRIPTIONS
UK 0844 8488817
OVERSEAS +44 (0)1795 592 974
EMAIL autosport@servicehelpline.co.uk

BACK ISSUES
Tel: 0844 8488817

DIRECT MARKETING EXECUTIVE
Kadie Chanter ext.5622
kadie.chanter@haymarket.com

LICENSING AND SYNDICATION LICENSING DIRECTOR
Alastair Lewis

MANAGEMENT GROUP DIRECTOR
Tim Bulley

GROUP PUBLISHER
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GROUP EDITOR
Anthony Rowlinson

GROUP COMMERCIAL DIRECTOR
Ben Guyan

PUBLISHING MANAGER
Samantha Jemson

SPECIAL EVENTS MANAGER
Laura Coppin

DIGITAL SPECIAL PROJECT MANAGER
Simon Strang, ext. 5093
simon.strang@haymarket.com

DIGITAL PRODUCT MANAGER
Simon Grayson, ext. 5346
simon.grayson@haymarket.com

CIRCULATION TRADE ENQUIRIES
Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS.
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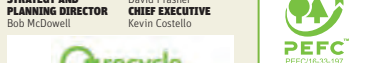
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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

What you think of the motorsport news of the past week



Do drivers have to show too much restraint?

F1's image is too sanitised

Had James Hunt lost the Monaco Grand Prix over an ill-timed and inexplicable pitstop, somebody at McLaren might well have gone home sporting a black eye.

While in no way condoning violence, in the adrenalin-fuelled white heat of a grand prix passions can (or used to) run high.

How times have changed. Lewis Hamilton appeared to have his tongue metaphorically stitched down in post-race interviews. Not a word of overt criticism.

It was an example of the sanitisation of the public image of F1. With the ubiquitous

team PR person standing recording every word spoken by drivers, not mincing your words is just not on any more.

If the owners of F1 are worried about falling viewing figures, look no further than this obsession with the rather one-dimensional public image the sport projects. Take away the human factor and the story/spectacle is diminished.

With the 'eco-friendly' engine decibel reduction, it's the money that resonates loudest now.

Martin Crass, by email

In the 'Colonies' (good ole USA), we have a word for the 'used oats' perpetrated by the Mercedes team: fixed.

Lewis should not have fallen for that one. Drivers were complaining the day before that the tyres were so hard they could do the entire race on the supersofts.

When the team called in him, he should have sailed past serenely – "Oops, missed it, sorry. Hey, why not try Nico first?"

Rob Parker
By email

a British driver winning? In these days when sponsorship is hard to obtain and audiences are falling, these actions do no good for F1 and those in charge should root it out.

N Reason
By email

If Mercedes had really wanted to fix the result, we'd like to think they'd have the intelligence to do it a little more subtly. In F1, as in life, error trumps conspiracy – ed

I would have liked to see Nico

a little more subdued in his physical celebrations in Monaco. To be fair he said all the right things, but nonetheless Lewis was very, very impressive in his comments afterwards – a true champion.

Brian McCausland
Portishead, North Somerset

After watching LH's antics on the slowing down lap, I suggest he recalls 2008 and Massa's dignified acceptance of the situation despite having won and then lost the championship. True champions are remembered by the way they conduct themselves.

Mike J Kelly
London SE20

Many congratulations to Juan Pablo Montoya on winning the Indy 500. Here is one of those rare drivers who has not been afraid to ply his trade in different disciplines. From IndyCar to F1 to NASCAR and back to IndyCar, he has proved himself to be one of the greats of the modern era of motor racing.

Marvin Cooper
By email

BIG NUMBER

50 Number of entries for the Zandvoort 12 Hours, which takes place over two days with an interval of almost 14 hours between the two parts!

MILESTONE

150 Two-time DTM champion Timo Scheider will start his 150th race in the series at Lausitz this weekend.



WHAT'S ON TRACK IN THE UK

KIRKISTOWN 500MRCI

May 30
More fraught Kirkistown action from Northern Ireland's top series, including Fiestas and FF1600.

DONINGTON PARK HSCC

May 30
Nostalgic action from Formula Junior, Formula 5000 and the other HSCC staples.

BRANDS HATCH CSCC

Mat 30-31
Brands hosts the classic saloon racers – 1960s/70s on Saturday, then into the 1980/90s for Sunday.

DONINGTON PARK MGCC

May 31
MGs of all ages take over for day two of a varied Donington weekend.



CSCC

ROCKINGHAM BARC

May 30-31
Mini Se7ens and Miglias guarantee close racing on the infield, while Pickups take to the oval.

SNETTERTON BRSCC

May 30
The Fun Cup has the Snetterton 300 track to itself for the day as it hosts a six-hour enduro.

EVENT OF THE WEEK

Silverstone is next
Brit GT battleground



EBREY/LAT

SILVERSTONE – BRITISH GT

May 30-31
The British GT Championship comes to the home of British motorsport with just one point splitting the title-chasing

Barwell BMW and Motorbase Aston crews. BRDC Formula 4's young chargers are also taking to the Grand Prix layout.

BRSCC



EBREY

WHAT'S ON TRACK AROUND THE WORLD

INDYCAR SERIES

Rd 7/15
Detroit Belle Isle, Michigan, USA
May 30-31
indycar.com

UNITED SPORTSCAR

Rd 5/10
Detroit Belle Isle, Michigan, USA
May 30
imsa.com

FORMULA RENAULT 3.5

Rd 3/9
Spa, Belgium
May 30-31
renaultsport.com

FORMULA RENAULT EURO CUP

Rd 2/7
Spa, Belgium
May 30-31
renaultsport.com

INDYCAR



LEVITT/LAT

Motor City hosts
IndyCar double bill

TCR INTERNATIONAL

Rd 6/11
Salzburgring, Austria
May 30-31
tcr-series.com

V8 STOCK CAR

Rd 4/12
Curitiba, Brazil
May 31
stockcar.com.br

SCANDINAVIAN TOURING CARS

Rd 2/7
Anderstorp, Sweden
May 30
stcc.se

24 HOUR ENDURANCE SERIES

Rd 3/6
Zandvoort 12 Hours, Netherlands
May 30
24hseries.com

DTM

Rd 2/9
Lausitz, Germany
May 30-31
dtm.com

EUROPEAN FORMULA 3

Rd 4/11
Monza, Italy
May 30-31
fiaf3europe.com

USC

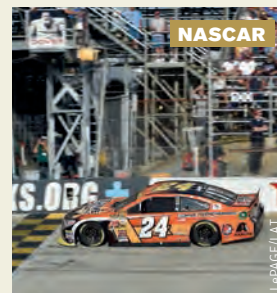


ABBOTT/LAT

NASCAR SPRINT CUP

Rd 13/36
Dover, Delaware, USA
May 31
nascar.com

NASCAR



LEPAGE/LAT

FROM THE SOFA

WHAT'S ON TELEVISION

Q&A

SIMON LAZENBY SKY SPORTS F1 PRESENTER

@SimonLazenbySky

AUTOSPORT: You did a Natural Sciences degree, so how did you get into Formula 1?

Simon Lazenby: I studied Natural Sciences at Durham University and loved it. They worked us hard but I had no clue what to do post-university. I got a job as an agricultural trader, but it wasn't for me. My sister was working in TV, so I got work experience with Sky. I started making tea, then thought I'd like a go at reporting. The boss gave me a day of training, then told me to go home, get my tie and that I was on Sky Sports News in the evening. I was bricking it and it was absolutely terrifying, but you get through it, and get used to it, I suppose.

AS: You had a bit of background with rugby, as you played the sport yourself, but you didn't with F1. How have you found it?

SL: It was a massive challenge. The paddock is quite a bubble and you have to earn your respect when you come into it. I've found out that you start to know more people than you don't know, and that becomes great, because then it feels like you're travelling with a big group of friends.



Herbert and Hill are F1's nice guys



Simon Lazenby has a relaxed approach

AS: Does Sky Sports F1 have a good grasp of what it wants to provide for Formula 1 fans?

SL: I think so. We get the diehard fans that want to get inside the sport, and demand to know what's going on behind the scenes in every weekend session.

We at Sky feel that we bring something different, with technological and virtual advances, which are a change from how other companies do it. People have their different tastes but we're really proud of the product we've made.

AS: How have you found working with Damon Hill and Johnny Herbert?

SL: Damon wouldn't mind me saying this, but he's a reluctant world champion. He doesn't particularly like the intrusion of fame that world champions have, but he's retained his terrific, quirky sense of humour and he's just a pleasure to get

"We're really proud of the product we've made"

on with. Johnny is the nicest man in the paddock. If he walks from one end of the paddock back to the TV compound, it will take him an hour-and-a-half to get 100 yards, because he stops for everybody and that's why he's so universally loved.

AS: If you look at yourself now, in comparison to that first F1 broadcast in 2012, what's changed?

SL: Most presenters would agree once you're completely comfortable with the format of a programme and you know what you want to get out of a broadcast, then it's easy. I knew when we came into this that it would take time for the public to come round to new broadcasters.

We had to develop chemistry, which is impossible straight away as you don't have the depth of friendship, but it takes time to develop those relationships. You need to win the audience's trust before we can do that, and I think we've done that now. Or at least I hope we have. *Simon Lazenby was talking to Lawrence Barretto*

TV pick of

Edited by Matt Broad



DUTCH PHOTO AGENCY/LAT

FR3.5 SPA - LIVE ESPN

Sunday 1230-1345

Two classics in seven days for the Formula Renault 3.5 field as they go straight from Monaco to Spa. Jazeman Jaafar's Monte Carlo win inched him one point ahead of Fortec team-mate Oliver Rowland at the head of the standings, with Rowland one of many caught up in trouble on the streets. The FA Cup final means race one can be found on the red-button BT Sport Extra service, with just the Sunday race on 'normal telly'. You can catch the ever-spectacular FR2.0 Eurocup live before the main event on both days too.



CLEAR/LAT

INDYCAR DETROIT - LIVE ESPN

Saturday 2030-2300

Sunday 2030-2300

There's only one double-header left on the IndyCar schedule, and it's this weekend in Detroit. Roger Penske was instrumental in reviving this race, and last year his drivers won both legs, Will Power mastering Saturday and Helio Castroneves taking race two. But it's another Penske driver who has a healthy points lead after his spectacular Indianapolis 500 victory – Juan Pablo Montoya heads the standings and is looking more and more like a man who could win a second US single-seater title 16 years after he conquered CART.

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ONLINE

Top stories on AUTOSPORT.com in the last week

BIANCHI'S RECOVERY NOW 'STAGNANT'

One year on from his son's remarkable performance in the 2014 Monaco Grand Prix, Jules Bianchi's father gave a less-than-promising update on the Frenchman's condition.

ECCLESTONE REVEALS CUSTOMER CAR PLAN

While the small teams spent the Monaco weekend denying an interest in running customer cars, Bernie Ecclestone detailed how he would make the idea work.

ROSBERG AND VETTEL 'BAD FOR BUSINESS'

Addressing the problem of F1's popularity in Germany, Bernie Ecclestone claimed that Nico Rosberg and Sebastian Vettel don't do enough to promote themselves.

HAMILTON 'CAN'T EXPRESS' FEELINGS

In the immediate aftermath of his lost victory in the Monaco GP, an emotional Lewis Hamilton struggled to find words to describe how he felt.

MERCEDES APOLOGISES TO HAMILTON

Toto Wolff explained Mercedes' strategic error to the media after the Monaco GP, adding he had personally apologised to the world champion.

AUTOSPORT+

INDY 500 DRIVER RATINGS

Following Juan Pablo Montoya's second success in the Indianapolis 500, our US correspondent Mark Glendenning rates the performances of all 33 starters.

the week



MOTOGP ITALY - LIVE

BT Sport 2

Sunday 1230-1400

As AUTOSPORT only covers MotoGP online, we're sparing with TV pick appearances. But Mugello is unmissable. Valentino Rossi, winner here from 2002-08 but never since, comes home leading the points. Team-mate Jorge Lorenzo, who had an incredible duel with Marc Marquez here last year, is hunting him down after two straight wins, while Marquez is on the ropes – but none of his rivals are counting him out. Then there's Ducati, surely on the cusp of winning again. Tune in early to catch Brits Danny Kent and Sam Lowes chasing Moto3 and Moto2 titles.



NASCAR DOVER - LIVE

Premier Sports

Sunday 1730-2200

After 600 gruelling miles on the big oval at Charlotte last week, the NASCAR Sprint Cup pack gets back to a shorter race on a shorter track, heading to the home of 'Miles the Monster' (mascot of the self-styled 'Monster Mile'...).

This has been a Hendrick stronghold in recent years, with Jeff Gordon winning last time. The legend is still yet to secure a Chase place in his farewell season and Dover marks the halfway point of the 'regular season' already.



JAPANESE GRAND PRIX 1996

Sky Sports F1

Friday 2100-2145

It's not the most obvious time of the year to relive a title-deciding Japanese Grand Prix, but the 1996 Suzuka race has dropped out of the Sky Sports F1 retro bingo machine for Friday night.

Williams' Damon Hill and rookie team-mate Jacques Villeneuve had dominated the season, although only the Canadian was being retained for 1997. That made it all the more important for Hill not to let this chance to make up for his 1994 heartbreak slip through his fingers. A sublime win ensured he would become the first son of an F1 champion to win the title himself.



DTM LAUSITZ - LIVE

BT Sport 2/ESPN

Saturday 1700-1845

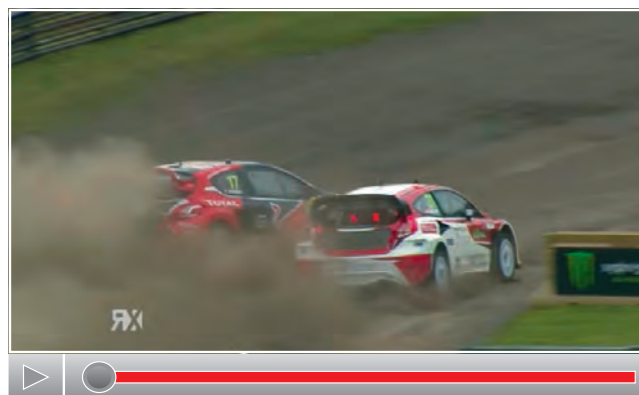
Sunday 1345-1515

Jamie Green finally got his first Audi win in the season-opener at Hockenheim, with Mattias Ekstrom giving the marque another maximum score in race two. Most importantly, the consensus was that the DTM's format revamp and return to double-headers has boosted the entertainment level as was hoped.

It was hard enough for the DTM to earn live UK TV slots last year with one race, and coverage will be a mixed bag again in 2015, but both Lausitz races are live on BT's channels.










HOT ON THE WEB THIS WEEK

YouTube THE ART OF OVERTAKING, RALLYCROSS-STYLE



SEARCH FOR: Jeanney vs Pucher: Lydden RX - FIA World Rallycross Championship
 Lydden Hill was the place to be for sheer motorsport entertainment last weekend. Enjoy the spectacle of Team Peugeot Hansen's Davy Jeanney making a move on World RX Team Austria's Max Pucher – and finally making it stick.

@AUTOSPORT TWEETERS

- | | | |
|---|---|--|
|  Edd Straw
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Porsche 956/962 sportscar liveries

Dozens of paint jobs appeared on the Group C icons. **HENRY HOPE-FROST** picks his favourites

Ten? Is that all? Such was the variety of corporate-identity options on Porsche's dominant endurance racer that it proved an onerous task to choose so few.

One of the most appealing things about Porsche's involvement in the Group C decade of 1982-'92 was the firm's willingness to offer the 956 and its replacement, the 962, to

customer teams. And with that, thanks to folk such as John Fitzpatrick, Reinhold Joest, the Kremer brothers and Richard Lloyd, came scores of great paint jobs. I

deliberated a while so here's 11-20, too: Boss, Coke, FATurbo Express, Grand Prix International, Hydro Aluminium, Kenwood, Leyton House, Liqui Moly, Repsol, Tic Tac.



1 Rothmans
The red-white-blue-and-gold colours of Louis Rothman's British tobacco brand adorned the factory cars from the get-go of Group C, winning scores of races with Messrs Ickx, Mass, Bell, Bellof and Stuck. Le Mans wins at the tie-up's first (1982) and last ('87) attempt made this the definitive livery.

2 Canon
The Japanese camera giant got into bed with the late Richard Lloyd's Silverstone-based GTI Engineering team and proved a hit with British fans, thanks to wins in the 1984 Brands 1000km and a close second at Le Mans in '85 with all-Brit crew Lloyd, Jonathan Palmer and James Weaver.

3 Skoal Bandit
What was it about the cowboy in the Skoal-branded Stetson and bandana made up of the Bandit letters? The US chewing tobacco firm was brought into John Fitzpatrick's privateer squad by racer and marketeer Guy Edwards for '84 and its wacky logo looked ace among traditional sponsors.

4 New Man
Despite the humdrum name, New Man clothes were made a whole lot more fashionable thanks to the firm's logo appearing on Reinhold Joest's cars. Taking successive Le Mans wins (with the same chassis) helped, too – as did the fact that Ayrton Senna raced for the team – just once in 1984.

5 Jagermeister
The German herbal digestif's lairy orange base colour with brown logo and scratchy typeface was one of the best racing liveries in any discipline. Favoured by Walter Brun's private squad, the Jagermeister/Porsche combo won at Spa in '86, with Thierry Boutsen and Frank Jelinski.

6 Miller
The Wisconsin brewery has had a long association with US racing in IndyCar, NASCAR and, in a tie-up with Joest, Group C sister series IMSA. The gold Porsche certainly enjoyed the High Life in America, its biggest win coming in the '89 Daytona 24H, with Derek Bell, Bob Wollek and John Andretti.

7 Shell
The story of the 1988 Le Mans 24 Hours, when the factory Shell Porsche of Bell/Stuck/Ludwig lost time to 'fuel miscalculations' and then finished less than three minutes behind the winning, but hobbled, Jag, is legendary. But the three red-and-yellow 962Cs, looked the business, too.

8 Blaupunkt
There's a fondness for Reinhold Joest's longtime association with the high-end German hi-fi firm, because its blue-spot colours adorned the car that scored Porsche's final Group C win – at Dijon in May 1989 when Wollek and Jelinski beat the two Sauber-Mercedes C9/88s.

9 Marlboro
A favourite among 1970s F1 fans, thanks to Emerson Fittipaldi's and James Hunt's McLaren exploits, but the red-and-white livery looked cool on Joest's Porsche in 1983 and has the distinction, courtesy of Thierry Boutsen and Wollek at Monza, of being the first combo to beat the works Rothmans cars.

10 Stars & Stripes
Shamelessly patriotic, the US flag colours were used on one of Joest's elderly 956s at Le Mans in '86, justified because the car was driven by an all-American crew comprising ex-F1 and Can-Am hero George Follmer, Kenper Miller and John Morton. And the best bit: they finished third!

NEXT WEEK LE MANS PREVIEW

Plus: Who will be the next big thing in F1?



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The official fuel consumption figures in mpg (l/100km) for the Renault Clio Dynamique S Nav TCe 90 are: Urban 50.4 (5.6); Extra Urban 72.4 (3.9); Combined 62.7 (4.5). The official CO₂ emissions are 105g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

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