

FORMULA 1 ALONSO'S RACE AGAINST TIME

 **AUTOSPORT**

WASTED TALENT

WHERE IT WENT WRONG FOR ALONSO

**“Missing titles
is why I keep
competing”**

FERNANDO ALONSO

**“It’s a shame
he’s not up
there with us”**

LEWIS HAMILTON

**“I think he is
running out
of patience”**

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Fernando should be fighting Lewis and Seb

IT'S A LONG TIME SINCE FERNANDO ALONSO HAS graced Autosport's cover two weeks in a row, but the story this time is rather different to his Indianapolis 500 bid.

Although the debate about who is the greatest racing driver of all time will rage on indefinitely, it's relatively easy to pick out the best from a given generation. The views of their peers are normally (though not always) backed up by statistics. Jackie Stewart and Michael Schumacher, to give two examples, racked up far more wins than their contemporaries.

But the last decade provides an anomaly. Alonso is still considered to be one of the very best, more than 10 years since his last title. As a number of key figures – including Lewis Hamilton – testify in Ben Anderson's cover piece (page 14), Alonso is one of the elite who should be fighting at the front. And yet, since the start of 2007, he has scored just 17 F1 victories, a figure dwarfed by Hamilton (54) and Sebastian Vettel (44), the other two current drivers who could stake a claim to the title 'driver of their generation'.

The reasons for that discrepancy are many, but largely boil down to being in the wrong car at the wrong time. Alonso's team-mates have won a grand total of four races (all Hamilton at McLaren in 2007) in that time, so it isn't his efforts behind the wheel that are to blame.

The gap is only going to grow as Vettel and Hamilton fight it out for an eighth world title between them, while Alonso attempts to perform miracles and get a McLaren-Honda into the points. No wonder he fancies a crack at Indy.



KEVIN TURNER EDITOR

kevin.turner@autosport.com

@KRT917



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Tee/Lat

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NIGEL ROEBUCK

When drivers should suffer

IN THE AFTERMATH OF LAST YEAR'S Mexican Grand Prix there was, you may remember, quite a bit of dissension in the paddock. Sebastian Vettel, all sweetness and light in 2017 with a highly competitive Ferrari at his disposal, was far from that last season, and proved especially ill-tempered at the Autodromo Hermanos Rodriguez. Upon being advised by his team that Max Verstappen, with whom he had been battling, was to receive no immediate penalty for cutting across the runoff at Turn 1, his radio response was much to the point: "Well, here's a message for Charlie [Whiting]: fuck off!" This he then repeated, at which point Maurizio Arrivabene told him to calm down, to concentrate on his driving.

Later Verstappen was given a five-second penalty, which cost him a place on the podium, and in turn made him extremely angry. Why, he was keen to understand, had he been penalised, when Lewis Hamilton, having transgressed similarly on the opening lap, had not? You could see his point.

Whiting's response was that Hamilton had escaped a penalty because he had not gained from his short cut across the corner. That may have been the case – but surely more to the point was that neither had his mistake cost him anything. Over the expanse of asphalt and grass he went, and on rejoining the circuit was still in the lead.

This seemed more than a touch absurd. "Is there a rule or not?" commented Alain

Prost. "We need clarification from the FIA and Charlie about this – otherwise, anyone who starts from pole position, and is afraid of losing his lead, should just cut the first corner..."

Rather than have stewards endlessly discussing such matters, and perhaps – perhaps not – penalising a driver, the answer surely should be a more instant penalty, imposed by the character of the runoff areas.

Daniel Ricciardo, incensed by the stewards' failure to take action against Hamilton, spoke for many. "It's kindergarten stuff," he said. "Put a wall there, and they won't do it! Actually, I'm a fan of gravel traps because they punish you, in terms of losing places. Even if you don't get stuck, you have stones on the tyres, so there's no way you get an advantage."

Indisputably, had there been a gravel trap at Turn 1 in Mexico, the stewards need not have become involved in discussion about Hamilton or Verstappen, for already they would have punished themselves. Apparently, though, Pirelli is opposed to gravel traps, on the grounds that already their tyres suffer from damage by stones, and during the winter the FIA rejected calls for their reintroduction to replace asphalt and grass runoff areas.

Quite the opposite, in fact. From Montreal last week there came details of changes to the Circuit Gilles Villeneuve, albeit not to the actual track layout. Tecpro barriers will replace most of the existing guardrails and tyre barriers, and no-one can reasonably



take issue with that, but the FIA has also demanded that the circuit's traditional gravel traps be replaced by asphalt.

As we have seen at places like Abu Dhabi – and on the outside of Monza's Parabolica – nothing has less aesthetic appeal than great swathes of Tarmac beyond the track itself,



Montreal's 'Wall of Champions' earned its title in 1999



LAT IMAGES

but quite apart from that there is the question of a driver suffering for his mistakes – not in terms of getting hurt, obviously, but in losing time. As Stefan Johansson, one of the wise men of motor racing, puts it: “Tracks are now so sanitised that there’s absolutely no punishment for going over the limit, and that can’t be right.”

Even Jackie Stewart, the man who did more than any other to transform attitudes to safety, feels that things have gone too far: “I think it’s completely wrong that in this era people can go off the race track, and regain it on almost every occasion with no penalty, in terms of time or position.

“The new culture of building tracks with enormous runoff areas – not gravel now, but hard surfaces that in some cases give even more grip than the track itself – has allowed drivers an unrealistic amount of privilege in terms of using more than the track without penalty. OK, there’s a system under which you might get penalised for it, but it takes time to make a judgement, and that doesn’t help the spectators or the TV audience.

“Of course nobody wants to see drivers

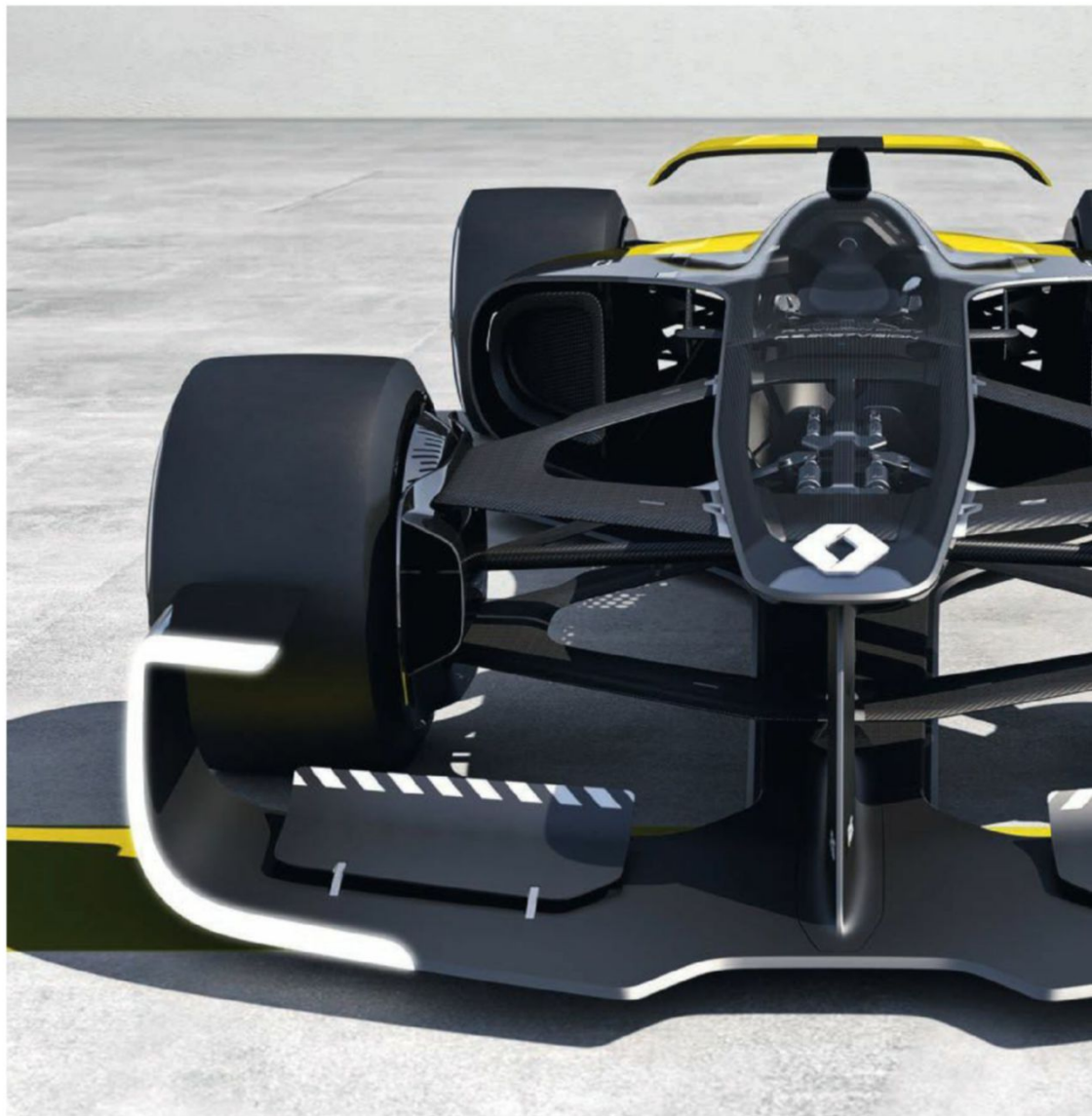
“There is the question of a driver suffering for his mistakes – not in terms of being hurt but in losing time”

seriously injured or killed – but neither can we have them routinely going off the road, and still retaining their position. I think it’s gone too far – we can’t have it the way it is now, so therefore we’ve got to think of other ways of controlling it. Obviously, ploughing straight on over an asphalt runoff – missing a corner completely – is extreme, but it should also apply to going off the road at the exit of a corner: let’s face it, the only reason they do that is because it’s faster – if it cost them time they wouldn’t do it...”

The changes at Montreal are apparently required to accommodate the new, faster, Formula 1 cars, which – a dozen years on – are only now beginning to shave the lap times of the V10 era.

To that end, too, the exit of the chicane leading on to the pit straight is to be ‘reprofiled’, in accordance with the FIA’s wishes. Unusually, at this point there is no runoff – and therefore no margin for error – which is why, in a Monaco sort of way, it has always been an exhilarating spot at which to stand and admire the grand prix driver’s flair and commitment.

Get it wrong there, and what awaits is a wall – ironically nicknamed ‘The Wall of Champions’, after Michael Schumacher, Damon Hill and Jacques Villeneuve all hit it during the 1999 Canadian Grand Prix. In 39 years of going to Montreal, I never heard anyone complain about it, but the FIA always knows best, right? 🏎️



FORMULA 1

How feasible is Renault

WHAT DOES THE FUTURE HOLD FOR Formula 1? Notoriously, the championship pays great attention to the short term, and trying to predict where it may be in the next decade can be just a little optimistic.

Regardless, that's exactly what Renault's concept artists have done. The French marque has dusted off the crystal ball to create the R.S. 2027 Vision, its interpretation of what F1 may look like in 10 years' time and unveiled at last week's Auto Shanghai motor show. But how plausible is it?

The most striking feature is that it's simple. Compare this to a current F1 car, in which tiny, intricate aerodynamic pieces are appended to as many places as possible, and the R.S. 2027 Vision is refreshingly uncluttered. This should, taking into account murmurings about 'dirty air', help drivers catch and follow other cars on track.

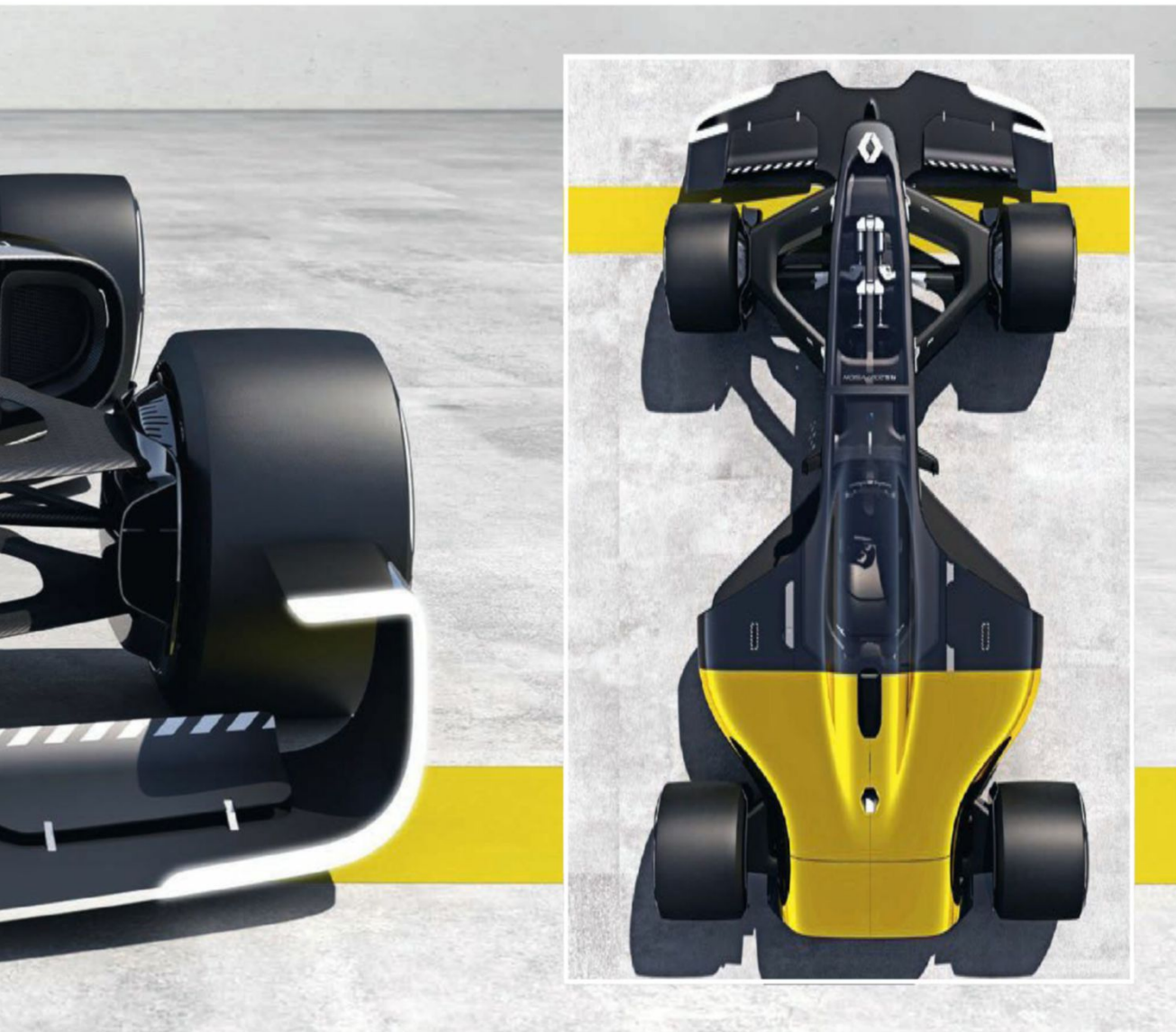
In lieu of complicated flow conditioners and winglets, the concept features active aerodynamics. The rear wing is fully retractable – much like those on high-performance road cars – and replaces the much-maligned Drag Reduction System, which should placate the purists. At the front, the flaps on the wing assembly also appear to retract, trimming off drag at high speed to improve overall top speed.

The front-wing assembly is mounted with a single pylon, which acts as a keel for the suspension wishbones to attach onto. It also attaches to the floor, which extends along the nose to ensure predictable airflow underneath.

Active suspension is also included, allowing Renault to programme changes in rideheight, yaw and pitch in order to meet the demands of any given circuit. Banned for the 1994 season, there have been recent calls for F1 to allow active suspension's return, for which this design would be well poised to cope.

Other recent rumblings have involved head protection, and Renault has envisaged its 2027 design with a full polycarbonate canopy. This has been kept as low as possible to help airflow move smoothly over the car and minimise the impact of turbulence on the rear wing.

Hinge-mounted to one of the sidepods, the canopy screen opens from left to right to provide the driver with plenty of space to leave the cockpit. This canopy is paired with two titanium bars, which lift the car if it rolls over, creating enough room for driver egress. Both the canopy and the driver safety cell are as transparent as possible, so the viewer can watch drivers working hard at the wheel, while the monocoque chassis



INDYCAR

ALONSO GETS AN INDY TEST NEXT WEEK

TWO-TIME WORLD champion Fernando Alonso will start his maiden Indy 500 attack earlier than expected, in a test next week.

The McLaren driver, who will miss the Monaco Grand Prix to compete at Indianapolis with Honda squad Andretti Autosport, will get his first taste of the 2.5-mile superspeedway on Wednesday.

Alonso visited last weekend's Barber Motorsports Park IndyCar event (above). If he did not manage to get his first taste of an IndyCar and an oval next week, that would have meant waiting for practice and rookie orientation to commence on Monday May 15, one day after he contests the Spanish GP.

Team boss Michael Andretti, who will act as Alonso's strategist at the 500, said: "One good thing about this is that we know how to deal with rookies, and we'll have to consider Fernando a rookie. But we know what a talent he is too, and he'll be up to speed very quick, running right there with his team-mates.

"Then the next step will be getting him in traffic. We'll do that when he feels comfortable running by himself, and we'll work from there.

"The advantage that he has is a lot of team-mates there to help him out, if he's got any questions."

Alonso will join Ryan Hunter-Reay, Alexander Rossi, Takuma Sato, Marco Andretti and fellow rookie Jack Harvey in the Andretti line-up.

MITCHELL ADAM

t's vision for F1 in 2027

is reinforced with a honeycomb core.

Under the shell, Renault has blended the technology it uses in F1 and Formula E to create a truly hybrid power unit, which it says produces a maximum power output of one megawatt (more than 1300bhp). With a V6 internal combustion engine similar to those currently used in F1, Renault has added two 250kW motors to serve as a more powerful Kinetic Energy Recovery System.

Taking advantage of the larger-capacity batteries that will be used in Formula E from 2018, energy recovered under braking can be stored within. This can be used on-track or, as the car has also been designed to work in an all-electric mode, within the pits.

To make the most of this colossal amount of power, Renault has kept the wide tyres brought into F1 for this year, although with a significantly lower profile. Low-profile tyres are a lot less prone to flexing under load, allowing the driver to take corners at higher speeds with more confidence. The downside is that the car responds more to bumps, but the inclusion

of active suspension offsets this.

Combining the massive power, the huge tyres, four-wheel drive and four-wheel steering, and a weight of just 600kg, this car would be brilliantly quick on every part of the track. The R.S. 2027 Vision is certainly a flight-of-fancy design, but also draws heavily on predictions of where automotive technology may be in 10 years' time.

As such the design is plausible, and in particular the power-unit concept is a beefed-up version of what we have today.

As well as the concept, Renault also proposed changes to the F1 format. It suggested that fans would have greater access to telemetry, with Formula E-inspired 'fanboost' available to help drivers in the closing stages of races.

It also proposes a grand prix format shake-up, with a long race of 250km (155 miles), plus a shorter sprint known as the 'Final Sprint'. Weekends would also feature a night 'rookie' race, held on Friday evenings for teams' reserve and young drivers.

JAKE BOXALL-LEGGE

"It draws on predictions of automotive technology"



FORMULAE

FORMULA E SET FOR A ROOM INTO ROME

ROME IS POISED TO JOIN the Formula E calendar for next season after the local authority cleared a major hurdle.

The Italian capital's local assembly agreed unanimously last Thursday to approve the permits to host a race in the residential and business district EUR.

This included the consideration of a track Formula E has already conducted a feasibility study for.

Now Formula E stakeholders need to discuss the addition of the race to the schedule before it is made official, and the track would need FIA homologation, but the hope is that a Rome ePrix will be on the 2017/18 calendar. The approval from the city is valid for five years.

A race in Rome has been sought-after for a long time – it was named on the inaugural 2014-15 Formula E schedule as early as 2012.

The original plan for a Rome race fell through after Ignazio Marino became mayor of the city. He was succeeded by Virginia Raggi last June.

There are currently no Italian drivers racing in Formula E – Vitantonio Liuzzi should have contested the 2015-16 season but the Trulli team he had joined folded after missing the first two rounds.

Jarno Trulli was the last Italian to start a Formula E race, the 2014-15 season finale in London.

SCOTT MITCHELL



WORLD RALLY CHAMPIONSHIP

Mikkelsen closes in on Hyundai despite test roll

ANDREAS MIKKELSEN IS SAID TO BE CLOSING ON A deal to drive a Hyundai i20 Coupe WRC from next month's Rally Portugal onwards, despite rolling the car at his first test.

The Norwegian tested the factory Hyundai in Portugal last Friday and the South Korean squad's team manager Alain Penasse said it was possible for a fourth car to be run in 2017.

Details of Mikkelsen's crash were scarce, and both he and his management team were out of contact earlier this week. The fight for Mikkelsen's signature looks to be a straight race between Hyundai and Toyota Gazoo Racing now, but Penasse denied that there were any specific negotiations.

"It's normal that we are talking with Andreas when he has nothing to do," Penasse told Autosport. "Erik Veiby [Mikkelsen's manager] is always in the service park and it's

nice to catch up with him for a coffee. When you sit down and talk, things can come [from these talks]."

And there's speculation that one of the things to come from the most recent meeting could be a Mikkelsen i20 lining up alongside the sister cars of Thierry Neuville, Dani Sordo and Hayden Paddon.

"We have run a fourth car before [for Kevin Abbring] and we will consider it," said Penasse. "Nothing is decided, but it would be a lot of work and it would need a lot of budget. One thing is sure, it's never going to be a kind of commercial deal. For those kind of customer operations, we have the R5 car. Some teams hire World Rally Cars, but that's not what we do at Hyundai."

DAVID EVANS

GP3

Kubica drives single-seater

EX-FORMULA 1 STAR ROBERT Kubica tested a single-seater for the first time in six years last week, completing more than 70 laps in a GP3 car run by the Trident team at Franciacorta Circuit in Italy.

Kubica, winner of the 2008 Canadian Grand Prix, had not driven a single-seater since testing for Lotus in F1 in 2011, just days before suffering serious injuries to his right arm and hand in a rally crash. "I'm back in the water where I swam for many years, and I must say the feeling is great," said Kubica, who described the experience as "truly wonderful".

"I was surprised, because after so long the feeling with the asphalt and the feelings I remember are back afloat.

"Of course there were a lot of things that I can do better. On the physical front and preparing many aspects you



can improve, but my limits are at a good point. I did it [the test] in a tricky condition – Franciacorta is taxing and the GP3 is without power-steering, but I'm glad to have had this chance."

After his injuries, Kubica returned to motorsport in the World Rally

Championship and has recently participated in GT racing. He was set to contest the 2017 World Endurance Championship with the privateer ByKolles LMP1 team, but pulled out on the eve of the Silverstone season opener.

ROBERTO CHINCHERO



FORMULA 1

McLaren test surprise

MERCEDES TOPPED LAST WEEK'S TWO-day Formula 1 test in Bahrain, while it was the form of McLaren on the second day that provided the biggest surprise.

Valtteri Bottas set the overall quickest time on day two, when Mercedes focused on aerodynamic work and a better understanding of the tyres. After an intensive programme – during which he caused a red flag by stopping on the track with a problem – the Finn set his best lap in the final hour as conditions cooled to put himself almost 0.3 seconds clear of Ferrari's Sebastian Vettel.

Vettel had a frustrating test, with hydraulic leaks and a lack of telemetry keeping him in the pits for much of the day.

Stoffel Vandoorne (above) was just 0.8s off the pace in his McLaren-Honda. Despite no changes being made to the engine spec after

a problematic first day with Oliver Turvey driving, McLaren had a trouble-free day that racing director Eric Boullier described as the best day of testing it has enjoyed this year.

Like Bottas on day two, team-mate Lewis Hamilton caused a red flag – in his case due to an electrical disconnection – before comfortably beating Ferrari to the top spot.

The Prancing Horse was this time led by reserve driver Antonio Giovinazzi, who finished 0.636s off Hamilton as Vettel focused on Pirelli's 2018 tyre-test programme before suffering an engine problem.

Other reserves – including Pierre Gasly (Red Bull), Sergey Sirotkin (Renault) and Alfonso Celis (Force India) – drove, while Indonesian Formula 2 racer Sean Gelael got his first F1 test at the wheel of a Toro Rosso.

JONATHAN NOBLE

RESULTS APRIL 18

POS	DRIVER	CAR	TIME
1	Lewis Hamilton	Mercedes	1m31.358s
2	Antonio Giovinazzi	Ferrari	1m31.984s
3	Daniel Ricciardo	Red Bull	1m32.349s
4	Romain Grosjean	Haas	1m32.452s
5	Felipe Massa	Williams	1m32.509s
6	Nico Hulkenberg	Renault	1m33.624s
7	Lance Stroll	Williams	1m33.729s
8	Sean Gelael	Toro Rosso	1m33.885s
9	Sebastian Vettel	Ferrari	1m33.894s
10	Alfonso Celis	Force India	1m33.939s
11	Marcus Ericsson	Sauber	1m34.550s
12	Oliver Turvey	McLaren	1m35.011s

RESULTS APRIL 19

POS	DRIVER	CAR	TIME
1	Valtteri Bottas	Mercedes	1m31.280s
2	Sebastian Vettel	Ferrari	1m31.574s
3	Carlos Sainz Jr	Toro Rosso	1m31.884s
4	Stoffel Vandoorne	McLaren	1m32.108s
5	Kevin Magnussen	Haas	1m32.120s
6	Esteban Ocon	Force India	1m32.142s
7	Daniil Kvyat	Toro Rosso	1m32.213s
8	Gary Paffett	Williams	1m32.253s
9	Sergey Sirotkin	Renault	1m32.287s
10	Pierre Gasly	Red Bull	1m32.568s
11	Pascal Wehrlein	Sauber	1m34.462s
12	Sergio Perez	Force India	1m35.015s

IN THE HEADLINES

F1 BOSSES DISCUSS HONDA HELP

The Formula 1 Strategy Group was set to discuss measures to assist McLaren engine supplier Honda at its meeting on Tuesday, as Autosport went to press. One possibility could be to waive penalties for excess component use to allow Honda to develop faster without worrying about reliability. Any measures would require unanimous approval from the teams for implementation this year, and majority approval for 2018.

SAUBER HOMES IN ON HONDA DEAL

Sauber is closing in on a deal to run Honda engines in F1 in 2018. The discussions, outlined in Autosport on March 30, have accelerated recently, while an expansion in Honda's F1 facility in Milton Keynes have given it the space to accommodate a second team.

MARKO RATTLES SABRE OVER ENGINES

Red Bull motorsport consultant Helmut Marko has warned that an independent engine solution must be found for F1's new rules – which are due to be implemented in 2021 – by the end of this year, otherwise his team may quit. Talking to the official F1 website, Marko said: "The engine has to be simple, noisy, and on the cost side below 10million. There are enough companies around that could supply. So we expect from the new owners [Liberty] together with the FIA to find a solution at the latest by the end of this season. If that doesn't happen our stay in F1 is not secured."

FORCE INDIA CHIEF MALLYA ARRESTED

Force India F1 boss Vijay Mallya was arrested in London last week, before an extradition hearing began at Westminster Magistrates' Court. A Metropolitan Police statement said: "Vijay Mallya, 61, was arrested on behalf of the Indian authorities in relation to accusations of fraud."

BOCCOLACCI LEADS GP3 TEST TIMES

Formula Renault Eurocup race winner Dorian Boccocacci topped last week's two-day pre-season GP3 test at Barcelona. The Trident-run French Riviera native pipped ART Grand Prix's Honda protege Nirei Fukuzumi by 0.012 seconds when the quick times were set on the second morning. ART pair Jack Aitken and George Russell were also within 0.05s of Boccocacci's best. Boccocacci also headed the afternoon running, while Arjun Maini (Jenzer Motorsport) and Fukuzumi were fastest in the two sessions on the first day.

JOHNSON WINS DELAYED BRISTOL RACE

Jimmie Johnson (below) took victory in Monday's rain-delayed NASCAR Cup race at Bristol, which took place too late for our race-report pages. Johnson emerged on top of a fight with Kyle Larson and Kevin Harvick, while Clint Bowyer snuck through for second from Harvick.



Q&A

ROBIN FRIJNS AUDI GT STAR LAID UP WITH KNEE INJURY



The Dutch Formula E and GT ace had to be replaced in the Monza Blancpain Endurance round by Markus Winkelhock, and needs surgery.

What happened?

I was just running, and I wasn't even flat out. I went to turn left and my knee went right. I'd been out for an hour so it wasn't like I was cold or anything. I just collapsed for no reason. The last two days I've been for scans. The bones aren't broken but one ligament is completely cut off. My knee is quite thick!

What does that mean for racing?

I have to rest, and hope the swelling goes away. Then I can start to do some physio. I have a brace to help with the car swap – after the last race of the Formula E season I have five weeks off, so I'll have an operation then.

But have you managed to avoid a serious short-term injury?

I can't walk at all. It's quite serious and my bones are quite painful as well, so that's not helping. But I have a Blancpain Sprint race at Brands Hatch in two weeks and I will do that with my brace. If I have the operation now I'm out for five or six weeks and miss several races – I can't do that.

How concerned were you?

I was quite worried and pretty depressed when the doctor told me about the ligament, I thought I was done. But I've got a good physio and doctor and will try to do my best to be back for Brands.

SCOTT MITCHELL

Smith (centre) collided with Lamborghini (right)



BLANCPAIN GT SERIES

Mistakes mount up in Bentley saga

BENTLEY HAS BLAMED THE bizarre sequence of events that resulted in Guy Smith being black-flagged from last weekend's Blancpain GT Series Endurance Cup opener at Monza on a miscommunication with race officials.

The #7 M-Sport Bentley Continental GT3 was excluded from the three-hour event on Sunday after the team and driver ignored instructions to take a 15-second stop-go penalty when Smith was adjudged to have caused the multi-car startline shunt that resulted in a race stoppage. Bentley had told Smith to stay out because it believed it had been given permission to appeal the penalty.

"The stewards said you can appeal and we went away to do the paperwork and gather the data, but when we went back we were told that we couldn't actually appeal," said Bentley motorsport boss Brian Gush. "There was definitely a miscommunication up there and they told us that the clock had been set clicking."

Smith, who was partnered in the Bentley by Steven Kane and Oliver Jarvis, was shown the black flag after passing a board instructing him to take the penalty on five occasions. When he did eventually stop, he believed he was coming in to take the stop-go, but when he was not directed into the penalty box he continued through the pitlane and rejoined the race.

He was shown the black flag again and, after four more laps, he came back into the pits and the Bentley took no further part in the race.

There is no reason to disbelieve Bentley's explanation of a chaotic episode, but M-Sport should have known that a stop-go is a non-appealable penalty under FIA rules. The international sporting code clearly states that stop-goes and drivethroughs "are not susceptible" to appeal.

Had M-Sport responded to the penalty according to the rulebook, Smith and his team-mates would have almost certainly been able to fight their way back into a points-paying position. That it didn't was the result of doubts at M-Sport that Smith was to blame for the startline incident.

Smith believed that he had been hit from behind and it was this that put him into the Grasser Racing Team Lamborghini Huracan of Ezequiel Perez Compagnon as he tried to bisect the two front-row starters from fourth on the grid. The TV pictures were inconclusive, but in-car footage seen by Autosport from the second Grasser Lambo that went on to win the race showed what really happened.

It revealed the Bentley brushing the Lamborghini, and it was this that caused the oversteer moment of which Smith talked. This caused a second impact that put Perez Compagnon on the grass, from where he spun across the pack resulting in a multi-car impact that put 11 cars out of the race.

A light contact didn't just trigger a massive accident, it set in motion a sequence of events that resulted in a bad day for Bentley and, arguably, the BGTS.

GARY WATKINS



IN THE HEADLINES

VEACH MAKES INDYCAR DEBUT

Indy Lights race winner Zach Veach got an earlier-than-expected IndyCar debut last weekend at Barber Motorsports Park. The 22-year-old from Ohio stood in at Ed Carpenter Racing for JR Hildebrand, who broke a bone in his hand in a last-lap collision with Mikhail Aleshin at Long Beach. Veach, who will contest the Indy 500 with AJ Foyt Racing, finished 19th at Barber.

CHANDHOK RETURNS TO LE MANS

Ex-Formula 1 racer and occasional Autosport guest-star writer Karun Chandhok will make his Le Mans 24 Hours return this year with Tockwith Motorsports' Ligier in the LMP2 class. The Indian, who will join up with Tockwith's European Le Mans Series driving squad of Nigel Moore and Phil Hanson, will also contest the Spa 6 Hours.

MASTERS OF F3 TAKES ONE-YEAR BREAK

The historic Masters of Formula 3 race at Zandvoort will not be held in 2017 due to difficulties finding a date. The circuit's European F3 round has moved back this year to August, and the series' sporting regulations prohibit drivers from running on a track before the race weekend. Race coordinator Barry Bland plans a 2018 return.

CONWAY AND DILLMANN ARE PARIS SUBS

Toyota World Endurance racer Mike Conway will be drafted in to the Faraday Future Dragon Racing Formula E team when Loic Duval has to miss the Paris round as it clashes with his Lausitz DTM commitments with Audi. Meanwhile, reigning Formula V8 3.5 champion Tom Dillmann replaces Mercedes DTM driver Maro Engel at Venturi in the same event for his FE race debut.

EARNHARDT ANNOUNCES RETIREMENT

NASCAR folk hero Dale Earnhardt Jr announced that he will hang up his helmet at the end of this season as Autosport went to press. Two-time Daytona 500 winner Earnhardt, 42, returned to the Hendrick Chevy squad this year after missing much of last season with concussion.

KENT QUILTS KIEFER IN TEXAS

British Moto2 rider Danny Kent split with the Kiefer Racing team during last weekend's round at Austin. Kent, who had a tough 2016 with the team and scored three points in the opening two rounds this year, claimed to have suffered a back injury in the race-morning warm-up, and announced after the race he was leaving.

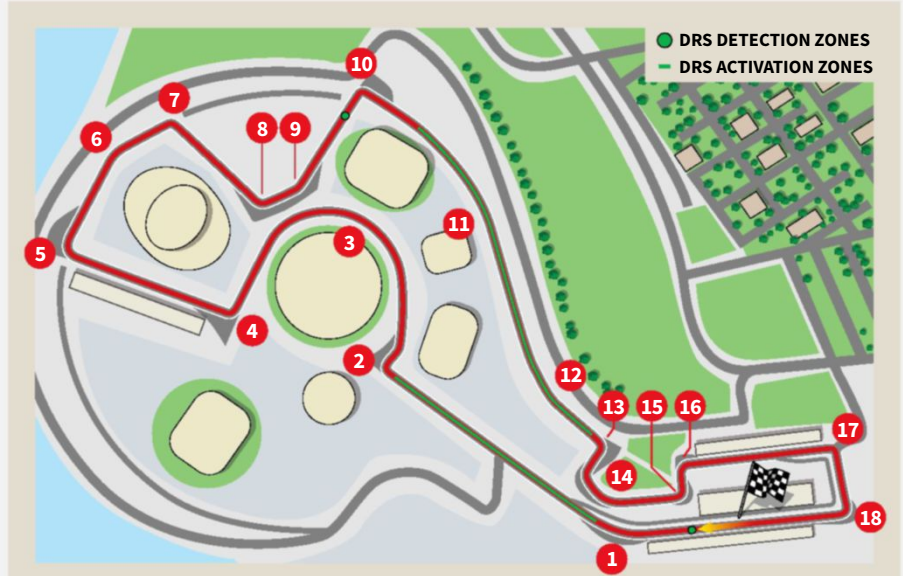
NISSAN RUNS ITS NEW GT3 EVO

Nissan has tested the new evolution of its GT-R NISMO GT3 car that will replace the existing machine. Michael Krumm, Masataka Yanagida and Japanese Formula 3 points lead Mitsunori Takaboshi took the wheel of the car at Fuji (below). Testing of the new car will continue over the coming months in Japan and in Europe.



F1 PREVIEW

Russian Grand Prix
April 28-30



SOCHI

LENGTH 3.634 miles **NUMBER OF LAPS** 53
2016 POLE POSITION Nico Rosberg 1m35.417s
POLE LAP RECORD Nico Rosberg 1m35.417s (2016)
RACE LAP RECORD Nico Rosberg 1m39.094s (2016)



TYRE ALLOCATION

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

UK START TIMES

LIVE ON SKY SPORTS F1/CHANNEL 4
FRIDAY
FP1 0900 **FP2** 1300
SATURDAY
FP3 1000 **QUALIFYING** 1300
SUNDAY
RACE 1300

RADIO COVERAGE
BBC RADIO 5 LIVE 1300

PREVIOUS WINNERS

2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
1914	Willy Scholl	Benz
1913	Georgy Suvorin	Benz

THEMES TO WATCH

TYRES FOR MERCEDES?

Sochi is a low-tyre-degradation track, and Pirelli has allocated its softest three compounds. This could mask the Mercedes tyre-management troubles.

FINNS STRUGGLING

Valtteri Bottas and Kimi Raikkonen have struggled to match their team-mates this year. With pressure mounting, both need a good showing.

MCLAREN UPSWING

McLaren had a very good day in the Bahrain test last week. Could that translate to a first points finish of 2017 at Sochi given Fernando Alonso's recent form?



Triple Crowning glory

Wouldn't it be great if F1, IndyCar and the ACO could work together to make this holy grail a more realistic dream for drivers to strive for?

By Edd Straw, Editor in Chief

[@eddstrawF1](#)

FERNANDO ALONSO HAS SUGGESTED THAT, IF HE can't win eight world championships to eclipse Michael Schumacher, the best way to prove himself as the greatest racing driver is to win the so-called Triple Crown.

To win this – something only Graham Hill has achieved – would be phenomenal, but it's something of an oddity as a concept given how few have ever had a chance of doing it. Remarkably, just 38 drivers have started the Monaco Grand Prix, Indianapolis 500 and Le Mans 24 Hours.

Beyond Hill, only one has even managed to win two of them and appear in all three. Jochen Rindt won at Monaco in 1970 and Le Mans in '65. And while he disliked Indy he did race there twice, finishing 24th in an Eagle in '67.

Tazio Nuvolari, Maurice Trintignant, AJ Foyt, Bruce McLaren and Juan Pablo Montoya have also won two of the three races, but each failed to so much as start one of the trio. That puts them among a total of 298 drivers who have started just two of the three events.

A further 16 of those 38 Triple Crown drivers have managed to win one of the races, leaving a total of 20 who have merely competed. The fact that the pool of drivers who have had the potential to win a Triple Crown, which was first achievable in 1929, is so small makes it a surprise that anyone has ever pulled it off. After all, only 23 drivers have been classified in all three races.

Using this data it's possible to create a ranking of the greatest Triple Crown drivers, offering more depth than a list simply of those who've won one, two or three of the races. Given the nature of the challenge, it's surely more relevant to have picked up results in all three rather than rely on big results in two events. To create this, it's a simple matter of taking the sum of each of the 38 drivers' best finishes in the Triple Crown races.

The top 10 (see table) is certainly diverse, and even includes one driver, Michael Andretti, who didn't manage to win any of the Triple Crown races. But the fact that he was able to register second places at both Indy and Le Mans, on top of an eighth place on his sole Monaco appearance, arguably makes him more worthy in the Triple Crown stakes than a driver who has won two of the races and never contested the other.

Given that so few drivers are eligible for that list, the Triple Crown is, at best, a somewhat nebulous concept. That is reflected in the fact that Hill's success is unique, and it will take an extreme set of circumstances for it to be matched. That doesn't mean it's not a magnificent achievement, but it does mean that, as an aspiration, it's something of an oddity not easily achievable within a normal career.

And there's the problem – such success does not easily sit with the way careers work. And, contrary to popular belief, this is not generally the fault of the drivers.

It's fair to say that F1, IndyCar and sportscar racing have an uneasy relationship. Insularity has been the way of things in recent times, for organisers, teams and even some fans. But the announcement that Alonso is going to Indy has gained F1 vast coverage in the US and, far from reflecting badly on grand prix racing, as some argue, has actually boosted its profile.

So while the Triple Crown isn't really a 'thing' – it's more a coincidental construct resulting from Hill's determination to win Le Mans late in his career to complete the set – it's perhaps something that should be. On the principle that rather than championships being tribal and insular, perhaps the Triple Crown should be turned into something more tangible.

What if IndyCar, F1 and the ACO found a way to ensure their schedules don't clash? It would be difficult, especially with Indy taking two weeks and Le Mans also including a test day in early June, but not impossible.

Then suppose they, collectively, put up a huge prize fund for anyone winning a Triple Crown? That would certainly create an interesting incentive, not just for drivers but also for teams. And it would allow for massive cross-promotion that should benefit the individual championships and, most importantly, motorsport as a whole.

Of course, it's inconceivable that this would happen. Bickering over dates, territorial battles and insularity would win out. But it's the kind of idea needed to help this sport ensure its relevance in a changing world.

For now, we'll have to be satisfied with Alonso talking up his desire for the Triple Crown. As history shows, winning it is a long shot. But if anyone can, it's him. 🍀

DRIVER	MONACO	INDY	LE MANS	RATING
1 Graham Hill	1	1	1	3
2 Denny Hulme	1	4	2	7
3 Jacques Villeneuve	4	1	2	7
4 Dan Gurney	5	2	1	8
5 Jim Clark	4	1	3	8
6 Mario Andretti	5	1	2	8
7 Danny Sullivan	5	1	3	9
8 Eddie Cheever	5	1	5	11
9 Michael Andretti	8	2	3	13
10 Rene Dreyfus	1	10	3	14

FEEDBACK

Montoya's a better tip for Triple Crown



Juan Pablo Montoya has already tried an LMP1 for size

There is one active driver who may have a more realistic chance than Fernando Alonso to take the Triple Crown: it is Juan Pablo Montoya. Not only has he already won the Indy 500 and the Monaco Grand Prix, but he also has quite some experience of high-level sportscar racing, including victories in the Daytona 24 Hours.

Admittedly, IMSA is not the WEC, but with the abilities that Montoya has shown in all the categories in which he participated in his career, is it unrealistic to expect him to do well at Le Mans at the wheel of an LMP1?

Gautier Mathys
Vitacura, Chile

Alonso's right to ditch Monaco

I cannot see what all the fuss is about Fernando Alonso missing Monaco. The race is only on the calendar because it generates so much money. The principality is no longer a sensible place to run modern F1 machines and I expect most drivers would agree if they dared to speak out.

Indianapolis has plenty of history too and yes it's incredible they are both on the same day, but given the choice I

would be with Fernando. Doubt Monaco will be worth watching – it's usually one of the most boring races of the year.

Paul Drinkwater
Byemail

McLaren's a great all-rounder

With all this talk about Fernando Alonso doing Indy, and the Triple Crown, I don't think anyone has ever mentioned the fact that McLaren themselves have actually done just that!

Multiple F1 championships, several Indy 500 wins, and of course Le Mans in 1995. That's some achievement that only they have accomplished, but they don't seem to shout about it, unless they are unaware... especially given the troubling times they are going through. Please give them a boost!

Julian Nowell
Byemail

Good point, though don't forget that Mercedes has also won all three – ed

Don't dis the Indy 500

I am amazed that a magazine of Autosport's stature should choose to publish so ignorant a letter as Ronald McIsaac's (April 20). "Some stupid

American race to go around in circles"? It's the Indianapolis 500 – one of the three biggest races in motorsport.

I suggest Mr McIsaac look up the finishes to the race in recent years – particularly 2014 and '15 – to realise what he is missing.

In contrast, this year's Monaco Grand Prix is likely to be another procession and, on McLaren's current form, a race Fernando Alonso would be unlikely to finish – let alone in the points.

I warmly welcome Alonso's decision, and applaud McLaren for allowing it to happen. I can't wait to see how one of the greatest drivers of this generation will fare on his debut at Indianapolis.

James Singleton
Derbyshire

Bring on Renault's new concept

The Renault R.S. 2027 F1 concept car shows some good and promising ideas. I particularly like the 'clean' aero bodywork look and the raised rear (to assist with slipstreaming and passing).

I concur that a small, 'simple' petrol engine with free/large EV augmentation is the way to go – including four-wheel drive and steering. This would be the 'cutting-edge' technical aspect and relevant to other forms of transport too.

And the enclosed cockpit is way, way more appealing than the awful halo idea.

But surely it would be wise to drop the idiotic raised nose – it is just unnecessarily ugly and problematic on the aero front. Maybe some people think it actually looks 'modern'...

But why wait till 2027? This should come in with the next set of new regs.

Guy Dormehl
South Africa

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Autosport Network UK Ltd
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ALLO

F1's wasted

The double world champion is still one of F1's best, but for how long can he put up with mediocre machinery?

By Ben Anderson, Grand Prix Editor

🐦 @BenAndersonAuto

INS

talent



So many followers of Formula 1, both inside and outside the veritable goldfish bowl of its paddock, consider Fernando Alonso to be the best driver on the grid, and one of the best ever to grace it.

Now that Jenson Button has stepped back, Alonso is also comfortably the most experienced among the current crop. He has started 275 grands prix, and is currently contesting his 16th season at the pinnacle of racing.

The reason he has lasted so long is that he is considered a 'complete' driver: fast, relentless in races, consistent, intelligent, adaptable; with a champion's pedigree and mentality, and possessed of a rarefied ability to achieve results in defiance of his cars' limitations. That's something Alonso has had to do an awful lot of in recent seasons – for most of his F1 career in fact.

Alonso was once F1's youngest-ever race winner and world champion, a double title winner at the age of 25, the vanquisher of Ferrari's utter domination of Formula 1 post-millennium. Alonso is the man who dethroned Michael Schumacher, the most successful F1 driver there has ever been.

At the end of 2006, when Alonso won his second championship for Renault, it looked likely that he would go on to dominate Formula 1 in a similar fashion to Schumacher. Alonso was still so young, with the world of grand prix racing already bending to his iron will. He looked potentially unstoppable, but the past decade of Alonso's career has not rewritten the record books in the way most would have expected. In his first five seasons as an F1 driver Alonso started 86 races, winning 15 of them, scoring 37 podiums, 15 pole positions, and those two world titles. In the past 10 seasons (and counting) Alonso has started 189 races, but won just 17 of them, scoring 60 podiums, only seven poles, and has failed to add to his world championship trophy collection.

In the decade since he last conquered the world, Alonso has won just 9% of the races he's contested, a ratio of fewer than two per season, and is lucky if he can stand on the podium more often than once in every three grands prix he starts. For the past two seasons, he hasn't stood on the podium at all, save for posing for mock photographs with Button in Brazil in 2015...

To put that in perspective, Sebastian Vettel has been racing in F1 for fewer than 10 full seasons in that same timeframe, yet has won four world championships and 44 races – or 24%

Alonso came close to a third consecutive title with McLaren in 2007 but left the team amid controversy



of the races he's started. In the same period, Button managed 14 wins and a title, Kimi Raikkonen 11 wins and a title.

Felipe Massa and Mark Webber have won more than half the number of races Alonso has in the past 10 years. Newly retired Nico Rosberg was a rookie during Alonso's last title-winning campaign, but then went on to win 23 times from 188 starts, and last year's world championship.

Lewis Hamilton famously entered Formula 1 as Alonso's McLaren-Mercedes team-mate in 2007, but in his 191 races he has become a triple world champion, won 54 grands prix, stood on the podium 107 times, and scored 63 pole positions. It's a record that dwarfs Alonso's overall, and utterly obliterates his achievements of the past 10 years.

"I've not really put that much thought into it, but I would say I'm neither surprised or not surprised at the way it is,"

Alonso defeated Schumacher, but things have not gone to plan since

LAT IMAGES





A return to Renault brought wins before downturn

“Missing world titles is why I’m here and why I keep competing”

says Hamilton of Alonso’s post-2006 record. “Ultimately, we have to make a decision as drivers where we go. There are always consequences of the decision you make. You make the right one you do good; you don’t make the right one you don’t do good.

“I’m sure there are things he would do differently – as there are for all of us. There are things we could all do better. It is a shame he’s not up there racing with us; it would be great to have him in the battle. It doesn’t matter how much more I say that because that’s not going to happen any time soon.”

Alonso has in fact come mighty close to becoming a five-time world champion. He finished just a single point adrift during Hamilton’s rookie season of 2007 (when they tied on points behind Ferrari driver Raikkonen); got within one strategic call and four points of denying Vettel his maiden crown in 2010; and fell just three short of beating Vettel again in the 2012 finale, when Vettel’s Red Bull somehow survived a heavy first-lap collision in Brazil to take the spoils.

But 2006 remains the last time Alonso conquered the world definitively, rather than on reputation alone, and it seems a waste of such talent that Alonso has raced in F1 for 16 seasons but has not been able to join the elite bracket of ‘triple-plus’ world champions: Schumacher, Juan Manuel Fangio, Alain Prost, Vettel, Jack Brabham, Jackie Stewart, Niki Lauda, Nelson Piquet, Ayrton Senna and Hamilton.

It’s also a waste for Formula 1 to see a driver still so obviously at the top of his game squandering his ability in uncompetitive machinery in recent seasons. Alonso hasn’t won a race since 2013, or stood on the podium (Brazilian GP joking aside) since the Hungarian GP of 2014. That was two years, nine months, and 51 races ago...

“It’s definitely disappointing not to have added more world championships, but at the end of the day, in 2007 I was third,

and then I had another three second places,” Alonso says, when asked if he feels the past 10 years have been a waste.

“So yes, missing world titles is why I’m here and why I keep competing – I want to have more trophies. But, to have had a 15-year career and to be counted as one of the best for 15 years is one of the best things I have in terms of feeling.

“There are drivers, even the world champions we have now, that have been beaten quite hard by team-mates in one or two years of their career – that’s something that has not happened to me, and it will not happen.

“I’d prefer to be here than the supermarket in my hometown.”

The Oviedo grocery industry’s loss is Formula 1’s gain clearly, but Alonso’s F1 legacy has suffered for his unfortunate talent for getting himself repeatedly into the right team at the wrong time. He has rarely found himself in the correct environment to win championships; or else the situation has blown up in his face before the stars have properly aligned.

Alonso’s first McLaren stint turned sour amid strained relations with Ron Dennis over the team’s relative treatment of Hamilton, and Alonso’s part in exposing McLaren in the spying saga that led to the team’s \$100 million fine from the FIA.

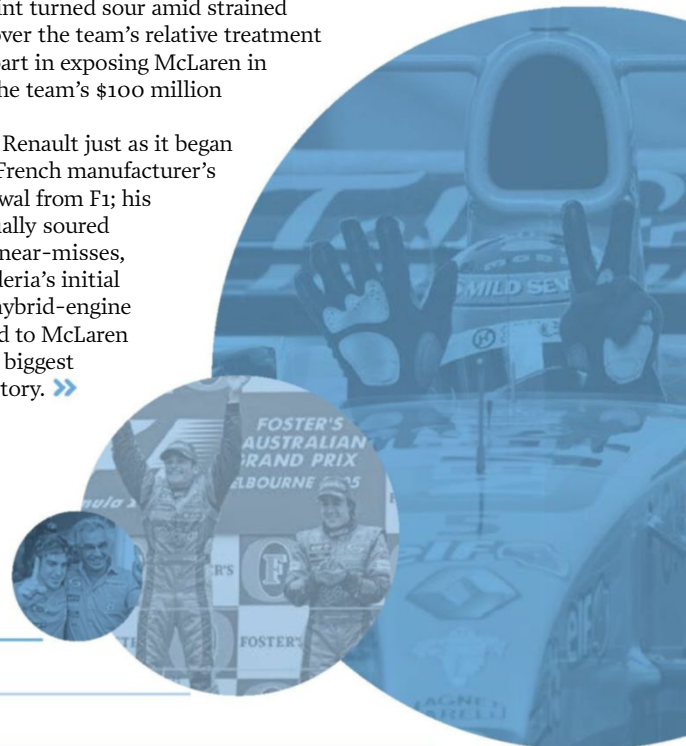
Alonso wound up back at Renault just as it began a decline that preceded the French manufacturer’s post-credit-crunch withdrawal from F1; his dream move to Ferrari gradually soured amid several championship near-misses, Red Bull’s rise, and the Scuderia’s initial inability to master the V6-hybrid-engine formula; and he has returned to McLaren just as that team suffers the biggest competitive slump in its history. >>

ALONSO’S FIRST FIVE SEASONS

15 WINS (all Renault)

37 PODIUMS (all Renault)

86 RACE STARTS (16 Minardi; 70 Renault)



Ferrari move promised much but never quite delivered the crown



What was that Hamilton said about the consequences of decisions you make?

"Alonso is one of the drivers who can win a race with a car technically capable to be third — he is capable of getting 110% out of a car," says McLaren-Honda racing director Eric Boullier. "There are few great talents on the grid. For me, he is one of the best, if not *the* best. But there is only one winner every year, and obviously when someone is in a dominating position, like Vettel with Red Bull or Hamilton with Mercedes, there is no space for anybody else.

"If you look back at his career, he didn't have a chance every year to do it. A couple of times he had to take the decisions — the right one, the wrong. When he joined Ferrari everybody said it was great, and it started well. We all know the story [at McLaren the first time] — it didn't work very well and that's it. The approach maybe could have been different — it's true in those days McLaren was all about Lewis, and it was maybe difficult for such a character [as Alonso] to find his space.

"All these champions need to be a little bit, I wouldn't say pampered, but they need to feel the support of the people working around them, because there is this final confidence level to put them into a world championship-winning [position]. They need to have this trust from these teams — they need to feel the team around them.

"All these champions, they hate to share with somebody else. It is selfishness needed for them to deliver their talent. It's the same for Lewis, it's the same for everybody."

Boullier was part of the Renault team that inadvertently denied Alonso a third title in the 2010 decider, when Alonso got stuck behind Vitaly Petrov in Abu Dhabi. He says Alonso is still smarting from those championship near-misses at Ferrari, and that having a driver of Alonso's quality in a team inevitably creates tension whenever the car is not up to scratch.

"It still hurts now, so he doesn't want to remember this," says Boullier of Alonso's stint at Ferrari. "He's such a competitive person, missing the world championship for something like this is very difficult to absorb.

"He could see Red Bull winning for four years, then Mercedes, it's a cycle: Ferrari in the past; McLaren in the past. When you have a dominating car, it's much easier — you can have a one-off [disappointment and] you can recover straight away.

"When you have someone like Fernando, who can get 110% out of his car, then there is always something wrong with your car. If you try for many years, and it doesn't work, then maybe you need to change something — change team, or change something else."

Given McLaren's woeful start to the 2017 season, measured against expectations of becoming at least a top-four squad again after two years of stuttering progress with Honda, questions are already being asked about Alonso's motivation to continue in F1 when his contract expires at the end of the year. His Indianapolis 500 deal will not have quashed those doubts.

The way things are going it increasingly looks as though the past three years will amount to a complete waste for Alonso, while his former team Ferrari now finally seems to have returned to proper competitiveness, only with Vettel at the wheel instead of Alonso.

Hill: "To motivate yourself to get one or two points is hard"



LAT IMAGES

Alonso's friend and former rival Mark Webber suggested that Alonso could walk away mid-season if things don't improve dramatically at McLaren-Honda, though Alonso himself has scotched such talk. But Boullier admits it is increasingly difficult to manage the situation the longer McLaren-Honda's lack of competitiveness stymies Alonso's ambitions.

"It's very difficult, but it's a race-by-race story," explains Boullier. "Trust is the only element that you can make sure will not harm the relationship. Obviously, everyone is frustrated by the situation. He wants to be competitive. He gave a lot to Ferrari and it didn't work out; he came here with a lot of expectations and hopes, and it's not working again.

"In the end you trust your project — you keep going or you step out. He's in this mode where he knows the team, everybody is working hard, there is a good base, he can feel the people around him pushing for him.

"We know where our weaknesses are and our main one is. We just need to make sure we address it, and if we address then he will be happy, and he will wait, and he will be

confident he can win again with us. If not, we will see..."

Alonso's level of performance over the opening races of 2017 has been outstanding, in spite of the dire straits McLaren-Honda finds itself in. He has been comfortably faster than highly rated rookie team-mate Stoffel Vandoorne, outqualified faster cars on a consistent basis, and twice come close to scoring points in an MCL32 that isn't really competitive enough to warrant them.

He is driving like a champion, in a car not worthy of a champion. That has got to be wearing him down. Damon Hill knows how hard it is to be a champion racing for lesser teams, having toiled for Arrows and Jordan after winning the 1996 title for Williams-Renault. He says it's a "tragedy" for F1 that Alonso is not fighting at the front.

"You have to create the best out of all the opportunities you get," says Hill. "I think that's all you can do, and if you look at my career I can say I gave results to teams that were better than they ever got before, and that's something I'm quite proud of.



“You have self-respect too. You don’t feel good if you’ve driven around and just haven’t been motivated – you think, ‘I don’t really think I should be doing this.’ But to motivate yourself to get one or two points for teams is hard. You don’t get the same buzz. Frankly if you are at the front of a Formula 1 race you are almost carried along by the adrenalin. When you’re down in eighth place, you have to really drag it up from the bottom of the barrel.”

“I don’t think there are many drivers that drive as hard as Alonso does every lap, in the situation he is in. He’s tremendous. I think we’re missing a very valued asset in Fernando not being able to do his thing at the sharp end. He’s proven his credentials and he’s got everything you need from a racing driver. It’s just a tragedy he is not in a competitive car.”

Hill talks of how some drivers have a “compulsion” to compete in motorsport, which is what distinguishes Alonso from the likes of ‘one-and-done’ Rosberg, for example. Alonso is a fierce competitor, probably driving better than he ever has done, but is being consistently let down by a car/engine combination that is not reliable enough and only fast enough to fight for minor points. That simply isn’t good enough for a champion such as he, and must surely be trying his patience.

Double World Rally champion Carlos Sainz Sr, who knows Alonso well as Spain’s other pre-eminent motorsport >>

ALONSO’S PAST 10 SEASONS AND COUNTING...

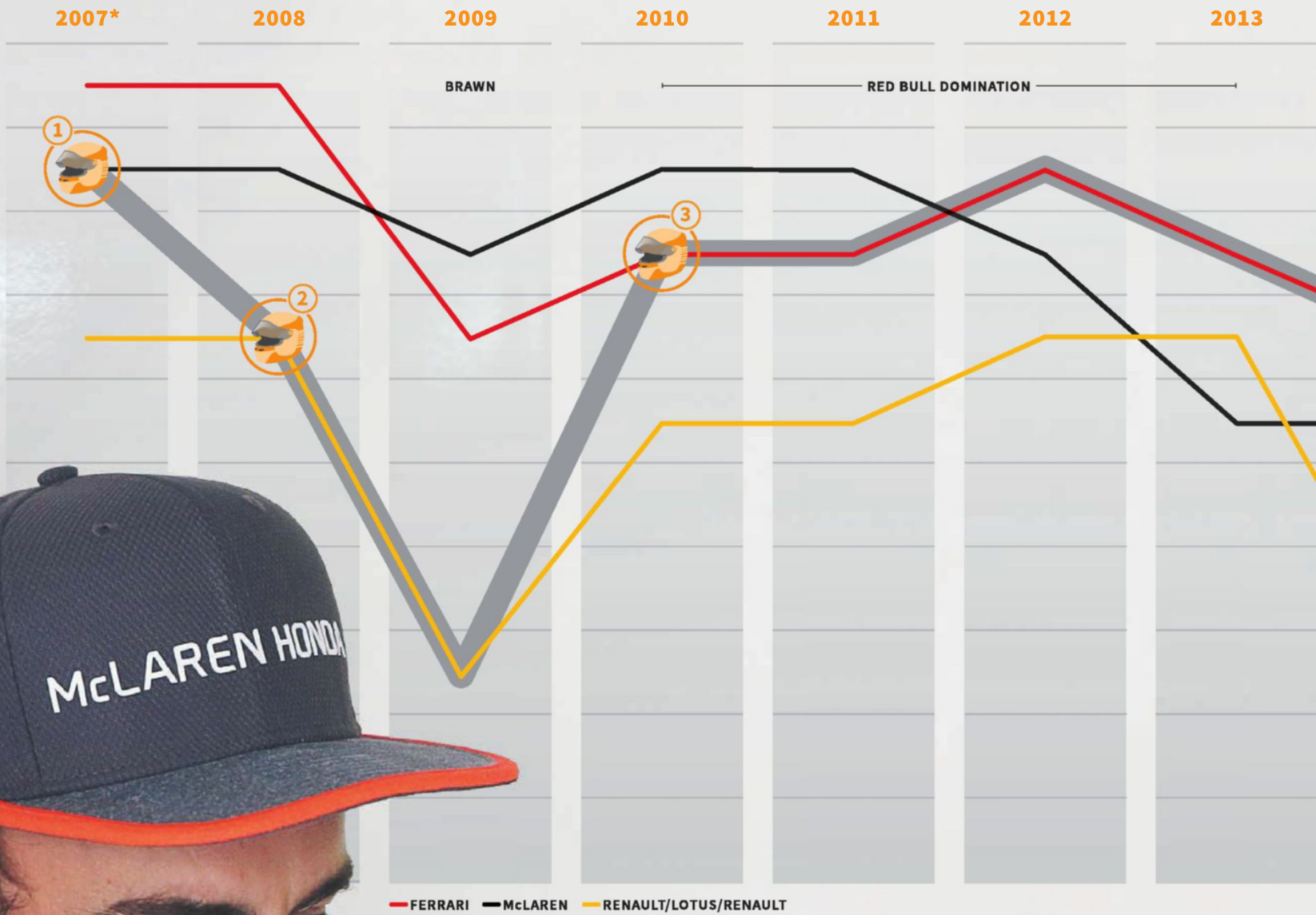
17 WINS (4 McLaren; 2 Renault; 11 Ferrari)

60 PODIUMS (12 McLaren; 4 Renault; 44 Ferrari)

189 RACE STARTS (58 McLaren; 35 Renault; 96 Ferrari)



A DECADE OF DECISIONS THAT UNDOID ALONSO



1 LEAVING RENAULT FOR McLAREN

Alonso ended his double title-winning term with Renault to drive for McLaren in 2007, but that ill-fated move might never have happened but for a chance meeting with Ron Dennis before the 2005 Brazilian Grand Prix podium ceremony.

Alonso had just clinched his first world championship title, but by finishing a distant third to McLaren drivers Juan Pablo Montoya and Kimi

Raikkonen. Dennis considered Alonso off-limits, reckoning him to be locked into a long-term agreement with Renault, until Dennis congratulated Alonso on his success that is...

"His response was along the lines of, 'Well, the thing about you guys is that you make it so difficult because you keep developing your cars,'" Dennis revealed subsequently. "I said, 'You could be part of it', and he just said, 'I'd like to be.' I was just stunned. I said, 'Are you serious?' and he said, 'Yes.'"

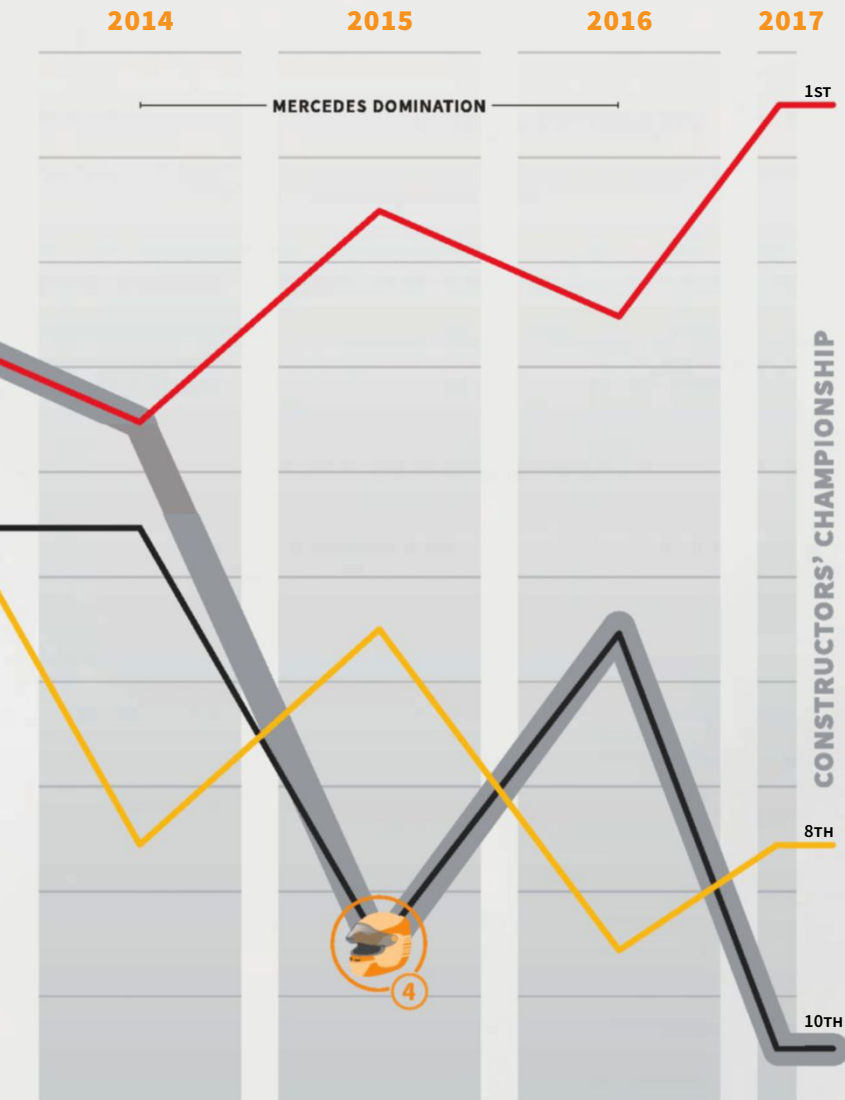
The two met in secret in a hotel at the next race in Japan and, three weeks after the initial conversation, the deal was done. Alonso saw out the final year of his Renault contract, winning again in 2006, then headed to Woking as reigning double champion. It did not go as well as hoped...

2 RENAULT RETURN AFTER McLAREN RELATIONS SOUR

At the end of 2007 Alonso walked away from McLaren one year into a three-year deal, after relations with the team turned toxic.

Alonso fell out with Dennis over his relative status in the team compared with rookie team-mate Lewis Hamilton, and also threatened to reveal incriminating emails during the Ferrari spying scandal that eventually led to McLaren being fined \$100 million by the FIA and disqualified from the 2007 world championship.

Alonso then won two races for Renault in 2008, one amid controversial circumstances in Singapore, but left the team at the end of the following season. Questions were raised about his motivation during a difficult '09 campaign at Enstone in which the team's form plummeted.



*ALONSO WOULD HAVE BEEN SECOND IN 2007 HAD MCLAREN NOT BEEN DISQUALIFIED

3 NOT QUITE FORZA FERRARI!

Alonso made his “dream” move to Ferrari a year earlier than expected, originally agreeing to join the team in 2011 but switching to Maranello for 2010 after Ferrari paid Kimi Raikkonen out of the final season of his contract.

The partnership began well, with Alonso winning his first race for the Prancing Horse in Bahrain and challenging for the championship until a strategic mistake at the final race. He came mighty close to the ultimate prize in 2012 too, but was again denied at the finale by Red Bull and Sebastian Vettel.

Alonso's five-year stint at Ferrari was characterised by heroic underdog performances in cars not quite competitive enough to be title winners, and that took a gradual toll on his patience.

4 RETURN TO MCLAREN

Ferrari was unable to keep pace with Red Bull in 2013, and Alonso was rebuked by Ferrari president Luca di Montezemolo after openly suggesting he'd prefer to drive elsewhere.

After Ferrari's disappointing start to the V6-hybrid era in 2014, Alonso fell out with new team boss Marco Mattiacci during contract renegotiations – Alonso wanting to amend a deal that ran to the end of 2016 to have more say in how the team ran; Mattiacci demanding Alonso show greater commitment to the cause.

Knowing Ferrari could recruit Sebastian Vettel, Mattiacci released Alonso from his contract. Alonso wound up returning to Woking, to be part of the revival of the McLaren-Honda partnership. But three years in that's looking like a disastrous move.

LAT IMAGES



Battling in the midfield has become too common at McLaren

megastar, says his countryman has now developed to the point where he is better able to cope with such trials.

“He’s a winner, he wants to win, and I think especially this year he’s running out of patience,” says Sainz. “You can see his comments – you can feel in my opinion his patience is on the rev-limiter! I think he was hoping this year he would be fighting for podiums for sure, and maybe winning.

“I think he still has a lot of motivation, and I’m quite sure that he doesn’t want to quit. Formula 1 and racing have been his entire life – he’s a racer, he’s enjoying it still, and as soon as he’s jumping in a winning car he’ll have extra motivation to win.

“I have the feeling that he’s quite happy at McLaren, except the situation with the engine. When I have been listening to him in public or privately, nothing much to complain about with the team or the people. I think the whole team is supporting him a lot and everyone is giving their best.

“Who was going to predict what was going to happen in the last three years? I think nobody in the paddock. Nobody has the crystal ball to always be in the best place in the right moment. You need to be a little bit lucky for that, and some drivers have been more lucky than others. In his first period at Renault it was probably also difficult to predict that Renault was going to be so competitive, and he was there.

“Fernando has matured a lot. I think he has learned in a way how to enjoy life more. I’m not saying he’s getting focused in other things, but he has probably a more ‘360’ view of everything. That has helped him to cope with these disappointments. Life is not always like you think it’s going to be, but the most important thing, for me, is that he has incredible talent and he’s definitely a personality in F1 that the day he’s not here Formula 1 will miss him.”

Alonso is naturally reaching the twilight of his F1 career, so there won’t be many more opportunities to claim the extra world championships he craves. It’s certainly a waste of Alonso’s talent to see him toiling in the midfield, and it would be wonderful if he and the Red Bull drivers could join the new battle between Hamilton and Vettel at the front.

But F1 rarely delivers an ideal. It is a confluence of imperfect circumstances – one Alonso has sadly been the disadvantaged party in too many times. That is partly the result of his particular champion’s character, as well as the characters of others and how they respond to his talents. It is also related to the particular timing of the rise and fall of certain teams, and a bit of old-fashioned bad luck.


It’s worth remembering that 11 more points in the right places and Alonso would have matched Fangio’s tally of five titles. Such is life. As Sainz says, it rarely works out the way we expect.

But you don’t always have to win to be the best. Alonso can console himself with reputation. That among peers, fans and colleagues he is regarded as one of the greatest drivers Formula 1 has ever known. Arguably that is worth much more than the underwhelming statistics of the past decade. ✨

From Mercedes to Ferrari via Formula E

Sam Bird thought his racing dream was over when he was dropped as Mercedes' Formula 1 reserve driver. But as one door closed...

By Scott Mitchell, Autosport Plus Editor

 @ScottAutosport





LAT IMAGES



SUTTON

The hero had been floored. Surrounding Sam Bird, he thought, lay remnants of his career; a shattered piece of his 2009 Macau Grand Prix here and a fragment of the 2012 Formula Renault 3.5 title fight there. The Mercedes Formula 1 team no longer needed Bird's services after the 2013 season, and that was a wrecking ball to the grand prix aspiration the Briton had been building towards for a decade.

"When your dream has crumbled, it's been crushed, you feel you've got nothing," says the now-30-year old. "At the beginning of 2014 I can remember calling my mum and dad and saying, 'It's over. I need to go back to school and I'm going to become a personal trainer'."

"I couldn't afford to not be doing anything. I didn't have any money, I couldn't afford my rent, my council tax. I was dreading electricity bills. I had no income at the time. It was a horrible, nasty period."

Persuaded by his mum and dad to "stick with it", Bird regrouped. He'd always felt like F1 was a long shot, even with his Mercedes reserve driver role – "I was right there, but I was always an arm's length from getting a race seat" – and once reality set in he sought refuge in new pastures.

"I'd had to work to get to where I was and I wasn't going to be given an opportunity in a Mercedes-powered car," he explains. "But Mercedes treated me brilliantly, I loved my work there and they treated my work seriously when I was in the car. I like to think they valued the work I did."

"But when it boiled down to getting a race seat, it would have meant taking a lot of money to a team. I wasn't going to get a free drive, I'm not a Stoffel Vandoorne or a Max Verstappen."

Without any F1 race experience, though, Bird's CV counted against him. It's not that it wasn't impressive, since he was a race winner or outright title contender at every level, from Formula BMW in 2005 through to FR3.5 and GP2 campaigns in 2012 and 2013. But not making it to F1 made him less of a 'name' compared with other drivers on the market.

Paul di Resta, Heikki Kovalainen, Giedo van der Garde and Charles Pic were all heading to the F1 exit door for 2014. Fabio Leimer, who beat Bird to the 2013 GP2 title, and James Calado were also on the market for non-F1 drives, as was Red Bull junior and Formula Renault 3.5 star Antonio Felix da Costa.

For every jilted driver seeking refuge there are probably half a dozen others of similar ability and countless more with the budget or contacts to outgun a driver such as Bird. Now sitting in an office in Virgin's London headquarters, Bird recalls "a dark period" searching for a new path. >>

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“It was not a nice feeling at all,” he says. “My manager and I were exploring new opportunities. Lots of names had been bashed around about Formula E, it was new and the press were hyping it up a bit.

“I had a meeting in the room next door to this one. It was my first meeting with Alex Tai. There were a few other drivers he was looking at it and he chose me.”

Virgin was a team with a recent F1 heritage (albeit at the back of the grid) and Bird’s team-mate would be Jaime Alguersuari, the fast-but-frustrated dumped Red Bull junior. So why Bird?

“I look for the fastest drivers,” explains Tai. “I have the great benefit of not needing to find drivers who pay their way. When you start looking at the really fast drivers that are out there, and not in F1, there are some really talented guys.

“One of the issues with Formula E is that some people in it are not quite over F1. There’s no point in me talking to drivers like that, I need people to be concentrating on Formula E. Sam was able to do that.”

Bird joined a field that was almost exclusively composed of ex-Formula 1 drivers, including Nelson Piquet Jr, Sebastien Buemi, Lucas di Grassi, Jerome d’Ambrosio and Nick Heidfeld, and he almost flew under the radar.

“I was excited about Formula E but I didn’t know what it was going to be like,” says Bird. “In that respect it was a bit of a risk. I’m so glad I took it now but back then it was an unknown quantity, a leap of faith.”

“One of the issues with Formula E is that some people in it are not quite over Formula 1”

It has paid off handsomely. He was fifth in the first season, winning twice (including on home soil in the London finale) and scoring more than double the points of team-mate Alguersuari before the Spaniard was forced to miss the finale because of a medical condition that ultimately prompted a premature retirement from racing altogether. With equal machinery, he performed impressively against drivers of greater ‘stock’, and all with a team that, unlike its major rivals that were run by established racing squads such as DAMS, Abt, Campos and Carlin, was learning as it went along.

“It’s taken some time to find the right people the right jobs,” Bird reckons. “DS Automobiles came on board as a partner for season two and we were 16/18 months behind Renault in terms of development at that stage. That’s tough.”

In conjunction with DS, Virgin’s inaugural Formula E powertrain, built as the electric single-seater series opened



Bird excelled after tech challenges early in the 2015/16 season

development of the motor, gearbox and inverter, was a disappointment. It was powerful, but heavy and inefficient. So, the 2015/16 season started with low expectations.

Bird was joined at the team by Jean-Eric Vergne, another ex-Formula 1 driver and probably among the toughest benchmarks over one lap, even if the Frenchman struggled to properly adapt to the Formula E car’s unique braking characteristics and energy-saving requirements.

But Bird excelled. The team regrouped from a slow start and he won in shock circumstances in Buenos Aires, after taking the first of three pole positions. “Sam put the perfect lap together in Long Beach,” said his then-race engineer Patrick Coorey. “Nobody else did that. We shouldn’t have been on pole. That’s a pure example of how much a driver does in this championship.”

Although he probably cost himself two podiums with in-race mistakes in Long Beach and Paris, Bird finished fourth in the championship. In the first six races, he scored 71 points to Vergne’s six. Bird lost ground in the London finale to a technical problem, but still defeated Vergne 88-56 in the final standings.

“Jaime is a fantastically talented driver and Sam crushed him,” says Tai. “And Sam crushed JEV last year. These are two of the fastest drivers around.”

This form has continued alongside Jose Maria Lopez. Bird could have won the 2016/17 Hong Kong opener but for a failure on his second car in the pitstops, then finished on the podium in Marrakech. He didn’t score on a difficult return to Buenos Aires, but battled to the podium in Mexico City in a drive that included a beautiful around-the-outside pass on a fading d’Ambrosio.

That overtake drew plaudits, but Bird’s overall contribution to Formula E is consistently winning him praise. Buemi and di Grassi are the ‘stars’ of Formula E, and Felix Rosenqvist, Antonio Felix da Costa, Robin Frijns and Mitch Evans the poster boys >>



DS Virgin has become one of the frontrunners

of its future. Bird probably occupies an understated middle ground, but that is precisely where he is at his most dangerous.

“After 2013 I felt very disillusioned with what everybody’s perception was of me,” he admits. “I felt like, ‘What more did I need to do to get a chance?’ I don’t think anybody ever saw me as a big name, which annoyed me a bit.

“Now it doesn’t bother me any more. If people don’t consider me a big name, fine, I’m not going to worry about it. People don’t see me as a Seb or a Lucas and sometimes I think that works to my advantage. It’s a shame if they’re surprised to see me fighting all the time, but I’m up there for a reason.”

Bird is, rightly, frustrated at these quirks of perception, a phenomenon that undermines several sports, not just motor racing. “These guys have got a reputation,” he says, “and you think, ‘How have they got that because I’ve done just the same?’ They’ve got their names in the headlines all the time.”

But the difference now is that he has found peace.

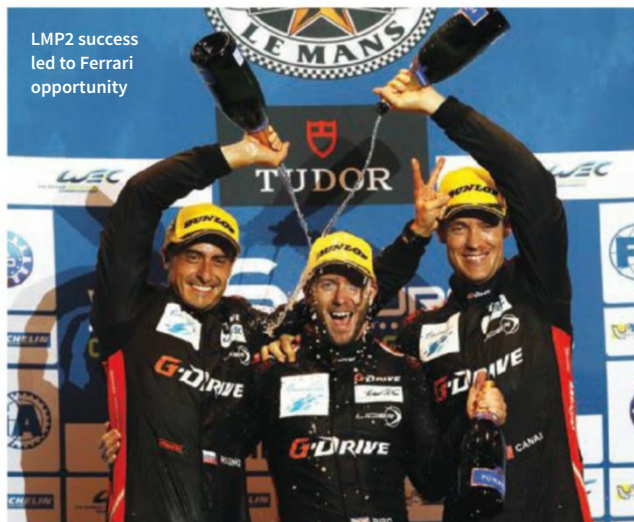
“I no longer feel like I need to go out and impress other people,” he explains. “There’s no worrying or looking over my shoulder – ‘Have I done the right thing?’ or if I’m three tenths off, ‘Oh are they looking at that? Is my job over?’

“It doesn’t work like that any more. I get the maximum out of it and I know if I’ve dug 100% out of the package, I can hold my head high and be happy. Fortunately, the maximum I can do at the moment is a reasonable standard!”

That’s not to say Bird doesn’t think he can improve. He argues he is still learning in Formula E, although a bigger challenge is coming in the form of his new World Endurance Championship ride in Ferrari colours in GTE. Bird joined the AF Corse-run Italian team for 2016, having impressed on a GTE Am class outing in the 2014 Le Mans 24 Hours. The graduation to a factory Ferrari gig followed on the heels of Bird clinching the WEC LMP2 crown in 2015, and in his first season Bird and team-mate Davide Rigon were crucial to Ferrari winning the constructors’ title.

“I still need to learn and improve with my work there, which is a good thing,” Bird reckons. “If I’d hit a brick wall it wouldn’t be, but I know I can still improve. The more bum-in-seat time I get in that Ferrari the quicker I’m getting, which is really good.

“We had some strange races [last year]. We felt we were extracting the most out of the car, but we’d be nowhere compared with the other car [of Gianmaria Bruni and Calado]. Other races we were a lot closer. But we got there and we won the manufacturers’, which is a big one for Ferrari.”



LMP2 success led to Ferrari opportunity



Bird’s pace in GTE helped Ferrari to manufacturers’ title

If this was a film, the formative years of Bird’s career would be the early scenes that build up hope, and the winter of 2013/14 the personal setback that knocks the hero off course. In a montage of Formula E success, LMP2 glory and Ferrari red, he’s now bounced back and started winning over the audience.

“I’m so happy with where I am right now,” he says. “Thankfully I got the Virgin role, then I got the G-Drive job in LMP2, and eventually got the call from Ferrari. I’ve got two mega jobs I’m very fortunate to have ended up with.

“To wear that red, I know a lot of drivers have worn it but it’s so special, it’s so historical, and that emblem means so much. When I put it on I feel a bit like Superman.”

It’s a world apart from almost quitting racing to go personal training, too. While it probably took longer than first hoped, and Bird himself won’t be drawn beyond his short-term commitments to DS Virgin and Ferrari, the man who helped kickstart his career revival reckons he has time on his side.

“A complete driver is a bit of a misnomer but Sam is about as good as I would ever want,” says Tai. “He’s super-fast, super-smart super-disciplined and passionate in his racing.

“Sam is an underrated driver, he’s an excellent driver. Stephane Sarrazin is still kicking around in his 40s. I hope to have Sam out there just as long.” ❄

Sam Bird’s eclectic career so far



2007

4th in British F3, 2 wins
A frontrunner rather than an outright title contender, but Bird handles the step up to F3 effectively. Two victories in British F3 help him to fourth overall and he ends the year with sixth on his debut in the Macau Grand Prix.

2004-2006

**14th in Formula BMW UK
2nd in FBMW UK, 6 wins
4th in FR2.0 UK, 4 wins**
The BMW scholar has a quiet first season in cars, then gets pipped to a sophomore title. Sticks with Fortec for Renault graduation but four race wins can’t overcome Sebastian Hohenenthal and Patrick Hogan.



2008-2009

**11th in Euro F3
8th in Euro F3**
Bird fares better in the one-off races than he does overall in a tough graduation to European-level F3. He finishes 11th and 8th in the European points but bags third in the Macau showpiece in 2009 to sign off on a high.

2010-2011

**5th in GP2, 1 win
6th in GP2**
Bird wins in his first GP2 season with ART on his way to fifth in the points. A title challenge doesn’t materialise with iSport the following season, with just three podiums and sixth in the main standings.



2012

3rd in FR3.5, 2 wins
Moving to Formula Renault 3.5 in one of its toughest ever seasons was always going to test Bird, but he gives energetic chase to Robin Frijns and Jules Bianchi, and beats Antonio Felix da Costa and Kevin Magnussen in the process.



LAT IMAGES

2013

2nd in GP2, 5 wins

A return to GP2 yields five victories and very nearly the title with Russian Time. In the season finale, a problem from second on the grid drops Bird to the back – a fight back to 10th, then fourth in the sprint race, can't prevent Fabio Leimer taking the crown.



2014-2015

5th in Formula E, 2 wins

Bird's new beginning starts with Prototype Class outings at Daytona and Sebring, then a move into Formula E as the new electric single-seater series kicks off. Stars on qualifying debut at Le Mans in GTE Am Ferrari but gets wiped out on the Mulsanne Straight.

2015

1st WEC LMP2, 4 wins

Bird becomes a world champion of sorts with four victories on the way to the LMP2 title with the G-Drive squad in the WEC. Endures tricky start to the new Formula E season but does stand on the podium in Putrajaya round.



2015-2016

**4th in Formula E, 1 win
2nd WEC GTE, 2 wins**

Victory in Buenos Aires is Bird's Formula E season highlight as he clinches fourth in the standings. Nearly starts the next season with a win in Hong Kong, and clinches the WEC GTE manufacturers' crown with Ferrari.

2017

**Formula E with DS Virgin
WEC GTE with Ferrari**

Second year as a Ferrari driver starts with a mechanical failure in the Daytona 24 Hours. A podium in the Mexico City Formula E races launches him to fifth in the points and pushes him further clear of team-mate Jose Maria Lopez.



Newgarden beats 'Dixie' in Dixie



Once Will Power had headed to the pits with a deflating tyre, Team Penske was relying on its new boy Josef Newgarden to beat Scott Dixon in Alabama. On his 'home' track, the Tennessee boy drove an inch-perfect defence

By David Malsher, IndyCar Correspondent

[@David Malsher](#)

Each year when the IndyCar Series visits Barber Motorsports Park, the majority of drivers and their race engineers will declare that 'qualifying well here is vital because it's so difficult to pass'. And most years, the action they deliver makes liars of these pessimists.

This 2017 edition of the Honda Grand Prix of Alabama was a case in point,

delivering far and away the best of the three events held so far this season, with some fraught action that helped shape the race and an absorbing three-way battle for victory.

Maybe it could have been a four-way battle, but those hopes were ended as soon as lap one. At the drop of the green flag, polesitter Will Power and fellow front-row starter Helio Castroneves headed into Turn 1 in orderly fashion, but right behind them their Penske teammate Simon Pagenaud was sandwiched between Scott Dixon's Chip Ganassi

Newgarden saw off menacing attack from Dixon to the flag

Racing Dallara-Honda on the outside for the fast downhill left of Turn 1, and the fast-starting Andretti Autosport car of Ryan Hunter-Reay on the inside.

Dixon stuck with it and muscled ahead of reigning champion Pagenaud, but Hunter-Reay wisely chose to back out of attempting to take an ultra-tight line into Turn 1 while running three abreast. That lost momentum provided James Hinchcliffe with the chance to draw alongside Hunter-Reay, and they bumped wheels and aerokit uglies through Turn 2 and all the way down to Turn 5.



LAT IMAGES

Eventually one impact too many flicked off sizeable parts of Hunter-Reay's right-front wing, sending him to the pits, and the debris would bring out the full-course caution as it was large enough to heavily damage the front wing of Ed Jones's car, which the rookie had qualified a very encouraging 11th.

Hunter-Reay's misfortune came on top of team-mate Marco Andretti's three-lap deficit at the start, following a long stop to correct an engine-management problem. But the full-course yellow caused by RHR's debris would eventually benefit another Andretti Autosport driver: Alexander Rossi.

With Hunter-Reay gone, that left three drivers – Power, Dixon and Josef Newgarden – with the pace for victory, but they were not yet in a position to directly fight. Following the restart, Power retained his lead ahead of Castroneves, Dixon, Pagnaud, Newgarden and Hinchcliffe. Castroneves, despite qualifying just 0.18 seconds behind Power, had nothing for him on race day. The Brazilian veteran, who won

the inaugural race at Barber back in 2010, found that the softer red-sidewalled alternate tyres, although initially quicker than the harder-compound blacks, made his handling too edgy, while he wasn't quite quick enough on the more durable rubber. By the end of the race, he would feel relatively content to salvage fourth.

Pagnaud, too, despite eventually finishing third, was not quite in the running for the top step of the podium, partly because his race was always going to be compromised by pitlane position, which is decided by qualifying order at the previous round. Since the reigning champion was deemed by officials to have compromised Castroneves's qualifying run at Long Beach, and had been forced to start from the back of the grid there, Pagnaud's pitbox at Barber was the first after pit entry. That meant that despite qualifying third here, whenever he stopped, all the #1 crew's main rivals could see him coming down pitlane, time their stops accordingly and send their cars out in front of him.

Thus it was Penske's newest >>

LINKED BUT UNANSWERED QUESTIONS AT BARBER

ONE OF THE JOYS OF THE INDYCAR SERIES IS not having much of a clue who will win prior to any race weekend, but often that's because of the vagaries of full-course yellows. Bunching the field before opening the pits while under caution can truly flip-flop the running order, as exemplified by the St Petersburg race last month.

But the series' fans are now in the happy situation of not even knowing which teams/drivers will perform strongly at each track. Honda won the opening two races, and had a notable acceleration advantage at Long Beach, but at Barber Motorsports Park Penske's Chevrolet-powered cars filled the top three slots on the grid, and Scott Dixon's fourth-placed Honda-powered Ganassi machine was 0.62s off Will Power's pole position time. No-one could explain it, beyond saying that Penske was very strong at Barber last year, as it is every year.

Sadly that logic couldn't be applied to Rahal Letterman Lanigan Racing, for which Graham Rahal (below) fought gallantly for the lead at Barber last year. This year he qualified last, unable to find a set-up that allowed him to apply his Honda power to the asphalt. Was it a tyre issue, with the #15 car not adapted sufficiently to Firestone's 2017 compound selection for Barber, which brought the softer alternate and harder primary tyres closer in terms of performance?

Speaking of tyres, why did Firestone's primary compound perform so well even in the cool conditions of raceday whereas the supposedly grippier alternates made some cars skittish? That just didn't make sense, even if it worked out nicely for Josef Newgarden.

"Things like that, we'll never find out about now that we have only 45 minutes for each session," said one race engineer. "We just haven't got time to keep testing ideas on a race weekend.

"I like that these shorter sessions put pressure on us engineers to get our sums right between sessions. But the problem is, if you get it wrong, you're maybe gonna look useless the whole weekend because you've got no way of trying alternative paths."



recruit, Newgarden, who would emerge as the fiercest rival to Power and Dixon, although a minor error of judgement in qualifying had left him seventh on the grid. The 26-year-old Tennessee native had been so certain of his and his car's pace on Saturday that he had attempted to graduate to the Firestone Fast Six by using his best time on black tyres in Q2, thereby leaving him a fresh set of reds for the final shootout. While he fell mere hundredths of a second short of that ambition, it may have proved the starting point for a blessing in disguise.

Electing to start the race on blacks – one of only two leading runners to do so, the other being Dale Coyne Racing's championship leader Sebastien Bourdais – Newgarden ran fifth initially in the first stint, then muscled his way past Pagnaud at Turn 5 on lap 17 in a move that so wrong-footed his team-mate that the close-following Hinchcliffe was also able to nip past the Frenchman.

A lap and a half later, Newgarden was the first leading runner to pit, but in his case it was for the fresh set of reds that he had hoped to use in the previous day's Fast Six session. His rivals, meanwhile, would be going in the opposite direction, switching from reds to blacks... and to avoid being undercut by Newgarden or stranded on circuit by the pit being closed under a full-course yellow, they had to come in now.

Power therefore upped his pace for two laps to extend his 2.5s lead on Castroneves to over 4s. Two laps later Castroneves also stopped; Dixon, who'd been bottled up behind the #3 Penske car and could only watch frustrated as Power had stretched his lead, stayed out one more lap to ensure he vaulted Castroneves.

That task was completed successfully, but Dixon was still third. Such had been Newgarden's pace since his pitstop, he had leapfrogged both Castroneves and Dixon and closed to within a second of Power. Now Power, on primaries, had to ensure that Newgarden didn't get close enough to make a move while the #2 car's red tyres were still near their best. This he did, and soon Power was inching away again. Newgarden's reds had lost the bloom of youth, and Dixon eroded his 6s deficit until by lap 40 he was



Power's lead unravelled when he was forced to the pits

suffering *deja vu* – staring at the rear wing of a gradually slowing Penske Dallara-Chevrolet, and seeing Power pulling away to a 4s lead once more.

Newgarden pitted on lap 42, and Power and Dixon soon followed, but this time Ganassi's crew had a slightly slow stop so that the Kiwi's extra lap failed to gain him track position over Newgarden. The pair of them closed on Power initially as he seemed to be nursing his reds at the start of the stint, and then again the #12 car started very slowly pulling away.

Gaps became irrelevant on lap 63 when Spencer Pigot spun off at Turn 6 and stalled, requiring retrieval, which brought out the second and final full-course caution. The leaders all dived for pitroad as soon as it opened,

Rossi attacks Kanaan on his rise up the order to finish fifth

and this time Dixon's crew got it right, sending their man out behind Power but ahead of Newgarden. But when the restart came, Newgarden wasted little time in redressing this order change. On the long right-handed penultimate corner, he shoved his way down the inside of Dixon and ushered him to the edge of the track on exit.

Charlie Kimball, who had stayed out during the last yellow-flag period, led the race, but there was no way he could make the finish on the fuel he had and he pitted with 15 laps remaining.

That put Power back in front, but he didn't have long to enjoy his resumption of the lead. On that same lap, he reported his car bottoming and behaving strangely in fast corners, and suddenly Newgarden and Dixon were closing up. Power and his team's worst fears were realised; he had a deflating rear tyre and, after debating with the team, Power ducked out of the lead and into the pits.

Over the remaining 13 laps, Newgarden had to withstand a lot of pressure from Dixon, who only appeared to concede defeat two laps from home when his rival's pace and defences proved flawless. Everyone had short-filled for the final stint in order to gain track position on pitroad, and so Dixon focused on doing just enough to stay out of reach of Pagnaud, who came home third, 1.5s behind the Ganassi machine.

A further 9s down was Castroneves,





while fifth went to Rossi. The Andretti Autosport driver had started only 18th after wrestling acute understeer during qualifying, but going off strategy early on – starting with a fuel top-up under that initial full-course yellow – had seen him climb to seventh. Switching back to a more regular strategy then kept him in play and, when Hinchcliffe lost momentum trying to pass Castroneves on the final restart, Rossi was there ready to pounce and beat the popular Canadian to the flag by just half a second.

Tony Kanaan fought Bourdais for much of the race and the Ganassi veteran ultimately prevailed by just 0.6s to claim seventh, while Takuma Sato and Mikhail Aleshin completed the top 10.

Five laps away from finishing a gut-wrenching 14th, Power gained a point for fastest lap. In the greater scheme of things it was a pitiful consolation prize, but when you've had two pole positions in the opening three races of the season and your best race day finish is still only 13th, you go for every point you can get.

Newgarden thus scored his first win for Penske on the track where, two years earlier, he'd scored his first IndyCar win. He drove brilliantly and aggressively all day and his quarter of the team executed flawlessly on strategy and on pitlane. So it's important to not have the impression that the #2 Penske team didn't deserve to win the race; it's more that their #12 stablemates didn't deserve to lose it. ❄️

First-lap Hinchcliffe/
Hunter-Reay battle
would cause caution

RESULTS ROUND 3/16, BARBER MOTORSPORTS PARK (USA), APRIL 23, 90 LAPS – 207.000 MILES

POS	DRIVER	TEAM/CAR	TIME
1	Josef Newgarden (USA)	Team Penske · Dallara-Chevrolet	1h54m08.7076s
2	Scott Dixon (NZ)	Chip Ganassi Racing · Dallara-Honda	+1.0495s
3	Simon Pagenaud (F)	Team Penske · Dallara-Chevrolet	+2.5706s
4	Helio Castroneves (BR)	Team Penske · Dallara-Chevrolet	+11.1592s
5	Alexander Rossi (USA)	Andretti Herta Autosport · Dallara-Honda	+12.0469s
6	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports · Dallara-Honda	+12.5905s
7	Tony Kanaan (BR)	Chip Ganassi Racing · Dallara-Honda	+15.4105s
8	Sebastien Bourdais (F)	Dale Coyne Racing · Dallara-Honda	+16.0651s
9	Takuma Sato (J)	Andretti Autosport · Dallara-Honda	+20.1764s
10	Mikhail Aleshin (RUS)	Schmidt Peterson Motorsports · Dallara-Honda	+20.7064s
11	Ryan Hunter-Reay (USA)	Andretti Autosport · Dallara-Honda	+22.2061s
12	Max Chilton (GB)	Chip Ganassi Racing · Dallara-Honda	+22.9713s
13	Graham Rahal (USA)	Rahal Letterman Lanigan Racing · Dallara-Honda	+24.3457s
14	Will Power (AUS)	Team Penske · Dallara-Chevrolet	+26.3177s
15	Charlie Kimball (USA)	Chip Ganassi Racing · Dallara-Honda	+35.4868s
16	Ed Jones (UAE)	Dale Coyne Racing · Dallara-Honda	+39.5644s
17	Carlos Munoz (CO)	AJ Foyt Enterprises · Dallara-Chevrolet	+50.3679s
18	Conor Daly (USA)	AJ Foyt Enterprises · Dallara-Chevrolet	+51.2029s
19	Zach Veach (USA)	Ed Carpenter Racing · Dallara-Chevrolet	+56.2545s
20	Spencer Pigot (USA)	Ed Carpenter Racing · Dallara-Chevrolet	-1 lap
21	Marco Andretti (USA)	Andretti Autosport · Dallara-Honda	-3 laps

Winner's average speed 108.809mph. Fastest lap Power 1m08.2763s, 121.272mph.

QUALIFYING

Q3 **1 Power 1m06.9614s**; **2** Castroneves 1m07.1429s; **3** Pagenaud 1m07.3817s; **4** Dixon 1m07.5817s; **5** Hunter-Reay 1m07.6851s; **6** Hinchcliffe 1m07.8710s.

Q2 **Castroneves 1m07.2877s**; Pagenaud 1m07.3214s; Power 1m07.3392s; Hunter-Reay 1m07.5207s; Dixon 1m07.5380s; Hinchcliffe 1m07.5459s; **7** Newgarden 1m07.5941s; **8** Aleshin 1m07.9467s; **9** Chilton 1m07.9788s; **10** Kanaan 1m08.0305s; **11** Jones 1m08.2034s; **12** Bourdais 1m08.2726s.

Q1 - **GROUP 1 Power 1m06.9311s**; Dixon 1m07.1954s; Castroneves 1m07.4333s; Pagenaud 1m07.4536s; Hunter-Reay 1m07.6055s; Bourdais 1m07.6287s; **14** Sato 1m07.6928s; **16** Munoz 1m07.7007s; **18** Rossi 1m07.7483s; **20** Daly 1m08.0104s; **21** Rahal 1m08.0499s.

Q1 - **GROUP 2 Hinchcliffe 1m07.3014s**; Kanaan 1m07.3070s; Newgarden 1m07.4628s; Aleshin 1m07.4983s; Jones 1m07.5360s; Chilton 1m07.5374s; **13** Andretti 1m07.5405s; **15** Kimball 1m07.7033s; **17** Pigot 1m07.9211s; **19** Veach 1m08.4681s.

CHAMPIONSHIP

1 Bourdais 117; **2** Dixon 111; **3** Newgarden 110; **4** Pagenaud 106; **5** Hinchcliffe 102; **6** Castroneves 84; **7** Hunter-Reay 65; **8** Sato 65; **9** Jones 62; **10** Rossi 60.



Newgarden took
his first win with
Team Penske



Dominant Grasser Lam

**BLANCPAIN ENDURANCE CUP
MONZA (I)
APRIL 23
ROUND 1/5**

LAMBORGHINI AND THE AUSTRIAN Grasser team reprised their 2015 Monza victory in the Blancpain GT Series last Sunday. Factory drivers Mirko Bortolotti, Andrea Caldarelli and Christian Engelhart produced another dominant win for the Italian manufacturer on home ground, only this time the controversy that marred the race didn't concern the winning car as it did two years ago.

The Grasser-run 'factory' Huracan GT3 took the lead of the BGTS Endurance Cup series opener after the first round of pitstops and never really looked threatened over the remainder of the three-hour event. A final winning margin of a shade under 30 seconds was a testament to a near-perfect performance from Bortolotti and his co-drivers, and the more problematic races for the teams that should have challenged them.

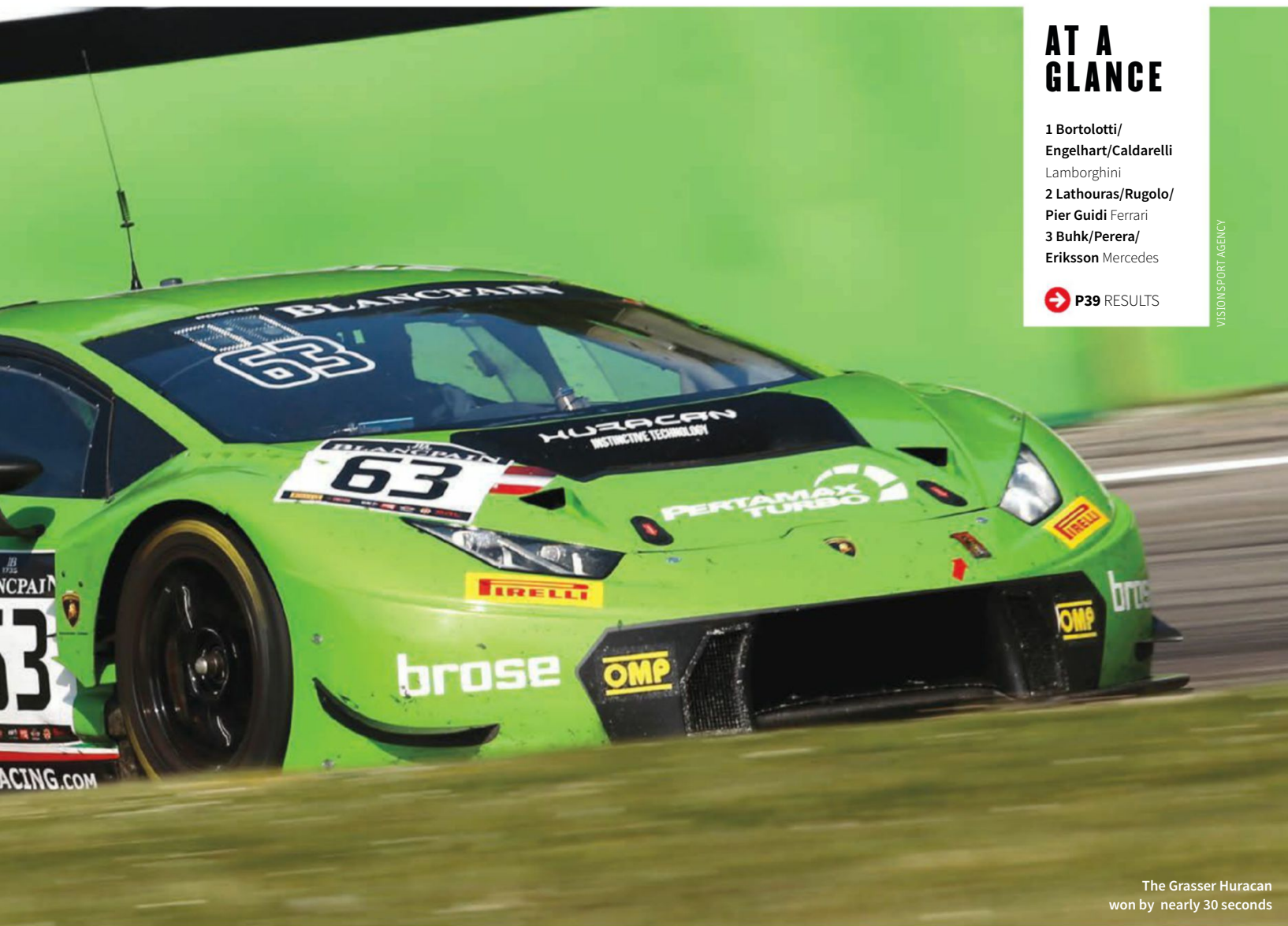
Bortolotti ran third after an early race stoppage that was caused when Ezequiel Perez Compagnon spun the sister Grasser Huracan across the pack at the start and the resulting chaos

eliminated 11 cars. When Guy Smith's Bentley was controversially black-flagged for causing the initial contact that sent the Argentinian driver onto the grass, the winning Huracan latched on to the tail of race leader Miguel Molina's SMP Racing Ferrari.

They entered the pits at the end of the first hour nose-to-tail, but a faster turnaround by Grasser got Caldarelli out ahead of the Ferrari 488 GTE by just under five seconds. The Italian driver, armed with a fresh set of Pirelli tyres, then set about building a lead over Victor Shaytar and was 25s up by the time the final pitstops came around.

"Our strategy was not to do too much running in qualifying and save three sets of tyres for the race," explained Caldarelli. "It could have been a risky strategy, but it worked. When I got to the first corner, the team told me I had a 4.5s lead. I didn't look in my mirrors too much and tried to build a gap."

Davide Rigon, who took over from Shaytar for the final hour, briefly began to edge into Engelhart's lead despite briefly dropping to third behind Clemens Schmid's ISR Audi R8 LMS after the stops. But the Ferrari driver was adjudged to have overtaken the Audi under



AT A GLANCE

- 1 Bortolotti/
Engelhart/Caldarelli
Lamborghini
- 2 Lathouras/Rugolo/
Pier Guidi Ferrari
- 3 Buhk/Perera/
Eriksson Mercedes

P39 RESULTS

VISION SPORT AGENCY

The Grasser Huracan won by nearly 30 seconds

Lamborghini leaves rivals floundering

yellow flags and was handed a drivethrough.

That handed second place back to the ISR Audi that Schmid shared with Frank Stippler and Filip Salaquarda. He looked equal to the challenge from pole winner Alessando Pier Guidi's AF Corse-run Spirit of Race Ferrari until a delaminating tyre robbed him of drive 15 laps before the finish. That allowed Pier Guidi, Michele Rugolo and Pasin Lathouras, who had haemorrhaged time and positions at the start, to claim an albeit distant runner-up spot.

The ISR entry was the only Audi to make an impact on a circuit that hasn't traditionally favoured the German V10-powered contender. The new-look Czech squad punched above its weight in Monza; an early stop and two quick turnarounds set the car on course for what looked like a podium finish.

The Mercedes wasn't competitive at Monza either. The car was running 50kg heavier than this time last year and 40kg above the weight minimum at which it triumphed in the Sprint Cup opener at Misano earlier this month, albeit with a larger diameter air-restrictor.

Yet the best of the HTP-entered AMG GT3s – shared by Misano double winners Maximilian Buhk and Franck Perera, who are joined in the

endurance series by Jimmy Eriksson – came through from 16th on the grid to take third position. They owed their podium to a clean and consistent race, at least once Buhk had hauled the car back onto the black stuff after taking to the grass and demolishing a marker board during the startline melee.

Giancarlo Fisichella, James Calado and Marco Cioci took fourth position from 16th following the red flag after the former brushed the barriers at the start. Molina, Shaytar and Rigon ended up fifth, while M-Sport Bentley drivers Vincent Abril, Andy Soucek and Maxime Soulet came through to sixth after braking issues had left them down in 13th on the grid.

The TF Sport-run Oman Racing Team Aston Martin V12 Vantage came through to take Pro-Am class honours courtesy of a late charge from Jonny Adam. The factory Aston driver, who shared the car with Ahmad Al Harthy, set the overall fastest lap of the race as he chased down Andrea Rizzoli's Ferrari for the class win.

Nissan looked good for a strong result with the RJN-run GT-R NISMO GT3 that sportscar debutant Matt Parry had qualified sixth. Struan Moore brought the car back up the field after losing out initially and Parry was on the fringes

of the top 10 after taking over from former GT Academy winner Matt Simmons when he was penalised for contact with Tristan Vautier's Auto Sport Promotion Mercedes. Parry was quickly brought into the pits to take his penalty.

More than an hour earlier, Smith had been left out by M-Sport as it tried to appeal the 15-second stop-go penalty. The team believed it had been given permission by the race stewards to do so, even though the FIA international sporting code specifically prohibits appeals.

By the time the race stewards informed the Bentley team that any kind of challenge wouldn't be allowed, the race director had lost patience with Smith and instructed the marshals to show him the black flag.

It was therefore race over for the car that Steven Kane had qualified fourth, though not before Smith briefly rejoined the race as yet more confusion reigned.

The long-running saga of appeals that eventually overturned the exclusion of the winning Grasser Lamborghini was the talking point of the 2015 season. The events surrounding the Bentley's exclusion this time around is going to take some trumping in 2017.

GARY WATKINS



Marquez holds off Honda team-mate Pedrosa

LAT IMAGES

Marquez takes centre stage at Austin

MOTOGP
AUSTIN (USA)
APRIL 23
ROUND 3/18

ROUND THREE OF THE 2017 MOTOGP season was supposed to be a battle between two unstoppable forces, the first real on-track chapter of a new rivalry.

In one corner, Maverick Vinales had started life with Yamaha perfectly, dominating winter testing and winning the first two races. In the other, Marc Marquez had a perfect record at Austin, having won the circuit's first four MotoGP races from pole position.

Marquez's unbeaten record in the USA also extended to victories at Laguna Seca and Indianapolis Motor Speedway, before they left the calendar, and he arrived with eight wins from eight starts.

Vinales versus Marquez was the script, and the protagonists did not disappoint early on, splitting the four practice sessions before engaging in a private battle for pole. Marquez won that fight, by a mere 0.130 seconds, with third-placed Valentino Rossi a further eight tenths adrift.

The stage was set. But Vinales fluffed his lines and dropped to fifth with a slow start, as Dani Pedrosa swept around the outside to take the lead from the second row. Marquez settled into second behind his Honda team-mate, as Vinales quickly deposed the man he replaced at Yamaha, Jorge Lorenzo, to take fourth.

All was not lost for Vinales and nor was the prospect of a battle between the two young Spaniards. At least on the first lap. But on the second tour, Vinales crashed at Turn 18, his first fall in a race since last April's Argentinian Grand Prix.

"I couldn't have done anything about this crash," he said. "I know the tyre was not as good as this morning [in the warm-up], because on the left side I had some warning at the start of the second lap. That's why I feel strange. I've never crashed like that in my career. I know it wasn't my mistake. I know there was something [else]."

Even that did not make it all smooth sailing for Marquez. He had to catch Pedrosa, who was leading for the first time since his Misano victory last September.

Marquez claimed the lead on his second real attempt, at Turn 7 on lap nine. And while Pedrosa came back several laps later, he eventually faded and Marquez went on to seal his fifth Austin victory by more than three seconds.

It was not as dominant as some of his others, but worth the same number of points, and important given his own crash in Argentina a fortnight earlier.

"Everything this year was a bit more tight," the reigning champion said. "Pole position and the race I managed and I felt

quite comfortable. Of course it's the most important victory, because I came from Argentina where I made a mistake and it was important to come back strong, minimum to stay on the podium – but of course the best way is to win – before the European races."

Pedrosa was reeled in by Rossi and passed with three laps to go. At that time, Rossi had a 0.3-second penalty hanging over his head for being deemed to have gained an advantage during a battle with Tech3 Yamaha rookie Johann Zarco earlier on.

Zarco had tried to barge his way past Rossi at Turn 3 with a late dive, which forced Rossi wide and across the runoff, skipping Turn 4 and rejoining visibly closer to Marquez ahead than he was beforehand. In the end, the penalty was immaterial, and Rossi was unhappier with Zarco than the stewards, as he crossed the line 2.343s ahead of Pedrosa.

With his third podium of 2017 – some feat given his torrid winter – and Vinales's fall, Rossi now leads his team-mate in the championship by six points, with Marquez climbing from eighth to third, a further 12 behind.

LCR Honda's Cal Crutchlow recovered from a qualifying crash that left him starting ninth to finish fourth, passing Zarco late on and coming home 2.5s behind Pedrosa.

Andrea Dovizioso was the best of the Ducatis in a quiet sixth. Lorenzo ended up three places further back, as he was overhauled in the closing laps by Suzuki's Andrea Iannone and Pramac Ducati's Danilo Petrucci, while battling front tyre graining. Jack Miller rounded out the top 10 on his Marc VDS Honda.

MITCHELL ADAM

AT A GLANCE

- 1 Marquez Honda
- 2 Rossi Yamaha
- 3 Pedrosa Honda

➔ P39 RESULTS



Marquez is now up to third in the standings



IMS/LLC

INDY LIGHTS
BARBER M'SPORTS PARK (USA)
APRIL 22-23
ROUND 2/10

ANDRETTI AUTOSPORT emerged from the Indy Lights double-header at Barber Motorsports Park with two victories, courtesy of Nico Jamin and Colton Herta.

Jamin's win in the first race came after he made a decisive pass on polesitter Kyle Kaiser

of Juncos Racing early in the proceedings. Herta, who had qualified in second, broke his front wing on the back of Kaiser's car at the start, and fell to the back as a result, which meant Neil Alberico was able to move up to third place, where he finished for Carlin.

The grid for race two was set by championship points after rain meant qualifying was cancelled, and Herta dominated from pole ahead of Kaiser and Jamin.

The results leave Herta at the

top of the championship standings with 101 points, 16 ahead of Kaiser, and 26 ahead of Jamin.

DAVID MALSHER

RESULTS

Race 1 1 Nico Jamin 30 laps in 39m53.9823s; 2 Kyle Kaiser +2.6525s; 3 Neil Alberico; 4 Matheus Leist; 5 Zachary Claman DeMelo; 6 Dalton Kellett. **Race 2 1 Colton Herta** 35 laps in 46m11.4924s; 2 Kaiser +9.1465s; 3 Jamin; 4 Alberico; 5 Aaron Telitz; 6 Nicolas Dapero. **Points 1 Herta 101**; 2 Kaiser 85; 3 Jamin 75; 4 Telitz 74; 5 Alberico 69; 6 Shelby Blackstock 61.

Phoenix Audi from SCG's ashes

NURBURGRING 24 HOURS
QUALIFICATION RACE
NURBURGRING (D)
APRIL 23

AUDI SCORED A ONE-TWO in the dress rehearsal for the 24 Hours, but only after heartbreak for the Scuderia Cameron Glickenhaus squad.

The bright-yellow 'prototype'-clone SCG of Felipe Fernandez

Laser, Thomas Mutsch and Andreas Simonsen was leading comfortably as the six-hour race moved into its final 30 minutes when brake failure sent Fernandez Laser into the barriers at Aremberg, the Leipzig driver sustaining minor injuries.

This left the Phoenix Audi of Mike Rockenfeller, Nicolaj Moller Madsen and Dennis Busch in a narrow lead, and young Dane Moller Madsen made no mistake

on the run to the finish to beat the WRT-run R8 LMS of Nico Muller and Frederic Vervisch. In turn, the WRT machine just held off the Falken Porsche of Jorg Bergmeister, Dirk Werner and Laurens Vanthoor, which had been in contention throughout.

Christian Hohenadel took pole in an HTP Motorsport Mercedes, but crashed on the first lap. The Abt Bentley of Chris Bruck, Nico Verdonck and Christian Menzel vied for the lead before technical problems struck; ditto the Octane 126 Ferrari of Fabio Leimer, Simon Trummer and Bjorn Grossmann.

RESULTS

1 Mike Rockenfeller/Nicolaj Moller Madsen/Dennis Busch (Audi R8 LMS) 41 laps in 6h01m24.746s; 2 Nico Muller/Frederic Vervisch (Audi) +18.870s; 3 Jorg Bergmeister/Dirk Werner/Laurens Vanthoor (Porsche 911 GT3-R); 4 Christopher Mies/Pierre Kaffer/Kelvin van der Linde (Audi); 5 Dirk Muller/Thomas Jager/Maro Engel/Jan Seyffarth (Mercedes-AMG GT3); 6 Philipp Eng/Alexander Sims/Maxime Martin/Marc Basseng (BMW M6 GT3).



GRUPPEC GMBH

IN BRIEF

JAPANESE FORMULA 3

Mitsunori Takaboshi had a perfect weekend at Suzuka, the Nissan protege taking pole for both races and claiming two wins in his B-Max Dallara-Volkswagen. Alex Palou leapt from fifth on the grid to take second in race one in his Tomei-engined Drago car. Toda's Hiroki Otsu led race two but finished third behind Takaboshi and Palou.

V8 STOCK CARS

Thiago Camilo joined Daniel Serra at the top of the points standings at Velopark by taking victory in the main race, which he led from start to finish. Reigning champion Felipe Fraga started the reversed-grid race from pole position and went on to record his first victory of the season.

SUPER TC2000

Toyota's Gabriel Ponce de Leon won the qualifying race at San Luis, before Peugeot man Facundo Chapur claimed his first Super TC2000 win in the main event. Polesitter Ponce de Leon led away as Chapur moved up to second before seizing the lead at the halfway stage. Agustin Canapino was second in his Chevrolet as Ponce de Leon faded to fourth.

MOTO2

Franco Morbidelli made it three wins from three starts in the 2017 season with a commanding victory at Austin. Morbidelli had qualified on pole and he led all but two of the 19 laps, ending up 2.633s clear of Thomas Luthi, who he now leads by 19 points, with Takaaki Nakagami coming home third.

MOTO3

Romano Fenati claimed his first victory since the Austin round of 2016 after Aron Canet crashed out. Canet had dominated the weekend, qualifying on pole by nearly a second, and led comfortably before an early red flag. Fenati ran with Canet after the restart, then inherited the lead when he fell at Turn 19.

TCR BENELUX

International series champion Stefano Comini won both his races at Spa in his Audi, with Sheldon van der Linde taking the same car to victory in the finale. Mato Homola won the other race in an Opel. Jean-Karl Vernay was joined by Rob Huff in his VW Golf - Vernay scored two seconds and Huff grabbed a second and a third.

Palmer leads Fenestraz on track, as he also does in the points



GOODEN/DPMI

Palmer wins to take series lead

FORMULA RENAULT EURO CUP

MONZA (I)

APRIL 22-23

ROUND 1/10

WILL PALMER FOLLOWED UP HIS MAIDEN Formula Renault Eurocup victory on the final weekend of the 2016 season with win number two in the rejuvenated series on the first race weekend of 2017. Last year's Estoril triumph was largely down to good fortune, but this one at Monza last Sunday followed an authoritative performance in the second of the two races.

The youngest member of the Palmer racing dynasty made the most of the inside-front-row starting position to put his R-ace GP Tatuus down the inside of pole winner Gabriel Aubry's Tech 1 Racing entry into the first chicane at the

start. The safety car was deployed for the third time of the weekend on the second lap, but Palmer held onto his lead at the restart and was able to extend it as Aubry came under pressure from Russian Robert Shwartzman in another of the four R-ace entries.

"I was a bit worried when I saw the safety car come out, but I got a good run out of the Parabolica and was able to focus on my own race and build a bit of a gap," said Palmer, who powered on to a three-second victory after 13 laps.

Aubry and Shwartzman retired after tangling at the first chicane three laps before the finish, which allowed Sacha Fenestraz to come through from an initial sixth place to take his second runner-up spot of the weekend. The Josef Kaufmann Racing driver was trailing leader Shwartzman by just over half a second on

Saturday when the race was red-flagged.

Aubry took third in the opening race, a position filled by Max Defourny, driving another R-ace car, after a long-running battle with Fenestraz in race two. Fourth place for Palmer in race one means that, combined with his win, he takes the early series lead by one point from Fenestraz. MP Motorsport driver Neil Verhagen pipped Thomas Maxwell to fourth in race two.

GARY WATKINS

RESULTS

Race 1 1 Robert Shwartzman 9 laps in 21m11.918s; 2 Sacha Fenestraz +0.582s; 3 Gabriel Aubry; 4 Will Palmer; 5 Max Defourny; 6 Alex Peroni. **Race 2** 1 Palmer 13 laps in 27m47.188s; 2 Fenestraz +3.058s; 3 Defourny; 4 Neil Verhagen; 5 Thomas Maxwell; 6 Yifei Ye. **Points** 1 Palmer 37; 2 Fenestraz 36; 3 Shwartzman 25; 4 Defourny 25; 5 Aubry 15; 6 Verhagen 12.

Ekstrom holds Loeb at bay to remain undefeated

WORLD RALLYCROSS CHAMPIONSHIP

MONTALEGRE (P)

APRIL 22-23

ROUND 2/12

MATTIAS EKSTROM EXTENDED HIS advantage in the World Rallycross standings by claiming victory at the second round in Portugal ahead of Sebastien Loeb.

Ekstrom and Loeb had both decided to take their joker laps straightaway, and the experienced pair then set the pace as they fought for victory.

On the final tour of the six-lap final race at the Montalegre circuit, Ekstrom moved into the lead – hotly pursued by Loeb – when Johan Kristoffersson, who had lost time early in the

race when running second to his team-mate Petter Solberg, finally took his joker lap.

"That was one of the hardest-fought wins in rallycross," said Ekstrom, who is still undefeated in 2017. "We weren't on the pace throughout the qualifying process – both Johan and the Peugeot were very fast – but we concentrated on our own work. In rallycross you have to fight until the bitter end, which is what we have proved today. I had a hungry Frenchman on my bumper in the last lap but he is a fair racer. I managed to defend and it was a very enjoyable fight."

Kristoffersson finished third, moving to second in the points as a result, as Timmy Hansen and Reinis Nitiss came home fourth and fifth. Solberg was removed from victory contention at the end

of lap two when he picked up a puncture.

Solberg's Volkswagen-blessed team had set the pace in Portugal, winning three of the four qualifying sessions, and extended its lead in the teams' championship. The other driver to set a fastest time in the qualifying races, Andreas Bakkerud, retired on the first lap of the semi-finals with suspension damage.

RESULTS

1 Mattias Ekstrom (Audi S1) 6 laps in 3m59.345s; 2 Sebastien Loeb (Peugeot 208) +0.567s; 3 Johan Kristoffersson (Volkswagen Polo GTI); 4 Timmy Hansen (Peugeot); 5 Reinis Nitiss (Audi); 6 Petter Solberg (Volkswagen). **Points** 1 Ekstrom 58; 2 Kristoffersson 44; 3 Solberg 42; 4 Andreas Bakkerud 30; 5 Timo Scheider 28; 6 Loeb 26.

Nakajima is having a great season in 2017



Nakajima from pole to flag

SUPERFORMULA
SUZUKA (J)
APRIL 23
ROUND 1/7

KAZUKI NAKAJIMA FOLLOWED UP HIS World Endurance win at Silverstone with victory in his TOM'S Dallara-Toyota.

Nakajima took pole position by 0.090 seconds from reigning champion Yuji Kunimoto (Cerumo-Ingineering Toyota), with Naoki Yamamoto the top Honda-powered driver in third with his Team Mugen car. Yamamoto's team-mate, GP2 champion Pierre Gasly, was the best of the rookies, taking eighth on the grid.

Nakajima got away in the lead at the start of the race, while Yamamoto outdragged Kunimoto to take second place into Turn 1. A group of cars, led by the second TOM'S machine of Andre Lotterer, dived for the pits at the end of lap one for their mandatory stop, while others followed suit over the following laps.

Nakajima and Yamamoto stayed out on the track, and any advantage the early pitters might have enjoyed was nullified when

Kazuya Oshima spun at Spoon Curve and was stranded, bringing out the safety car. Nakajima and Yamamoto immediately went to the pits and were able to rejoin still in the lead, enjoying the benefit of fresher tyres on their run to the finish.

Kunimoto beat team-mate Hiroaki Ishiura to third, and Lotterer was fifth.

Gasly was again best of the rookies, although only just as he beat Felix Rosenqvist to 10th. The Frenchman had problems with his gearbox and brakes, and Rosenqvist was recovering from a shunt in qualifying that left him 15th on the grid. Jann Mardenborough went off at the first corner with four laps remaining, while Nick Cassidy had problems and finished a lap down.

JIRO TAKAHASHI

RESULTS

1 Kazuki Nakajima (Dallara-Toyota) 35 laps in 1h03m18.440s; **2 Naoki Yamamoto (D-Honda)** +5.086s; **3 Yuji Kunimoto (D-T); 4 Hiroaki Ishiura (D-T); 5 Andre Lotterer (D-T); 6 Koudai Tsukakoshi (D-H); 7 Daisuke Nakajima (D-H); 8 Takuya Izawa (D-H); 9 Kamui Kobayashi (D-T); 10 Pierre Gasly (D-H). Points 1 K Nakajima 11; 2 Yamamoto 8; 3 Kunimoto 6; 4 Ishiura 5; 5 Lotterer 4; 6 Tsukakoshi 3.**



Ekström and Loeb opted for early joker laps

Spoils shared after turbulent tyre failures

AUSTRALIAN SUPERCARS
PHILLIP ISLAND (AUS)
APRIL 22-23
ROUND 3/14

TYRE FAILURES DOMINATED A CHAOTIC weekend at Phillip Island, as Fabian Coulthard and Chaz Mostert shared the wins.

A washed-out tyre test late last year meant the 2017 soft compound Dunlop control tyre struggled to meet the demands of the long Phillip Island corners early in the weekend, despite pre-race calls for teams to go easy on set-up. After three separate failures in Friday practice, 18 right-sided tyres let go during a bizarre Saturday race.

Even eventual race winner Coulthard had to make one unscheduled stop to change a deflated Dunlop. But he shuffled back through the field under the safety car after some clever driving during cautions to satisfy the fuel drop.

A higher minimum pressure limit and new camber recommendations were put in place for Sunday's race, which led to significantly fewer failures. Prodrive Racing Australia, which blew five separate tyres on Saturday, recovered on Sunday to take a one-two finish, with Mostert beating Mark Winterbottom. It was Mostert's first points-paying win since his horror crash during qualifying for the 2015 Bathurst 1000.

After surviving Saturday without a tyre failure, Triple Eight suffered three on Sunday. Shane van Gisbergen, Jamie Whincup, and Craig Lowndes all had issues and slumped outside the Top 10.

DJR Team Penske had other problems; after locking out the front row in qualifying Scott McLaughlin struggled with strategy, while Coulthard ran a red light at the end of pitlane and had to serve a drivethrough.

ANDREW VAN LEEUWEN

RESULTS

Race 1 1 Fabian Coulthard (Ford Falcon) 51 laps in 1h36m25.3805s; **2 Jamie Whincup (Holden Commodore)** +0.9352s; **3 Garth Tander (Holden); 4 Shane van Gisbergen (Holden); 5 Michael Caruso (Nissan Altima); 6 Todd Kelly (Nissan).**

Race 2 1 Chaz Mostert (Ford) 57 laps in 1h38m54.3876s; **2 Mark Winterbottom (Ford)** +2.9040s; **3 David Reynolds (Holden); 4 James Moffat (Holden); 5 Lee Holdsworth (Holden); 6 Cameron Waters (Ford). Points 1 Coulthard 568; 2 van Gisbergen 561; 3 Mostert 531; 4 Whincup 522; 5 Scott McLaughlin 471; 6 Tander 444.**

Coulthard took his second win in succession



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MOST MODELS AVAILABLE IN PRESCRIPTION

RESULTS ROUND-UP

BLANCPAIN ENDURANCE CUP

ROUND 1/5, MONZA (I), APRIL 23 (92 LAPS - 331.164 MILES)

1	Mirko Bortolotti (I) Christian Engelhart (D) Andrea Caldarelli (I)	GRT Grasser Racing Team · Lamborghini Huracan GT3	3h24m15.027s
2	Pasin Lathouras (T) Michele Rugolo (I) Alessandro Pier Guidi (I)	Spirit of Race · Ferrari 488 GT3	+29.360s
3	Maximilian Buhk (D) Franck Perera (F) Jimmy Eriksson (S)	HTP Motorsport · Mercedes-AMG GT3	+38.280s
4	Giancarlo Fisichella (I) Marco Cioci (I) James Calado (GB)	Kaspersky Motorsport · Ferrari 488 GT3	+43.666s
5	Victor Shaytar (RUS) Davide Rigon (I) Miguel Molina (E)	SMP Racing · Ferrari 488 GT3	+47.684s
6	Andy Soucek (E) Maxime Soulet (B) Vincent Abril (F)	M-Sport · Bentley Continental GT3	+53.861s
7	Adam Christodoulou (GB) Yelmer Buurman (NL) Luca Stolz (D)	Team Black Falcon · Mercedes-AMG GT3	+59.540s
8	Ahmad Al Harthy (OM) Jonny Adam (GB)	TF Sport · Aston Martin V12 Vantage	+1m15.544s
9	Michal Broniszewski (PL) Andrea Rizzoli (I) Matteo Cressoni (I)	Kessel Racing · Ferrari 488 GT3	+1m17.045s
10	Come Ledogar (F) Rob Bell (GB) Ben Barnicoat (GB)	Strakka Racing · McLaren 650S GT3	+1m17.554s
11	Jonny Kane (GB) David Fumanelli (I) Sam Tordoff (GB)	Strakka Racing · McLaren 650S GT3	+1m35.877s
12	Stuart Leonard (GB) Markus Winkelhock (D) Jake Dennis (GB)	WRT · Audi R8 LMS	-1 lap
13	Matthew Simmons (AUS) Matt Parry (GB) Struan Moore (GB)	RJN Motorsport · Nissan GT-R NISMO GT3	-1 lap
14	Kenneth Heyer (D) Indy Dontje (NL) Patrick Assenheimer (D)	HTP Motorsport · Mercedes-AMG GT3	-1 lap
15	Niek Hommerson (NL) Louis Machiels (B) Andrea Bertolini (I)	Spirit of Race · Ferrari 488 GT3	-1 lap
16	Alexander Mattschull (D) Daniel Keilwitz (D) Rinat Salikhov (RUS)	Rinaldi Racing · Ferrari 488 GT3	-1 lap
17	Jean-Luc Beaubelique (F) Nico Bastian (D) Jules Gounon (F)	Auto Sport Promotion · Mercedes-AMG GT3	-1 lap
18	Gianmaria Gabbiani (I) Damien Faulkner (IRL) Mike Skeen (USA)	HTP Motorsport · Mercedes-AMG GT3	-1 lap
19	Oliver Morley (GB) Miguel Toril (E) Manuel Metzger (D)	Black Falcon · Mercedes-AMG GT3	-1 lap
20	Andrea Amici (I) Dennis Lind (DK) Stefano Costantini (I)	Raton Racing · Lamborghini Huracan GT3	-1 lap

Pro-Am 1 Al Harthy/Adam; 2 Broniszewski/Cressoni/Rizzoli; 3 Hommerson/Machiels/Bertolini.

Winner's average speed 97.281mph.

Fastest lap Adam 1m49.375s, 118.478mph.

CHAMPIONSHIP

1 Bortolotti/Engelhart/Caldarelli 25;
2 Lathouras/Rugolo/Pier Guidi 19; 3 Buhk/Perera/Eriksson 15; 4 Fisichella/Cioci/Calado 12;
5 Shaytar/Rigon/Molina 10; 6 Soucek/Soulet/Abril 8;
7 Christodoulou/Buurman/Stolz 6; 8 Ledogar/Bell/Barnicoat 4; 9 J Kane/Fumanelli/Tordoff 2;
10 Leonard/Winkelhock/Dennis 1.

Pro-Am 1 Al Harthy/Adam 26; 2 Broniszewski/Rizzoli/Cressoni 18; 3 Hommerson/Machiels/Bertolini 15.

Overall Blancpain GT 1 Buhk/Perera 48;
2 Eriksson 30; 3 Abril 29; 4 Engelhart/Bortolotti 27;
5 Caldarelli 25; 6 Steven Kane 21.

MOTOGP

ROUND 3/18, AUSTIN (TEXAS, USA), APRIL 23 (21 LAPS - 71.938 MILES)

1	Marc Marquez (E) Honda	43m58.770s
2	Valentino Rossi (I) Yamaha	+3.069s
3	Dani Pedrosa (E) Honda	+5.112s
4	Cal Crutchlow (GB) LCR Honda	+7.638s
5	Johann Zarco (F) Tech3 Yamaha	+7.957s
6	Andrea Dovizioso (I) Ducati	+14.058s
7	Andrea Iannone (I) Suzuki	+15.491s
8	Daniilo Petrucci (I) Pramac Ducati	+16.772s
9	Jorge Lorenzo (E) Ducati	+17.979s
10	Jack Miller (AUS) Marc VDS Honda	+18.494s
11	Jonas Folger (D) Tech3 Yamaha	+18.903s
12	Scott Redding (GB) Pramac Ducati	+28.735s
13	Tito Rabat (E) Marc VDS Honda	+30.041s
14	Hector Barbera (E) Avintia Ducati	+31.364s
15	Alvaro Bautista (E) Aspar Ducati	+1m06.547s
16	Bradley Smith (GB) KTM	+1m22.090s
17	Alex Espargaro (E) Aprilia	-2 laps
R	Sam Lowes (GB) Aprilia	11 laps-accident
R	Pol Espargaro (E) KTM	9 laps-clutch
R	Loris Baz (F) Avintia Ducati	8 laps-accident
R	Maverick Vinales (E) Yamaha	1 lap-accident
R	Karel Abraham (CZ) Aspar Ducati	1 lap-accident
W	Alex Rins (E) Suzuki	DNS-wrist injury

Winner's average speed 98.143mph.

Fastest lap Marquez 2m04.899s, 98.737mph.

QUALIFYING 2

1 Marquez 2m02.741s; **2** Vinales 2m02.871s; **3** Rossi 2m03.673s; **4** Pedrosa 2m03.866s; **5** Zarco 2m03.928s; **6** Lorenzo 2m04.151s; **7** Dovizioso 2m04.431s;
8 Folger 2m04.623s; **9** Crutchlow 2m04.661s; **10** Redding 2m04.673s;
11 Iannone 2m05.741s; **12** Miller 2m05.970s.

QUALIFYING 1

1 Miller 2m04.438s; **2** Lorenzo 2m04.648s; **3** Petrucci 2m05.221s; **4** Baz 2m05.231s; **5** Barbera 2m05.541s; **6** Rabat 2m05.920s; **7** Abraham 2m05.931s;
8 Smith 2m06.258s; **9** Bautista 2m06.295s; **10** Lowes 2m07.232s;
11 P Espargaro 2m07.601s; **NS** A Espargaro.

RIDERS' CHAMPIONSHIP

1 Rossi 56; **2** Vinales 50; **3** Marquez 38; **4** Dovizioso 30; **5** Crutchlow 29;
6 Pedrosa 27; **7** Zarco 22; **8** Folger 21; **9** Redding 21; **10** Miller 21; **11** Petrucci 17;
12 Bautista 14; **13** Lorenzo 12; **14** A Espargaro 10; **15** Iannone 9; **16** Baz 9;
17 Abraham 8; **18** Rabat 8; **19** Barbera 8; **20** Rins 7; **21** P Espargaro 2; **22** Smith 1.

MANUFACTURERS' CHAMPIONSHIP

1 Yamaha 70; **2** Honda 54; **3** Ducati 43; **4** Suzuki 16; **5** Aprilia 10; **6** KTM 2.



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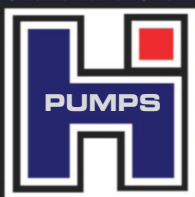
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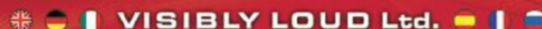
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- Work with Vehicle Dynamics, Vehicle Performance, the Design Office and other departments to guide vehicle design for optimal tyre performance.
- Liaise with the Tyre Supplier, manage the transfer of information and data to and from the supplier, and represent the team at meetings such as Tyre Working Group
- Support the race team during races and tests as required.

THE SUCCESSFUL CANDIDATE MUST HAVE:

- A degree in Engineering or Physics with a strong academic background.
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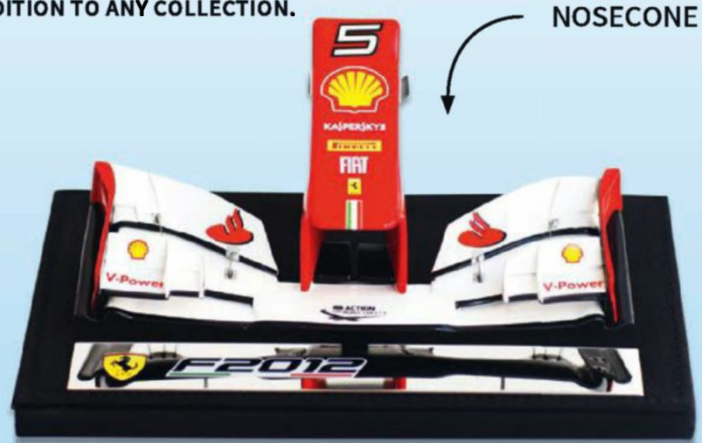
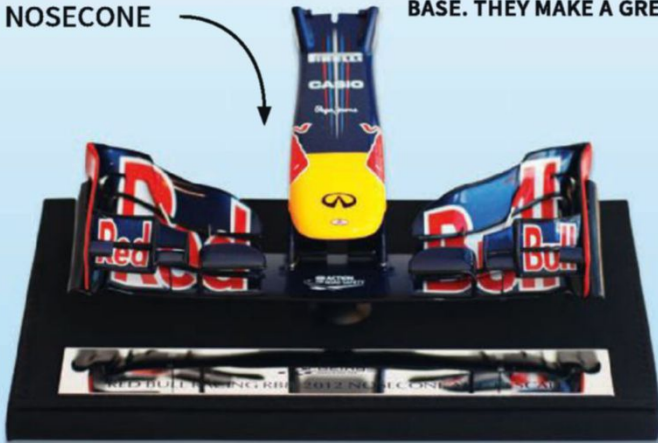
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Fundraising appeal has taken off after Monger lost both legs in shunt

BRITISH F4

Appeal raises £750,000 for double-amputee Monger

A FUNDRAISING CAMPAIGN TO SUPPORT British Formula 4 driver Billy Monger has so far raised £750,000 after he suffered life-changing injuries in a crash at Donington Park.

The 17-year-old JHR Developments driver collided with Patrik Pasma on the third lap of the third race at Donington 11 days ago. Efforts to save his legs, while Monger was under an induced coma at Queen's Medical Centre in Nottingham, were unsuccessful.

A JustGiving appeal set up by JHR team boss Steve Hunter and driver coach Tom Ingram had exceeded the initial £260,000 target by almost half a million pounds as Autosport closed for press on Tuesday afternoon.

The total so far includes £15,000 donations from Formula 1 stars Jenson Button and Max Verstappen, while Canadian driver Devlin DeFrancesco, who Monger competed against in F4 last season, has pledged £26,000.

"We knew we would get a good response, as it really touched people's hearts because of how it came about, but not as good as that," said British Touring Car points leader Ingram. "When I set the target I thought it was a bit ambitious, so to have exceeded it by that amount is mental.

"It just goes to show what everyone thinks of Billy and is testament to how well-loved he is.

"He has been laughing and joking and very positive about the situation and very grateful for everyone's support."

Monger has had his right leg amputated just below the knee, while his left leg has been amputated further up his thigh. He remains in hospital in Nottingham and has had surgery each day.

"He's doing really, really well – it's awe-inspiring how positive he is," said Hunter of Monger, who

while in hospital is working out how to use a clutch on a steering wheel. "He has been going for surgery every day as they are still doing quite a lot of work on him. His attitude has been so positive.

"His dream is to become a professional racing driver and I don't doubt he is going to succeed – he has the level of determination that will let him succeed in whatever he chooses."

All the BTCC cars at the next round at Thruxton will feature #BillyWhizz logos on their numberplates instead of those of title sponsor Dunlop, while ex-BTCC racer Paul O'Neill is spearheading a campaign for all the cars at the TOCA meeting to feature stickers in support of Monger. British GT and F3 cars will also carry stickers at Rockingham this weekend.

MSA opens investigation with FIA

The Motor Sports Association has now launched an investigation into the crash, in partnership with world motorsport governing body the FIA.

In a statement, the MSA said there would be no further information about the investigation until it is complete.

The statement read: "The Motor Sports Association is investigating the F4 British Championship incident at Donington Park that left Billy Monger with life-changing injuries. This investigation is ongoing with the support of the world governing body for motorsport, the FIA.

"Until this investigation is concluded, there can be no further comment regarding the specifics of the incident.

"The thoughts of all at the MSA are with Billy and his family at this difficult time, and it has been incredible to see the extraordinary outpouring of support from the motorsport community."

MESSAGES OF SUPPORT

Drivers and personnel from across the motorsport world have sent messages of support to Billy Monger and his family. Here is a selection of posts from social media:

Absolutely fabulous response to help @BillyMonger Can't put the clock back but a lot of solidarity out there.

Damon Hill

Really shocked about Billy Monger's terrible accident. If you can, please join me in helping him out

Max Verstappen

Hey guys this fellow racer Billy Monger had a big shunt at Donington and sadly Billy has had amputations to both legs. This guy needs our help so if you can please donate, I will be doing as much as I can to help this dude out. The donations will be used to fund the care, treatments and therapies required by Billy in the immediate future and going forward, helping him to return to a full and active life.

Jenson Button

Please give Billy some support if you can. Keep boxing mate.

Mark Webber

I have only just seen the news of this tragic incident. Thoughts and prayers are with you and your family, @BillyMonger

Lewis Hamilton

I am ready to help @BillyMonger and I would be very proud to share a steering wheel with him in endurance, be strong Billy

Frederic Sausset

Love all this support for @BillyMonger he more than deserves it! Amazing boy, driver and close friend! #ForzaBilly We are all with you

Devlin DeFrancesco

Absolutely smashing it for @BillyMonger Let's keep going, this guy deserves everything!! Let's keep spreading the word Sennan Fielding (below, with Monger)



ALL PICS: EBREVILAT



LMP3 CUP

CHANDHOK JOINS LMP3 CUP GRID AT DONINGTON

FORMER F1 DRIVER KARUN Chandhok made a surprise appearance in the LMP3 Cup opener at Donington Park last weekend, scoring a podium alongside Steve Tandy in their T-Sport car.

The deal was only confirmed on the Thursday before the race and the duo didn't drive the Ligier until Saturday practice, but in the first race a late puncture for Matt Bell promoted Chandhok to third.

"When we hadn't turned a wheel in the car this morning [Saturday], we were just hoping to get the car to the end of the race," explained Chandhok.

"We started off with a car with a base set-up out of the truck, then in the race we tweaked the set-up a little bit and the car was transformed. We nearly got fastest lap, which is not bad for a car that hadn't turned a wheel!"

Chandhok's Channel 4 TV Formula 1 commentary commitments preclude his participation in any further LMP3 Cup events this season.

Sarah Moore was another driver to join the series at Donington, and the Ginetta Junior champion is likely to compete in the rest of the championship with Tockwith Motorsport. She is also racing in Mighty Minis.

Moore took fifth in the opening race and passed Andrew Evans late on to take third in race two. As a result, Moore and Richard Dean – boss of United Autosports – sit third in the standings. Dean is not confirmed alongside Moore for the remaining races.

LMP3 CUP

LMP3 prize drive up for grabs

UNITED AUTOSPORTS WILL RUN A THIRD CAR FOR an unnamed celebrity racer and a young driver selected by a public vote in the final LMP3 Cup meeting of the year on the Donington Park Grand Prix loop.

Team boss Richard Dean made the announcement at the first race of the season at Donington last weekend and hinted that the celebrity driver would be a "previous world champion". The yet-to-be named sports personality will be paired alongside a young driver, who will win a funded outing with public input.

Driver applicants will be narrowed down to six candidates by a three-man panel comprising Dean, Bute Motorsport director Chris Haynes and Joe Henderson, chief executive of series title sponsor Henderson Insurance. The winner will then be selected by members of the public via social media.

"We're aiming for a career-minded driver," said Dean. "These chances don't come around often, so this will be

an opportunity to give them the chance to shine."

The closing date for applications will be the next round at Brands Hatch on May 20/21.

Ten cars appeared at the Donington opener, with Ecurie Ecosse pair Alasdair McCaig and Colin Noble winning both races.

Chief engineer Gavin Wills, whose Team West-Tec outfit run the Ecurie Ecosse cars under the Nielsen Racing banner, said: "We're very excited by its potential, where it's going to grow, and we're very pleased to be a part of it."

Tockwith team boss Simon Moore, whose team won the inaugural race at Snetterton last year, believes the low costs make the championship attractive.

"Ligier has got something that's price-capped, so you know where you stand on the costings and there's nothing jumping out of the woodwork that's going to scare anyone," he said.

FISCAR

Tom Cole Trophy ends in penalty confusion

THERE WAS CONFUSION OVER THE results of the Tom Cole Trophy at Silverstone last Saturday after on-the-road winner Guillermo Fierro Eleta did not make his mandatory pitstop.

The Maserati 300S driver qualified on pole in the 34-car field, but did

not make a stop during the 30-minute event, as required. He was handed a three-minute penalty, which should have dropped him well down the order.

But Fierro Eleta ended up taking second, because he was still credited with 26 laps, more than anyone except winner Chris Keen's Kurtis. The

idiosyncrasy is believed to come from the regulations of race organiser the Fifties Sports Car Racing Club (FISCAR).

The ruling meant that the Aston Martin DB3S of Steve Boultee Brooks was credited with third, while Jonathan Abecassis (Austin-Healey 100/4) missed out on a podium.

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BRITISH GT

GT teams fight to fix crash damage

FOUR TEAMS ARE IN A RACE AGAINST time to repair their cars for the second round of the British GT Championship at Rockingham this weekend after a troubled first outing at Oulton Park.

Both the Team Parker Racing Bentley and Team Abba with Rollcentre Mercedes teams had their GT3 entries heavily damaged in a crash during race two on Easter Monday.

Ian Loggie's Bentley Continental GT3 was involved in a tangle with Richard Neary's

Mercedes-AMG GT3 on the run into the Hislop's Chicane, which resulted in both cars hitting the barriers at high speed. Stuart Parker, who runs the Bentley, has offered to bring back parts from Spa for Team Abba.

Two GT4 crews are also confident of making the grid. The RCIB-Team Hard Ginetta G55 GT4 of Mike Newbould had an accident with Steve Fresle's similar Century Motorsport car in Saturday practice, but both are expected to be repaired in time.

EBREY/LAT

IN BRIEF



BOURNE

LEGENDS HOLDS 'NATIONS CUP' RACE

A non-championship Legends Challenge race was held at Anglesey last weekend for National, Scottish and Irish competitors. National Legends Championship organisers had planned to run a race at the end of both days of the meeting, but Saturday's race was cancelled owing to lack of entries. Thomas Grainger won the Sunday contest.

TURBO ISSUE DELAYS MILES' OSS DEBUT

BMW Compact Cup race winner Richard Miles' OSS debut was delayed after suffering a turbo issue in testing ahead of the recent Snetterton races. Miles was due to share a Radical SR3 Turbo with owner Ranjan Chakraborty, but the problem in Friday testing cost him crucial track time. He is now due to contest his first OSS race at Silverstone on May 27/28.

DAD-TO-BE RAMM TO SKIP SILVERSTONE

Jaguar Saloon and GT driver James Ramm will miss the Silverstone round of the championship since he is to become a father for the first time. The XJS driver from Dunmow has won three of the season's first four races, but will sit out the double-header weekend. Ramm expects to return for the following round at Croft in late June.

MSVR INTRODUCES SEAN EDWARDS TEST

LMP3 Cup and GT Cup drivers had to complete the Sean Edwards safety test after MSVR introduced it for the first time at Donington last weekend. The multiple-choice exam requires competitors to answer 75% of questions correctly in order to pass. The test was also used for the British GT and BRDC Formula 3 season opener at Oulton Park earlier this month.

BRETT LIDSEY TO RENAULT UK CLIO CUP

Michelin Clio Cup Series runner-up Brett Lidsey will make his Renault UK Clio Cup debut at Thruxton next weekend. The 25-year old, who is also competing in the Benelux Clio Cup series, which uses the same tyres as its UK counterpart this season, will take part in the upcoming Thruxton and Brands Hatch Clio rounds with the Mike Ritchie Motorsport squad ahead of a planned full campaign next year.



USF2000

Sowery makes late USF2000 outing

BRDC BRITISH F3 TITLE hopeful Toby Sowery made a surprise appearance in the IndyCar-supporting USF2000 championship at Barber Motorsport Park last weekend.

The championship features a similar Tatuus chassis to that used by the British F3 championship, but helping the new Benik team (competing in

the series for the first time) and using the different Cooper tyre meant the Brit struggled to 12th in race one before a set-up breakthrough yielded fifth in the second encounter.

"We had a few teething issues with the car the first day, which we were trying to figure out and work through," said 20-year-old Sowery.

He could return to the series in the future, adding: "If [the opportunity] comes around, I'm sure we will."

Both races of the weekend were won by Oliver Askew, who won last year's Mazda Road to Indy Shootout and finished second in the 2016 Walter Hayes Trophy FF1600 event, his first in a car in the wet.



RADICAL CHALLENGE

Svendsen-Cook, Jackson in Radicals

FORMER SINGLE-SEATER DRIVERS Dominik Jackson and Rupert Svendsen-Cook made debuts in the Radical Challenge at Donington Park last weekend.

Jackson has not raced regularly since a Superleague Formula campaign in 2008, but recorded a trio of sixth-place finishes after struggling with his tyres in qualifying. He will contest a full season in the series.

"I've just been dragged into normal life, but I thought it would be fun to get back into

something GT-wise at some point," said the 33-year-old, a race winner in German Formula BMW in 2003.

Svendsen-Cook, whose participation beyond the first round is unclear, admitted to being ring-rusty on his first visit to Donington since his victory in British F3 in 2011 – although he did record a fifth-place finish in the endurance race alongside Shahin Nouri, who is part of Svendsen-Cook's Veloce Sports management stable.



Fundraising page has been set up after Walker's Combe crash

JONES

CASTLECOMBE

Driver breaks back in crash

TRACK ATTACK SPRING CUP COMPETITOR CRAIG Walker has suffered a broken back following a first-lap incident in his Renault Clio 182 during the second race at Castle Combe on Easter Monday.

Jason Jesse (Peugeot 206 GTi) and Willem Verhaak (Mazda MX-5) were also involved in the accident, which led to the final two scheduled races of the Bank Holiday raceday being abandoned. Jesse was taken to the medical centre for a checkover, while both Verhaak and Walker were taken straight to hospital. Although Verhaak was later discharged, Walker remains in hospital with three broken vertebrae. It was only his second car race.

Besides the immediate concerns for Walker's health, he faces uncertainty after recently changing jobs – he is currently within the customary probational period.

A JustGiving fundraising web page has been established with the aim of raising £50,000 to help Walker and his family during his recovery, amid concerns that he could suffer long-term disability. As Autosport went to press, it had already reached the £10,000 mark.

It is understood that Billy Monger's family has donated a four-figure sum to the fund. Monger lost both legs in a crash at Donington Park in a British F4 race the day before Walker's accident (see page 51).

A statement from the Track Attack Race Club praised the efforts of Combe circuit staff following the incident.

It said: "The response teams were nothing short of outstanding. Whether marshals or medics, their response could not have been better or more professional."

To donate: justgiving.com/crowdfunding/craigwalker.

DONINGTON HISTORIC
TOURING CAR NAMES HEADLINE DONINGTON

FOUR CURRENT BRITISH Touring Car Championship racers headline a 420-car entry for this weekend's Donington Historic Festival, including WSR team-mates Colin Turkington and Andrew Jordan.

Turkington will make his Jaguar E-type debut alongside Sam Thomas in the opening round of the Jaguar Classic Challenge, where 30 E-types pack out a capacity 36-car grid. He will be joined by the likes of Nigel Greensall, who will race in a further three events over the weekend.

Jordan will partner father Mike in their Austin A40 and Lotus Cortina, while Adam Morgan and Mat Jackson are among a 38-car entry for the opening round of the Historic Touring Car Challenge. Morgan will share the Ford Capri of Ric Wood and Jackson will drive a Rover SD1 with Richard Postins.

Capacity grids in several other categories show the importance of the Festival to competitors from Europe and beyond. The entry for the GT & Sports Car Cup season opener, for instance, has no fewer than seven reserves in the pack of Pre-1966 machinery. Five tin-top categories spanning the 1950s to the Super Touring era will also be in action, while Formula 2 returns to the scene of European Championship races, with debutants Daniel Gibson (Chevron B42) and John Lord (Ralt RT1) among its number.

SPECIAL SALOONS

Duke in charity appeal with new modified Anglia

SPORTS 2000 AND SPECIAL Saloon racer Neil Duke is supporting The Children's Trust for children with brain injuries, based at Tadworth Court in Surrey, by racing a new Ford Anglia 105E.

Duke's latest steel-shelled Anglia has been built by Sonny

Howard Preparations. Powered by a two-litre Cosworth BDG engine mated to a seven-speed sequential Quaife gearbox, the 830kg machine carried him to a class-winning sixth in race two last Sunday at Thruxton.

"It's all about raising

awareness as well as money for youngsters, and giving something back to a great cause for youngsters who face extraordinary challenges," said Duke, whose long-established business fabricates props for films, including *The Fast and The*

Furious action franchise.

Duke's previous less-modified Anglia – also spannered by Steve Mole – has a new home with local HSCC Historic Touring Car 105E racer Mike Koskela, who is hoping to join the Classic Saloon Car Club fray later in the season.



Duke's Anglia will sport Children's Trust logos

READ





CSCC Thruxton: Club meeting of the year?

By Marcus Pye, the voice of club racing

[@autosport](#)

BY CONSENSUS OF THE MANY ENTHUSIASTS I spoke to over the weekend, the Classic Sports Car Club's second Thruxton Thriller may have been the best clubbie race meeting of recent seasons.

More than 300 entries, 400 competitors and 14 races over two days was a promising recipe, but with big fields across its nine staple grids (42 cars in Swinging Sixties and 39 in the Tin Tops/Ford Enduro Series), several breathlessly close finishes and superb weather, it will take some beating.

Two weeks before the British Touring Car Championship's annual visit fills the place, Britain's fastest circuit was looking better manicured than it has in years for its season opener, a tribute to Thruxton's dedicated team of which Bill Coombs, Pat Blakeney and Tom Jones were much in evidence, working with the CSCC's staff and event crew.

The old Goodwood Suite inside Allard corner is due to be demolished this summer, to be replaced with a new building for 2018, the circuit's 50th-anniversary season, for which a celebration meeting is planned in June.

The joy of the CSCC brand of closed-wheel racing is in the diversity of machinery it welcomes – from rampant BMW M3 Evos, TVRs and Americana to MG Magnettes, NSU 1200 TTs and a Citroen 2CV powered by an 1100cc BMW motorcycle engine, with everything in between.

That is reflected in the paddock, where the camaraderie of racers and can-do attitude of the promoters, who work tirelessly within MSA regulations to provide the best service to their customers, makes for a pleasant atmosphere. This is sport, first and foremost, not a springboard for egos.

Alas the fascinating, if famously highly strung, Special Saloons and Modsports machinery was thin on the ground for

its seasonal bow. I felt for Danny Morris and Ricky Parker-Morris, who, having demonstrated the pace of their Cosworth YB turbo-powered Peugeot 309 here prior to a shunt last August, and after toiling all winter to repair it, were sidelined by diff failure within metres in Friday's test session.

Britain's most celebrated Super Saloon of the mid-1970s, Joe Ward's ex-Gerry Marshall Vauxhall Firenza V8 'Baby Bertha', was also back following an enforced rebuild by Neil Howe, but a broken wishbone halted it.

Contrasting dramatically from Steve Moss's extraordinary spaceframe Ford Anglia – with its Cosworth YB turbo's wick turned down to 480bhp this term – Neil Duke's new SHP-built 105E attracted interest, as did Craig Percy's wonderful 6.2-litre Chevrolet V8-engined Morris Minor, which wowed last year. While '70s Modsports ace Ian Hall annihilated his personal best, crafting a staggering 1m18.205s (108.45mph) with the bigger V8 engine in his Darrian, the Special Saloon star was Ian Stapleton, whose heroic 1m20.649s (103.03mph) in his thuggish Alfa Romeo Alfetta GTV was 0.25 seconds shy of Parker-Morris's brilliant 2016 target.

The teams across the set of CSCC series have a month to regroup for Silverstone over the second May Bank Holiday weekend, before an opportunity to sample Spa, my favourite circuit of 90-plus visits long before I first raced there in 1991, in Chris Chiles's Chevron B8.

I'm looking forward to catching up at Croft on July 22-23 – I'm making the pilgrimage twice in three weeks, with the annual HSCC Nostalgia Festival on August 5-6. Fans in the north adore Special Saloons so will be delighted that Doug Niven and Jeff Wilson plan to be there in July with Dave Taylor's Mick Hill-originated VW Beetle-Chevrolet for demos. 🏁



VAUXHALL ADAM'S THRUXTON AWARD

MSA Academy prospect Adam Brown, 18, was named CSCC Advantage Motorsport Future Classics driver of the day at Thruxton on Sunday, having claimed scalps in a stirring drive to sixth in mentor John Hammersley's Vauxhall Astra GTE. Adam's father Paul has prepared Hammersley's cars for 30 years at Fives Garage in Cannock.



VETERAN HALL SALUTES COWDRY

In his 51st season of racing, an emotional Ian Hall dedicated Saturday's Thruxton Special Saloons & Modsports win to Modsports ace Roger Cowdry, who died of cancer last Monday. "Roger and I started in Sprites and Midgets in the 1960s. He moved on to a Ginetta G4 and remained a great friend," said Hall.



DIVA DESIGNER SIM'S THRUXTON FUN

Don Sim, 86, designer/builder of the Diva GT and Valkyr sports racers of the 1960s, was at Thruxton to support Peter Aylett and Steve Farrall, who won their CSCC Classic K class in the former's ex-works/Doug Mockford car. Sim, who ran Tunex Conversions initially with Leo Bertorelli, also built the Formula Junior Yimkin.

ALL PICS: READ



DONINGTON PARK
MSRV APRIL 22-23

No stopping Noble in LMP3 Cup bow

SCOTTISH PAIR COLIN NOBLE AND Alasdair McCaig made history as they took a double victory for Nielsen Racing in the inaugural round of the LMP3 Cup at Donington.

United Autosports' two Ligiers ran at the front until the pitstops in both races, but newly-adorned Ecurie Ecosse Young Driver Noble would not be denied and put in two stirring drives to score the maximum 50 points from the opener.

Starting fourth for race one, McCaig capitalised on a moment at Redgate for polesitter Paul Bailey to hold third behind European Le Mans Series LMP3 champion Christian England and Tony Wells.

After the stops, Noble passed Matt Bell (in for Wells) on his out-lap at the Roberts chicane, then pounced on England's 19-year-old co-driver Andrew Evans at the Old Hairpin and set a sequence of fastest laps to establish a buffer he held to the end.

Bell rose to second when Evans skittered over the gravel at Coppice, but a slowly deflating left-rear tyre meant he was powerless to defend from 1992 British Formula Ford champion Jamie Spence. When the tyre eventually gave up two laps from home, Bell plummeted to seventh, promoting T-Sport duo Karun Chandhok and Steve Tandy to a surprise third.

Following two early safety cars caused by Bailey and Jason Rishover finding the

gravel, England again held the advantage at the halfway stage in race two, but had nothing to show for it afterwards as Evans's tough baptism continued. Making his first visit to Donington, the American was unable to hold off Bell and Noble, then lost out to Sarah Moore's Tockwith Motorsport car before spinning at the Old Hairpin to bring out the red flags with four minutes to go.

But it didn't come soon enough to halt Noble's charge, since he had slipped by Bell on the inside at Coppice nine laps earlier to record his second victory.

"I knew he was going to go on the defensive, so I made sure I got the run going into Coppice and got my nose in early," said Noble. "It couldn't have gone much better."

Adding to a brace of wins from a cameo appearance at Silverstone last

Noble and McCaig were the dominant pairing in the LMP3 Cup's first meeting

year, Graham Davidson improved his GT Cup strike rate to five victories from six races in the ex-Jim Geddie McLaren MP4-12C with a stunning hat-trick.

Davidson finished 33.8 seconds ahead of Nigel Hudson in race one after the Aston Martin driver made a bad start and had to fight back from fourth, but the race-two battle was far closer. Hudson kept Davidson honest at the start and took the lead when the McLaren was edged onto the grass by a backmarker.

It wasn't long before Davidson was back on his tail. The two made contact at Roberts, causing Hudson to fall to third behind Jake Rattenbury's GTC-winning Lamborghini.

A contrite Davidson took another crushing victory in the race-three enduro. Hudson's pursuit was dashed when he lost seven seconds in traffic on



Davidson took McLaren to GT Cup hat-trick



Burgess (1) inherited Radical win after Barker (22) was excluded



lap 16, but Davidson continued to pull away even after Hudson's co-driver Adam Wilcox climbed aboard at the mid-race pitstops. He had enough time in hand that briefly losing drive on the final lap had no impact on the result.

"Dealing with traffic is always something I've prided myself on," said Davidson. "I'm quite comfortable with being aggressive and finding my way through. Five wins in six races with that car is absolutely brilliant and three out of three this weekend – it was a textbook weekend."

Bradley Smith was denied a hat-trick of Radical Challenge victories by broken suspension in race three. Smith started each contest from pole, converting the first after passing the fast-starting Steve Burgess on the exit of Redgate. Front-row starter Oliver Barker was swamped off the line on his first outing in an SR3, but fought back from sixth to reclaim second at the expense of reigning champion Burgess.

Barker again fell back at the start of race two before being forced to retire with overheating problems, as Smith saw off the challenge of Harry Cockill and Burgess, before controversy reigned in a dramatic endurance race.

Burgess inherited the lead when Smith retired, but was left fuming when Barker then passed him under the safety car. Barker survived a lunge at Roberts with

two laps to go to score a first win on the road, but was excluded after the race, handing Burgess the victory ahead of Jack Lang and Marcello Marateotto.

"It was a shame because we had made a decent start and we were just trying to save the tyres for the last half. Everything was in good shape," said Smith.

Shane Kelly only pipped Cian Carey to F3 Cup pole by 0.046s, but took a clean sweep for the second successive season at Donington as Carey endured an eventful weekend. The Irishman fought back to finish fourth in race one after making a poor start, then crashed out of race two and charged from 14th to fifth in race three. Italian Jacopo Sebastiani was second each time.

Tom Andrew enjoyed a straightforward afternoon in the AMOC Intermarque Trophy race by winning from pole in his Morgan Aero 8 GT, but the battle for second was anything but. Jeremy Cooke's BMW held the position in the opening stint before co-driver Mike Dowd took over during the mid-race pitstop. Dowd soon came under pressure from the GT4 Aston Martins of David Tinn and Tom Black, who snatched second position.

Darren Goes won an entertaining scrap with Simon Clarke's Porsche Boxster for the MSVT Trackday victory in his SEAT Leon Cup car. Ryan Steel was a lonely third in his Citroen Saxo.

JAMES NEWBOLD

RESULTS

LMP3 CUP (54 LAPS) 1 Alasdair

McCaig/Colin Noble (Ligier JSP3); 2 Jason Rishover/Jamie Spence (JSP3) +8.007s; 3 Steve Tandy/Karun Chandhok (JSP3); 4 Mike Newbould/Thomas Randle (JSP3); 5 Richard Dean/Sarah Moore (JSP3); 6 Christian England/Andrew Evans (JSP3). **Fastest lap** Randle 1m02.418s (114.14mph).

Pole Andy Schulz. **Starters** 10. **RACE 2 (46 LAPS) 1 McCaig/Noble**; 2 Tony Wells/Matt Bell (JSP3) +4.554s; 3 Dean/Moore; 4 Tandy/Chandhok; 5 Dean Gibbs/Jack Butel (JSP3); 6 Newbould/Randle. **FL** Noble 1m02.600s (113.81mph). **P** Schulz. **S** 10.

GT CUP (21 LAPS) 1 Graham

Davidson (McLaren MP4-12C GT3); 2 Nigel Hudson (Aston Martin Vantage GT3) +33.983s; 3 Jake Rattenbury (Lamborghini Huracan Super Trofeo); 4 Gareth Downing (Lotus Evora GTE); 5 Piers Masarati (Porsche 911 GTC); 6 John Saunders (Ginetta G50). **Class winners** Rattenbury; Saunders; Rob Gaffney (Ginetta G55). **FL** Davidson 1m05.874s (108.15 mph). **P** Davidson. **S** 26. **RACE 2 (17 LAPS) 1 Davidson**;

2 Rattenbury +8.831s; 3 Hudson; 4 Downing; 5 Bonamy Grimes (Ferrari 458 GTC); 6 Saunders. **CW** Rattenbury; Saunders; Gary Smith (Ginetta G50). **FL** Davidson 1m06.070s (107.83mph). **P** Davidson. **S** 26. **RACE 3 (41 LAPS)**

1 Davidson; 2 Hudson/Adam Wilcox +32.835s; 3 Grimes/Johnny Mowlem; 4 Mark Brough/Charlie Hollings (Ferrari 458 GTC); 5 Graham Lucking/Leyton Clarke (Ferrari 458 GTC); 6 Laurent de Meeus/Jamie Stanley (Ferrari 458 GTC). **CW** Grimes/Mowlem; James Webb (BMW M3 E46 GTR); Gaffney. **FL** Davidson 1m05.742s (108.37mph). **P** Davidson. **S** 23.

RADICAL CHALLENGE (16 LAPS)

1 Bradley Smith; 2 Oliver Barker +5.846s; 3 Steve Burgess; 4 John MacLeod; 5 Jack Lang; 6 Dominik Jackson. **CW** Tony Barwell. **FL** Smith 1m05.399s (108.94mph). **P** Smith. **S** 26. **RACE 2 (19 LAPS) 1 Smith**; 2 Harry Cockill +3.176s; 3 Burgess; 4 Lang; 5 Tom Harvey; 6 Jackson. **CW** Harvey. **FL** Smith 1m05.698s

(108.44mph). **P** Smith. **S** 27. **RACE 3 (30 LAPS) 1 Burgess**; 2 Lang +9.376s; 3 Marcello Marateotto; 4 Jack Manchester; 5 Shahin Nouri/Rupert Svendsen-Cook; 6 Jackson. **CW** Nouri/Svendsen-Cook. **FL** Burgess

1m06.173s (107.66mph). **P** Smith. **S** 28.

F3 CUP (15 LAPS) 1 Shane Kelly

(Dallara F311) +9.591s; 3 Robbie Watts (Dallara F308); 4 Cian Carey (Dallara F311); 5 Stuart Wiltshire (Dallara F312); 6 George Line (Dallara F308). **CW** Adrian Holey (Dallara F300). **FL** Carey

1m01.760s (115.36mph). **P** Kelly. **S** 15. **RACE 2 (15 LAPS) 1 Kelly**; 2 Sebastiani +6.572s; 3 Wiltshire; 4 Line; 5 Tony Bishop (Dallara F311); 6 Peter Venn (Dallara F308). **CW** Holey. **FL** Kelly 1m01.912s (115.07mph). **P** Kelly. **S** 15.

RACE 3 (20 LAPS) 1 Kelly; 2 Sebastiani

+10.076s; 3 Wiltshire; 4 Line; 5 Carey; 6 Bishop. **CW** Holey. **FL** Carey 1m02.025s (114.86mph). **P** Kelly. **S** 15. **AMOC INTERMARQUE AND ASTON MARTIN GT CHALLENGE (35 LAPS)**

1 Tom Andrew (Morgan Aero 8 GT)

2 Tom Black (Aston Martin GT4) +4.067s; 3 David Tinn (Aston Martin GT4); 4 Robin Marriott (Aston Martin GT4); 5 Jeremy Cooke/Mike Dowd (BMW M4 GT4); 6 Matthew Wilton/Eddy Cowan (Ferrari 360). **CW** Black; Cooke/Dowd; Wilton/Cowan; James Hilliard/James Guess (Porsche 968 CS); Miles Masarati/Piers Masarati (Porsche 911 Turbo); Bob Searles/Tony Jardine (Porsche 944 Turbo); David Norton/Matthew Dietz (Porsche 968 CS); Martin Melling (Aston Martin DB4 Lightweight). **FL** Andrew 1m12.927s (97.69mph). **P** Andrew. **S** 14.

MSVT TRACKDAY CHAMPIONSHIP

(31 LAPS) 1 Darren Goes (SEAT Leon Cup); 2 Simon Clark (Porsche Boxster S) +6.683s; 3 Ryan Steel (Citroen Saxo); 4 Jamie McHugh (Porsche 944); 5 Steve Gales (BMW 235i Racing); 6 Tony Hobson/Jonny Sharp (VW Racing Golf Cup). **CW** Clark; Gary Burstow (BMW 328i); David Slater (Renault Clio); John Cooper/Alastair Kellett (Ford Fiesta Zetec S). **FL** Goes 1m19.076s (90.09mph). **P** Goes. **S** 37.



Shane Kelly bagged three F3 Cup victories

ALL PICS: READ

THRUXTON
CSCC APRIL 22-23

Ramm and Philpott share Jaguar spoils

TWO SENSATIONAL JAGUAR SALOON & GT catfights between XJS aces James Ramm and Colin Philpott characterised the Classic Sports Car Club's second Thruxton Thriller, a top-drawer showpiece at Britain's fastest circuit.

Philpott's chicane-vaulting error on Saturday – "I came in a bit too hot" – cancelled out Ramm's Complex overshoot and enabled Ramm to surge past for a third straight win. If a half-second margin was tight, Sunday's race trumped it, Philpott repelling the resurgent Ramm by 66 thousandths!

"Two sons and a win with each of them" described a perfect weekend for BMW nut Mark Smith and the family Amspeed team. Having seen runaway leader Colin Wells halted by a shredded power-steering belt in the New Millennium M3 fest, Smith relayed James Moulton-Smith, who shook off Dominic Malone's similar E36 Evo for victory. Twenty-four hours later, the Meteor Open Series one-two looked identical, but it was the younger Moulton-Smith, Arran, who converted Mark's start to gold, snaking in a haze of oil smoke.

After two stop-go penalties, Rory Hinde's partner Owen Fitzgerald hounded down Charles Hyde-Andrews-Bird (in dad Kevin's E92) to regain third in the New Millennium encounter. Mathew Evans led the Open race impressively until fuel pick-up problems rendered his boldly liveried M3 impotent in right-handers. He salvaged third, ahead of Ashley and Steve Boyles' Caterham.

Red-flagged five minutes early when Chris Southcott's MG Midget shed a wheel at Allard, the Swinging Sixties race saw a "completely shocked" Ray Barrow (Chevrolet Camaro) prevail by 1.5 seconds having passed and repassed David Thompson's TVR Griffith. The gripping climax was presaged by a superb duel between Jon Wolfe in the TVR and



Neil Merry's Chevrolet Corvette, which finished third after a sluggish stop.

Shocked at brother Jonathan passing him at the start of the Magnificent Sevens Caterham enduro, Christian Pittard won a scrap with Simon Smith then assumed the lead when poleman Jonathan Mitchell made his stop. Smith's car stuttered having usurped Mitchell, leaving Mitchell to chase in vain after Pittard. Snetterton winner Gary Bate shot from the pitlane, per series regulations, to sixth.

Determined to reach the Complex first in the sprint finale, Mitchell clung to the inside of the kink before Campbell then outbraked Christian Pittard, leaving him at the mercy of Bate, and charged head down to that elusive win. Bate thwarted Pittard until "he pulled a stunning move in the last chicane" for second. "By happy coincidence it was the final lap, I had no clue," added Pittard.

Attrition hit the Special Saloon and Modsports season-openers in which Ian Hall, Paul Sibley and Ian Stapleton won and retired from a race apiece. Buoyed by the novelty of his Darrian's larger six-litre Wildcat V8 engine surviving a race, Hall set a stunning 108.45mph lap record charging from the winner's P11 start in race two, but let Sibley's oily Lotus Elan take the grid drop for the finale. Stapleton pushed his burly Alfa Romeo Alfetta

Philpott leads jostling Jaguar Saloon & GT field out of Allard

GTV6 to unprecedented times in race three, which lost Hall to a throttle issue, and despite a hairy moment at the chicane deservedly beat Sibley.

Even being stuck in fifth gear for the final couple of laps didn't stop BTCC racer Jake Hill converting Richard Wheeler's rapid start to Tin Tops/Ford Enduro success in their feisty Fiesta ST. Amid scrapes and spins aplenty in the huge pack, Mike Jordan jostled Nigel Ainge's pretty Honda Integra Type R back to second, ahead of Tom Mensley (Renault Clio) and Nigel Tongue (Peugeot 306).

From row three, Laurie Grant blitzed the Modern Classics race in another BMW M3 Evo. Stuart Daburn (TVR Tuscan) overcame a stop-go for a pit infringement to reclaim second from fast-starting local Nic Olson (Lotus Esprit). Handed a 30s Snetterton win imposition, Edward Leigh watched top gun Mark Smith bring his M3 home fourth. The concurrent Puma Cup contest was a humdinger. Nick Jackson pipped John Attard by 0.763s, with John Boulton third, 0.150s clear of Hamish Brandon who shattered the class record in the car started by Rob Ladbroke.

New MSA Code 60 'virtual safety car' protocol confused Classic K competitors, but John Spiers (TVR Griffith) had to dig deep to repeat last August's victory with Julian Barter (Elan) just under a second shy. James Barclay harvested a strong lead in Nick Atkins' Elan before the driver changes, but seasoned Marcos veterans Allen Tice/Chris Conoley earned third.

Daburn's battleship-grey TVR dominated Future Classics, in which youngster Adam Brown drove a blinder in CSCC chairman John Hammersley's Vauxhall Astra, climbing to sixth on his venue debut.

MARCUS PYE



Spiers celebrates Classic K win

Murray (#5) won under pressure from Roe

KIRKISTOWN
500MRCI APRIL 22

Murray pushed all the way in FF1600

DEMPSTER

REIGNING NATIONAL FORMULA FORD 1600 champion Niall Murray returned to winning ways at Kirkistown with a brace of victories, but both were hard-earned under pressure all the way.

Kevin O'Hara took pole for both races and, following his impressive double last month, looked as though another dominant performance was on the cards. But Murray was faster out of the blocks from the other side of the front row and, while O'Hara was still very much in the hunt on the run down to the Colonial section for the first time, he fell victim to an attack from a member of the 'mighty lunge' school of overtaking. His race ended on the spot with deranged rear suspension while the safety car made an appearance to quell the excitement for a few laps.

When it pulled in, Murray had James Roe right on his gearbox and for the next 11 laps the pair remained closer than honeymooners as Roe tried his hardest to find a way past. Every lap it seemed there was at least one moment when it could all have ended in tears, but somehow it didn't – although Roe finished with a bent wishbone as proof that it had been a very close race indeed. Murray's winning margin was just 0.076 seconds, while Keith Donegan beat Alan Davidson



to third by a similar amount.

In race two it was Murray who got the drop on the rest again, but this time with poleman O'Hara keeping him company and 16 laps later the order was the same, with Murray reaching the flag 0.223s ahead. Roe had a relatively lonely run to third after the usual early race sort-out, while Andy O'Brien won an intense tussle with Davidson for fourth.

The distinction of delivering the closest winning margin fell to the leading pair in the first Historic FF2000 race, where the oldest car in the field, the rare 1976 Osella of Tom White, reached the line just 0.003s ahead of Andrew Park's Reynard after another race-long battle that kept the crowd enthralled. David Walton brought his Royale home in the final podium position.

White pipped Park by 0.003s in Historic FF2000 opener

Park had an easier run in race two after the Osella fell by the wayside, leaving Graham Ridgway in a Reynard to take the runner-up spot from Walton.

Elsewhere in a busy programme, Thomas Agnew took both Fiesta Zetec races, but not before a significant number of drivers found themselves being interviewed by the officials for various misdemeanours. History records that brothers Mark and Paul Stewart took the other podium positions in race one, while in race two Jonny Forsyth and Paul Stewart held those places.

The visiting Future Classics class had brothers Tommy and Aidan Byrne in Toyota Celicas take the top two positions in both races, with the honour of being the first non-Byrne going to David Owen (Peugeot 306) both times. Ger Byrne (no relation) might have made a difference in race two, but his BMW proved a little impetuous at the start and earned its driver a 10s penalty in the process.

Jim Larkham in a Radical took both the combined Roadsports and Saloon races. In the first, Gavin Stanfield's indecently rapid Subaru finished second, ahead of John Benson in his Crossle. Benson was able to turn the tables in the second outing.

RICHARD YOUNG

RESULTS

FORMULA FORD 1600 (12 LAPS)

1 Niall Murray (Van Diemen LA10); 2 James Roe (Van Diemen RF99) +0.076s; 3 Keith Donegan (Van Diemen JL013K); 4 Alan Davidson (Mondiale M89S); 5 Will Herron (Van Diemen RF00); 6 David McCullough (RF00). **Class winners** Davidson; Arnie Black (Crossle 32F). **Fastest lap** Roe 1m00.760s (89.58mph). **Pole** Kevin O'Hara (Van Diemen RF01). **Starters** 15. **RACE 2 (16**

LAPS) 1 Murray; 2 O'Hara +0.243s; 3 Roe; 4 Andy O'Brien (RF00); 5 Davidson; 6 Herron. **CW** Davidson; Black. **FL** O'Hara 1m00.502s (89.96mph). **P** O'Hara. **S** 15. **HISTORIC FF2000 (16 LAPS) 1 Tom White (Osella FAF);** 2 Andrew Park (Reynard SF81) +0.003s; 3 Andrew Storer (Reynard SF79); 4 David Walton (Royale RP27); 5 Graham Ridgway (Reynard SF78); 6 Matt Dunne (RP27). **FL** White 1m00.417s (90.09mph). **P** White. **S** 12. **RACE 2 (15 LAPS) 1 Park;** 2 Ridgway +13.137s; 3 Walton; 4 Dunne; 5 Jennifer

Ridgway (SF78); 6 Geoffrey O'Nion (SF77). **FL** Park 1m00.577s (89.85mph). **P** Park. **S** 12. **FIESTA ZETEC (10 LAPS) 1 Thomas Agnew;** 2 Mark Stewart +0.368s; 3 Paul Stewart; 4 Eorann O'Neill; 5 Daniel Conlon; 6 Jonny Forsythe. **FL** Forsythe 1m16.314s (71.32mph). **P** Adrian Finnegan. **S** 11. **RACE 2 (13 LAPS) 1 T Agnew;** 2 Forsythe +0.849s; 3 P Stewart; 4 Stuart Agnew; 5 Finnegan; 6 O'Neill. **FL** M Stewart 1m16.789s (70.88mph). **P** Forsythe. **S** 10.

FUTURE CLASSICS (BOTH 14 LAPS)

1 Tommy Byrne (Toyota Celica); 2 Aidan Byrne (Celica) +1.006s; 3 David Owen (Peugeot 306); 4 Ger Byrne (BMW 323i); 5 Daniel Byrne (Toyota Corolla); 6 Ken Byrne (Celica). **FL** G Byrne 1m12.066s (75.53mph). **P** T Byrne. **S** 9. **RACE 2 1 T Byrne;** 2 A Byrne; 3 Owen; 4 K Byrne; 5 D Byrne; 6 G Byrne. **FL** G Byrne 1m12.136s (75.46mph). **P** T Byrne. **S** 8. **ROADSPORTS/SALOONS (15 LAPS) 1 Jim Larkham (Radical PR06);** 2 Gavin Stanfield (Subaru Impreza)

+1.762s; 3 John Benson (Crossle 37S); 3 Stephen Traub (Honda Integra); 4 Mark Francis (Locost Honda); 5 Paul Thompson (Stryker Honda); 6 Andrew Armstrong (BMW M3). **CW** Stanfield; Francis; Neil White (BMW 330i). **FL** Larkham 1m00.560s (89.88mph). **P** Larkham. **S** 17. **RACE 2 (16 LAPS) 1 Larkham;** 2 Benson +20.439s; 3 Stanfield; 4 Thompson; 5 Francis; 6 Traub. **CW** Stanfield; Thompson; White. **FL** Larkham 1m01.258s (88.85mph). **P** Larkham. **S** 16.

CADWELL PARK
MSVR APRIL 22-23

Dibden springs to Cadwell double

A CRASH IN TESTING DID LITTLE to halt the impressive form of Ashley Dibden in the Monoposto F3 class, as he took a brace of victories to make it four wins on the bounce in the MSVR-run series.

With reigning champion Ben Cater absent owing to family commitments, Dibden wasted no time stamping his authority on proceedings and surged into the lead of the first race after starting second behind polesitter Chris Hodgen. Dibden – whose Dallara F301 was shod with the softer Avon tyres as opposed to the Pirellis used by many of his rivals – was quickly able to build a gap and maintain it, adding to his two wins from Snetterton at the end of last year.

Pole position was Dibden's for the second race and he took the holeshot off the line, but a red flag halted his progress when Taylor Macvean's Van Diemen lost its front-right wheel following contact on the pit straight only seconds after the lights went out. Another clean getaway at the restart and faultless drive secured Dibden's second win of the weekend, with Hodgen claiming runner-up spot in both races on a track he admitted is not to his liking.

For Gary Burstow, victory came as a surprise in a frantic MSVT Trackday Trophy race after he clawed back more than a minute to retake the lead following a safety-car period. Starting from pole, the BMW driver lost out to the Honda Civic Type R of Mark Steward and Richard Clarke as well as the Mini of Chris Smith and Toby Hotston on the run up to the right-hander of Park corner. Burstow fell further behind when he was passed by John Lyne's VW Golf, and the front quartet had opened a gap to the rest of the field when the safety

car was deployed to retrieve the stricken Clio of Cameron McLean.

While most of the leaders stayed out for a lap, Smith in the Mini dived into the pits. By the time the pitstops had shaken out and the green flag was shown, Hotston – in only his third race – was leading by more than a minute. But any hopes of victory began to fade quickly as a turbo problem began to cost him almost 10 seconds a lap to the hard-charging Burstow, who had climbed into second and soon took the lead around the outside of Coppice. It wasn't until he returned to parc ferme that Burstow realised he had won, ahead of Ray Worley's Mazda and the ailing Hotston.

Reigning Production BMW champion Matt Swaffer had the perfect weekend by taking pole and victory in both races. Swaffer had to withstand stern pressure in both races from chief rival William Davison, who finished runner-up twice, with Ross Stoner securing a brace of third places.

Darren Stamp had decided to retire from the Racing Saloons at the end of last season, but rejoined the series after Cadwell's return to the calendar (for the first time in four years) was confirmed. He was to be rewarded with his first two



Carter's unstoppable PR6 machine won both All-comers races by more than a lap



outright wins in his BMW M3, helped when series frontrunners Stephen Pearson and Nigel Innes hit problems.

Both had rebuilt their M3s over the winter after colliding with each other at Brands Hatch, but a head-gasket problem for race-one polesitter Pearson put him out of the second race. Innes, meanwhile, was suffering with a disintegrating fuel cell, which ultimately forced him to retire from race two.

It was business as usual for reigning Mono Moto 1400 champion Jeremy Timms, who took a clean sweep in both races, including pole position and fastest lap, in his bike-engined F3 Dallara. His cousin Jason's weekend by contrast was a disaster, as a broken exhaust and broken rear suspension meant he crawled round to finish seventh in the opener, while a suspected broken throttle cable forced him to retire in race two while second.

Further down the field, race-one podium finisher David Levy put in a

RESULTS

MONOPOSTO – F3, 2000, FR2000 AND CLASSIC 2000 (BOTH 11 LAPS)

1 Ashley Dibden (Dallara F301); 2 Chris Hodgen (Dallara F304) +3.535s; 3 Simon Tate (Dallara F302/4); 4 Robin Dawe (TOM'S Toyota); 5 Neil Harrison (Dallara F302); 6 Kevin Otway (Van Diemen F4). **Class winners** Otway; Hayden Edmunds (Formula Renault). **Fastest lap** Dibden 1m23.825s (93.92mph). **Pole** Hodgen. **Starters** 15. **RACE 2 1 Dibden**; 2 Hodgen

+5.991s; 3 Harrison; 4 Tate; 5 James Drew-Williams (Lola); 6 Edmunds. **CW** Edmunds; Terry Clark (Van Diemen RF00); Marcus Sheard (Reynard 883). **FL** Hodgen 1m23.587s (94.19mph). **P** Dibden. **S** 13.

MSVT TRACKDAY TROPHY (24 LAPS)

1 Gary Burstow (BMW 328i); 2 Ray Worley (Mazda MX-5) +19.086s; 3 Chris Smith/Toby Hotston (Mini JCW); 4 James Gunn-Carter/David Mennie (BMW Compact); 5 Richard Clarke/Mark Steward (Honda Civic Type R); 6 Kelly Brabbin (Toyota Celica). **CW** Worley; Richard

Sanders (Honda Civic). **FL** Clarke/Steward 1m43.156s (76.32mph). **P** Burstow. **S** 15.

PRODUCTION BMWs (10 LAPS)

1 Matt Swaffer (320); 2 William Davison (320 E30) +0.485s; 3 Ross Stoner (320i); 4 Andy Gay (320 E30); 5 Owen Darch (320i); 6 Andy Strong (320i E30). **FL** Davison 1m46.468s (73.94mph). **P** Swaffer. **S** 24. **RACE 2 (12 LAPS) 1 Swaffer**; 2 Davison +2.761s; 3 Stoner; 4 Darch; 5 Strong; 6 Gay. **FL** Swaffer 1m46.479s (73.94mph). **P** Swaffer. **S** 24.

RACING SALOONS (BOTH 12 LAPS)

1 Darren Stamp (BMW M3 E36); 2 Stephen Pearson (M3 E36) +45.364s; 3 Brian Jones (M3 E36); 4 Jason Dzenis (Peugeot 205); 5 Chad Donner (Ford Escort Mk1); 6 Peter Osborne (Vauxhall Astra VXR). **CW** Osborne; Dzenis; Steve Allen (Honda Civic); Owen Darch (BMW 320i); Karl Graves (BMW 120d). **FL** Stamp 1m41.078s (77.89mph). **P** Pearson. **S** 20. **RACE 2 1 Stamp**; 2 Jones +26.926s; 3 Osborne; 4 Dzenis; 5 Donner; 6 Stuart Jefcoate (Porsche 911 Carrera). **CW** Osborne; Dzenis; Allen; Darch; Graves. **FL**

Nigel Innes (M3 E36) 1m42.020s (77.17mph). **P** Stamp. **S** 16.

MONOPOSTO – 1800, 1600, MOTO 1400 AND MOTO 1000 (BOTH 11 LAPS)

1 Jeremy Timms (Dallara F301); 2 Andrew Gordon-Colebrooke (Dallara) +30.688s; 3 Dan Levy (Jedi Mk6); 4 Mark Reade (Leystone 1000); 5 Matthew Walters (Mygale); 6 Chris Lord (Van Diemen RF82). **CW** Levy; Walters; Geoff Fern (Van Diemen RF89). **FL** Timms 1m22.709s (95.19mph). **P** Timms. **S** 15. **RACE 2 Timms**; 2 Reade +58.029s; 3 Levy; Gordon-



scintillating drive in the second race after stalling on the formation lap. His surge through the field brought his Jedi into second on the final lap, but the presence of a backmarker enabled Mark Reade to dive down the inside at the hairpin and reclaim the position in his Leystone.

A pair of Renault Clios, driven by Kevin Jones and Tom Johnson, led the field away in the Tricolore Trophy. A suspected gearbox problem forced Jones out, allowing Johnson to cruise across the line to take outright victory. In the concurrent MR2 Classic round, Arron Pullan took second overall and a comfortable class win. He went one better in the second race by claiming the overall victory from Paul Corbridge and David Hemingway.

In the MSVR All-Comers races, Doug Carter was in a league of his own and took both wins by more than a lap in his Radical PR6.

STEFAN MACKLEY

Dibden took both Monoposto F3 wins in his recently repaired Dallara F301

Colebrooke; 5 Walters; 6 Lord. **CW** Reade; Walters; Fern. **FL** Timms 1m21.979s (96.03mph). **P** Timms. **S** 14. **MR2 CLASSIC RACE SERIES/NIPPON CHALLENGE/TRICOLORE TROPHY (BOTH 9 LAPS)** **1 Tom Johnson (Renault Clio)**; 2 Arron Pullan (Toyota MR2 Mk1) +3.677s; 3 Adam Lockwood (MR2 Mk1); 4 David Hemingway (MR2 Mk1); 5 Paul Corbridge (MR2 Mk1); 6 Neil Stratton (MR2 Mk1). **CW** Pullan. **FL** Kevin Jones (Clio) 1m45.423s (74.68mph). **P** Jones. **S** 16. **RACE 2** **1 Pullan**; 2 Corbridge +11.510s; 3 Hemingway; 4 Jack Cobourn (MR2

Mk1); 5 Stratton; 6 Gareth Baxter (MR2 Mk1). **FL** Johnson 1m46.456s (73.95mph). **P** Johnson. **S** 15. **MSVR ALL-COMERS (BOTH 14 LAPS)** **1 Doug Carter (Radical PR6)**; 2 Ian McDonald (Radical SR1) -1 lap; 3 Colin Whitmore (BMW M3); 4 Peter Bramble (MGB Roadster); 5 Karl Graves (BMW 120d); 6 Malcolm Shaw (BMW E30). **FL** Carter 1m29.227s (88.23mph). **P** Carter. **S** 7. **RACE 2** **1 Carter**; 2 McDonald -1 lap; 3 Whitmore; 4 Bramble; 5 Graves; no other starters. **FL** Carter 1m30.161s (87.32mph). **P** Carter. **S** 5.



Middlehurst wins on debut

CHRIS MIDDLEHURST MADE his HGPCA Pre-66 debut in style at the VSCC's Silverstone Spring Start. The Lancastrian controlled the first race from pole and was doing the same in the second when his Lotus 18's gearbox failed. Peter Horsman (Lotus 18/21) inherited the victory, having finished second to Middlehurst in the first encounter. Sam Wilson was third in race one but also had gearbox issues later on in his Lotus 18, allowing Andrew Hibberd (Lotus) and Barry Cannell (Brabham) to complete the race-two podium.

The battle in the 500cc F3 race was initially between Richard de la Roche (Cooper) and Xavier Kingsland (Staride), and they crossed the line separated by less than 0.2 seconds on four successive laps. Gordon Russell sat 2s behind in his Mackson. "They got away, so I thought: try harder, get closer to them, and see what I can do," he said.

By three-quarter distance, the top three were covered by 0.9s, with de la Roche and Kingsland side by side during lappery. 'Wily old fox' Russell moved into second a lap later, and with a strong run out of Brooklands on the final lap cheekily stole the win from Kingsland at the death.

Dougal Cawley's GN/Ford Piglet took pole for the Silverstone Trophy for Pre-War Sports-Cars, but was no match for the Alvis Firefly of Ruediger Freidrichs for the second year running. The battle for third was tense between Andrews Hall and Mitchell, before a yellow flag ended their scrap in favour of Hall's Frazer Nash.

Mitchell tasted Pre-War Sports Cars victory in the race for vehicles with no major modifications. His HRG was kept honest by Tim Kneller, whose Riley set fastest lap on the way to second place.

Richard Pilkington won the Fox & Nicholl Trophy by just over a second from Mark Brett

in an emphatic Talbot one-two.

The visiting Morgan Challenge hosted its third and fourth rounds, resulting in clean sweeps once more for Keith Ahlers and Elliot Paterson.

Julian Majzub won the GP Italia Trophy convincingly in his ex-factory Bugatti Type 35B for a record sixth time. Ewen Getley won the Stanley Mann Cup for Pre-31 Bentleys.

An encyclopaedic field fought out the Trophies race for Pre-61 Racing Cars. Frederick Harper's Kurtis Indycar beat Guillermo Fierro Eleta's Maserati 250F and Charlie Martin's Cooper Monaco T49 sports car to victory in the Amschel Rothschild trophy, while Mark Gillies won the Memorial Trophy in the ERA R3A, the marque's 23rd win in the event.

Gillies claimed a second victory in R3A in the first All-Comers Scratch Race for Pre-War Cars. Julian Grimwade's Frazer Nash won the second after the ERAs failed to start.

FISCAR's Tom Cole Trophy was awarded to Christopher Keen after on-track victor Guillermo Fierro Eleta picked up a penalty for failing to pit.

Steve Boulbee Brooks (Lister-Jaguar) was victorious in the 1950s Sports & Sports Racing Cars encounter over Justin Maaers, winner of the post-56 class in his Cooper Monaco.

The inaugural Coombs Heritage Challenge for Pre-66 Jaguar Touring Cars was won by Alistair Dyson. Guy Connew's gearbox and bellhousing fell out mid-race, resulting in a spectacular spin on the pit straight and an oil spillage.

The Handicap Races for Pre-War cars were won by Harry Painter, Anthony Fenwick Wilson and Stephen Riddington. 'Manche d'Enchanteur' won the Team Relay race.

ELLIOT WOOD

→ P66 FULL RESULTS

SNETTERTON
750MC APRIL 22-23

Albone sidesteps RGB controversy

BILLY ALBONE WON AMID controversy in the opening RGB race of the season, while series newcomer and multiple Formula Vee champion Paul Smith was victorious in the second counter.

Albone put a hard manoeuvre on the similar Spire of Matthew Higginson at the Wilson hairpin, pushing his rival off the track and leaving him with off-centre steering. Further contact with Danny Andrew, as the Mittell driver spun trying to pass, dropped reigning champion Higginson to fourth.

Higginson and Albone collided again in race two, this time with Albone coming off worse on the exit of Agostini. He repassed Higginson later in the race to recover second place.

Up front, Mittell pilot Smith took the win after putting a bold and opportunistic move on Higginson and Scott Mittell at Wilson while the scrapping pair focused on each other.

Ben Short continued his winning streak in the 5Club championship, but came under pressure in the first race from Alistair Bray, who had led off the line, and Paul Bateman. The three drivers battled over the lead until Bray lost third gear, hindering his speed out of the final corner and limiting him to a third-place finish. Bray came to within 0.4 seconds of victory against Short in race two after an overnight gearbox change.

Nick Garner looked set for victory from pole in the first Clio 182 race when his car ran out of fuel, allowing Don de Graaff to take his first championship win. Ryan Polley took the spoils in the top-10 reversed-grid race after Mark Balmer retired from the lead with a snapped



gear linkage, making it four different winners in as many races this year.

Matt Rozier dominated the first Classic Stock Hatch race in his Peugeot 205 GTi, but received a five-second time penalty for exceeding track limits, dropping him to second behind Donington winner Andrew Thorpe's Citroen AX GTi. Rozier made amends in the second race, edging out Lee Scott (Ford Fiesta XR2i) for the win despite the added success ballast.

Martin James lost the lead of the first Civic Cup race on the penultimate lap to Mark Higginson as a result of backing off too much through a yellow-flag zone at Riches, giving Higginson the chance to get ahead into Agostini. Mark Grice denied James victory in the top-10 reversed-grid race, making the Civic Cup another series to have four different winners in four races.

The Hot Hatch Championship kicked off at Snetterton. Despite two poor starts, the Ford Fiesta STs of Tom Bell and Alistair Camp finished first and second in both races. Camp temporarily led race

Albone escaped sanction for race-one clash with Higginson

two, but Bell made a brave move around the outside of Brundle to take it back. Ben Rushworth took his Honda Integra DC2 to a pair of third places.

Lewis Carter took both wins in the BMW 330 and Super Cooper Challenge races. Mark Morton ran second in race one before a broken throttle body promoted Tony Gabriel and David Drinkwater, who recovered to the podium after an awful getaway dropped him to last. Will Sharpe took an easy win in the Super Cooper category in fourth, and repeated the feat in race two with fifth overall.

The BMW 135d of Luke Schlewitz and Neil Primrose eased to victory in the 45-minute Roadsports Endurance race after taking the lead from Donington Park winners Andy Marston and Brett Evans in their BMW E46 M3.

Schlewitz and Neil Primrose had no such success in the Club Enduro race, as an intermittent throttle-linkage issue eventually forced their retirement. Alan Henderson and Daniel Irving won from pole in their Ginetta G50 ahead of Marston and Evans, who claimed their second podium of the day.

Martin Depper (Centaur Mk14) won the first Historic 750 Formula race, despite leaking water for most of the race and receiving a five-second penalty for exceeding track limits. Gregan Thruston (Rawson Special) was second, having survived a spin after he and Depper went either side of a backmarker at Coram. Paul Mason in the Time 3B won the follow-up handicap race.

Adam Shepherd, 2015 Civic Cup champion, continued the work he put in at Oulton Park with two victories in the M3 Cup, continuing his 100% record.

CHRIS STEVENS



Polley took reversed-grid Clio honours

➔ P67 FULL RESULTS

Power (leading) took trio of wins on home turf

BOURNE



ANGLESEY
BARC APRIL 22-23

Power prevails in Wales

IT WAS ADVANTAGE BEN POWER IN the UK Legends Championship as he claimed a trio of victories in his home round at Anglesey.

On a troublesome weekend for reigning champion John Mickel that included two engine changes, Power took full advantage and shook off electrical problems of his own to add victory in the second final to a brace of heat wins. Power shared final honours with Stephen Whitelegg, a man who also produced a remarkable recovery story.

Flames billowed from his Legend in heat two as a result of a carburettor and air-filter issue, requiring a rapid engine change by the family team. "You could say we've been on fire in many ways," was Whitelegg's response later that afternoon after winning the first final, charging to the front past brother Gary to complete his comeback from fifth on the grid.

Mickel's charge from 16th to second in the same final was cut short when he lost drive, but after a sole heat win the next day he said: "If that's our worst meeting this season, I'll be very happy."

Scottish and Irish Legends combined in Wales for their own duel. John Paterson sealed last-lap bragging rights for the Scots in both finals, despite fierce competition from Ireland's Paul O'Brien in all six races.

O'Brien was also among 12 cars that took part in the non-championship Legends Challenge for National, Scottish and Irish entries. National racer Thomas Grainger was victorious, driving Mike Bourner's repaired car that was previously among a multi-car pile-up at Rocket.

Talented 15-year-old Gordon Mutch starred with a double Junior Saloon Car Championship victory, beating Sam Kirkpatrick in race one before a spin cost Kirkpatrick in race two.

Scott Kendall felt he couldn't ask for

more as his peerless start continued in Super Mighty Minis. Fresh from a double at Silverstone last month, Kendall took pole position, a brace of wins and two fastest laps despite late pressure from Adrian Tuckley in race one.

A separate brace of races was handed to the Mighty Minis, and it was left to Craig Pendlebury to break Damien Harrington's unbeaten run. The pair traded the lead in two slipstreaming chess games, Harrington hitting back in race two after Pendlebury's Saturday success.

Four different winners came from a bumper five-race British Superkarts programme, Gareth James grabbing two of those despite losing his left-rear wheel in the first race. James shared victories with Aaron Siffleet, Andrew Gulliford and Stephen Clark, the last-named denied further success by a blown head gasket.

While much of the action took place on the Coastal circuit, a huge 42-car CNC Sports/Saloon Car Championship grid took to the longer International layout. Joe Spencer's Locosaki took race-one spoils, while Paul Rose won the remaining two encounters in his Saker, despite a race-one startline incident with Garry Wardle.

DAN MASON



Mutch leads the Junior Saloons pack

BOURNE

RESULTS

UK LEGENDS (10 LAPS) 1 Ben Power; 2 John Mickel +1.007s; 3 Robert King; 4 Paul Simmons; 5 Stephen Whitelegg; 6 Miles Rudman. **Class winner** Giuseppe Palazzo. **Fastest lap** Whitelegg 1m18.963s (70.66mph). **Pole** King. **Starters** 23. **HEAT 2 (12 LAPS) 1 Jack Parker;** 2 Mickel +0.202s; 3 Power; 4 Simmons; 5 Thomas Grainger; 6 Sean Smith. **CW** Palazzo. **FL** Mickel 1m19.187s (70.46mph). **P** Whitelegg. **S** 23. **FINAL 1 (10 LAPS) 1 Whitelegg;** 2 Parker +3.201s; 3 Power; 4 Grainger; 5 Smith; 6 Nathan Anthony. **CW** Palazzo. **FL** Parker 1m18.741s (70.86mph). **P** Mick Mercer. **S** 22. **HEAT 3 (10 LAPS) 1 Power;** 2 Rudman +1.162s; 3 Smith; 4 Whitelegg; 5 King; 6 Anthony. **CW** Palazzo. **FL** Whitelegg 1m19.034s (70.60mph). **P** Anthony. **S** 22. **HEAT 4 (10 LAPS) 1 Mickel;** 2 King +1.603s; 3 Simmons; 4 Grainger; 5 Rickie Leggett; 6 Anthony. **CW** Palazzo. **FL** King 1m19.245s (70.41mph). **P** Marcus Pett. **S** 23. **FINAL 2 (14 LAPS) 1 Power;** 2 Parker +0.264s; 3 Mickel; 4 Whitelegg; 5 Smith; 6 Pett. **CW** Ericco Palazzo. **FL** Whitelegg 1m19.197s (70.45mph). **P** Parker. **S** 22. **SCOTTISH AND IRISH LEGENDS (10 LAPS) 1 John Paterson;** 2 Paul O'Brien +0.486s; 3 David Hunter; 4 Ivor Greenwood; 5 Steven McGill; 6 Gordon Brown. **CW** O'Brien. **FL** Paterson 1m19.758s (69.96mph). **P** Paterson. **S** 16. **HEAT 2 (10 LAPS) 1 Paterson;** 2 O'Brien +3.955s; 3 Hunter; 4 Greenwood; 5 Ryan McLeish; 6 McGill. **CW** O'Brien. **FL** Paterson 1m19.801s (69.92mph). **P** Greenwood. **S** 16. **FINAL 1 (12 LAPS) 1 Paterson;** 2 O'Brien +0.283s; 3 Hunter; 4 McGill; 5 Ian Conroy; 6 McLeish. **CW** O'Brien. **FL** O'Brien 1m20.182s (69.59mph). **P** Conroy. **S** 16. **HEAT 3 (13 LAPS) 1 O'Brien;** 2 Conroy +10.036s; 3 Jordan Hodgson; 4 Scott Hynds; 5 Brown; 6 Michael Paxton. **CW** Hodgson. **FL** O'Brien 1m19.481s (70.20mph). **P** Greenwood. **S** 16. **HEAT 4 (10 LAPS) 1 Paterson;** 2 O'Brien +1.544s; 3 McLeish; 4 Conroy; 5 Hunter; 6 Hynds. **CW** O'Brien. **FL** O'Brien 1m19.462s (70.22mph). **P** Colin McNeil. **S** 23. **FINAL 2 (12 LAPS) 1 Paterson;** 2 O'Brien; 3 Hunter; 4 McLeish; 5 Greenwood; 6 Conroy. **CW** O'Brien. **FL** O'Brien 1m19.247s (70.41mph). **P** Greenwood. **S** 14. **LEGENDS CHALLENGE (12 LAPS) 1 Thomas Grainger;** 2 Nathan Anthony +0.651s; 3 Miles Rudman; 4 Paul O'Brien; 5 Ian Conroy; 6 Paul Simkiss. **CW** O'Brien; Colin McNeil. **FL** Grainger 1m19.132s (70.51mph). **P** Rudman. **S** 12. **JUNIOR SALOONS (BOTH 12 LAPS) 1 Gordon Mutch;** 2 Sam Kirkpatrick +6.029s; 3 Ethan Hammerton; 4 Will Dyrdal; 5 Thomas Krasonis; 6 Lydia Walmsley. **FL** Mutch 1m23.498s (66.82mph). **P** Mutch. **S** 15. **RACE 2 1 Mutch;** 2 Hammerton +6.034s; 3 Dyrdal; 4 Krasonis; 5 George Smith; 6 Finlay Robinson. **FL** Mutch 1m23.542s

(66.79mph). **P** Mutch. **S** 15. **SUPER MIGHTY MINIS (BOTH 14 LAPS) 1 Scott Kendall;** 2 Adrian Tuckley +1.403s; 3 Peter Tervet; 4 Alex Comis; 5 Greg Jenkins; 6 Dave Rees. **FL** Kendall 1m25.576s (65.20mph). **P** Kendall. **S** 9. **RACE 2 1 Kendall;** 2 Tervet +0.540s; 3 Tuckley; 4 Comis; 5 Rees; 6 Steven Rideout. **FL** Kendall 1m24.910s (65.71mph). **P** Rees. **S** 9. **MIGHTY MINIS (BOTH 13 LAPS) 1 Craig Pendlebury;** 2 Damien Harrington +0.224s; 3 Peter Bonas; 4 Alice Hughes; 5 Owen Edgley; 6 Daniel Heywood. **FL** Harrington 1m30.897s (61.38mph). **P** Pendlebury. **S** 12. **RACE 2 1 Harrington;** 2 Pendlebury +0.421s; 3 Bonas; 4 Stuart Combes; 5 Edgley; 6 Heywood. **FL** Harrington 1m31.088s (61.25mph). **P** Combes. **S** 12. **BRITISH SUPERKART CHAMPIONSHIP (ALL 8 LAPS) 1 Stephen Clark (KTM Anderson);** 2 Andrew Gulliford (KTM 450 Anderson) +10.453s; 3 Andrew Waite (KTM Anderson); 4 Aaron Siffleet (Gas Gas Anderson); 5 Chris Needham (IAME Silverstone); 6 Richard Watts (KTM Anderson). **CW** Needham; David Ede (Rotax Anderson). **FL** Clark 1m06.244s (84.23mph). **P** Gareth James (DEA Anderson). **S** 26. **RACE 2 1 Siffleet;** 2 Gulliford +0.471s; 3 Sam Moss (DEA Anderson); 4 Needham; 5 Steve Morris (KTM Anderson); 6 Charlie Johnson (KTM 450 PVP). **CW** Moss; Andy Dean (FPE PVP). **FL** Clark 1m07.292s (82.92mph). **P** Clark. **S** 30. **RACE 3 1 Gulliford;** 2 James +5.005s; 3 Waite; 4 Moss; 5 Johnson; 6 Siffleet. **CW** Moss; Dean. **FL** James 1m06.997s (83.28mph). **P** Siffleet. **S** 26. **RACE 4 1 James;** 2 Gulliford +8.750s; 3 Waite; 4 Morris; 5 Watts; 6 Siffleet. **CW** Moss; Dean. **FL** James 1m06.902s (83.40mph). **P** James. **S** 26. **RACE 5 1 James;** 2 Siffleet +2.043s; 3 Gulliford; 4 Morris; 5 Watts; 6 Waite. **CW** Moss; Dean. **FL** James 1m06.786s (83.55mph). **P** James. **S** 25. **CNC SPORTS/SALOONS (11 LAPS) 1 Joe Spencer (Stuart Taylor Locosaki);** 2 David Harvey (Locosaki) +6.701s; 3 Roddie Paterson (Caterham R44); 4 Steve Harris (Saker RAPX S1-400); 5 Richard Wood (BMW M3 GTR); 6 Peter Davies (Spire GTR). **CW** Paterson; Harris; Oliver Thomas (Subaru Imprezza); Piers Grange (Ford Escort Mk2); Clive Dix (Ford Puma). **FL** Spencer 1m30.693s (83.35mph). **P** Paul Rose (Saker RAPX S1-400). **S** 43. **RACE 2 (12 LAPS) 1 Rose;** 2 Spencer +0.362s; 3 Paterson; 4 Wood; 5 Harvey; 6 Danny Bird (Pell Genesis). **CW** Spencer; Paterson; Mike Hurst (SEAT Leon Cupra); Grange; Iain Gorrie (Raw Striker). **FL** Rose 1m29.211s (84.74mph). **P** Spencer. **S** 40. **RACE 3 (15 LAPS) 1 Rose;** 2 Spencer +9.223s; 3 Paterson; 4 Harvey; 5 Wood; 6 Davies. **CW** Spencer; Paterson; Alistair Stenhouse (BMW E36 M3); Grange; Dix. **FL** Rose 1m29.539s (84.43mph). **P** Rose. **S** 41.

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WALDER

Triumphant Willis makes perfect start

A PAIR OF STYLISH RUN-OFF WINS MEANT Trevor Willis made the best possible start to the 2017 British Hillclimb season. The '12 champion, who now has a three-point lead at the top of the standings, was delighted with his success after fixing his car's wayward set-up. "It may have looked straightforward but we had a number of early set-up issues," he said. "I'm deeply satisfied."

Six-time champion Scott Moran left Prescott in second place in the championship after finishing third and second in last weekend's opening rounds. The 2016 champion is only taking part in eight events in a limited title defence.

Dave Uren finished second in his first run-off in the unlimited class, driving the Gould in which Martin Groves took all four of his Hillclimb titles. Uren had only driven the car in a couple of early season events but was on the pace from the first practice run on Saturday. Speaking after he came home fourth in the second run-off, he said: "This is a big step-up from a 1300cc turbo car but I'm determined to have a real try."

Wallace Menzies gave his custom-built red and carbon-black Gould GR59 its Hillclimb championship debut, and while it is not yet on the pace of his last car – Uren's GR55 – he was nevertheless satisfied with an improved time on every single run, and he finished eighth in the first run-off and fifth in the second.

Alex Summers, the 2015 champion, was also trying out a new car for the first time in this competition. Using Menzies' original twin-front-shock DJ Firestorm tub fitted with a lightweight Cosworth KF V6, Summers recorded run-off results of 12th and ninth.

Following a couple of torrid seasons with the AER four-cylinder-powered Force, Will Hall heads

to the next round at Craigtanlet, where he grabbed the car's solitary win two years ago, in good spirits after picking up nine points at Prescott. After finishing 10th in the first run-off and scoring just a solitary point, there was some relief in his camp when he improved to third in round two.

The competition between the 1.6-litre bike-engine-powered machines was as fierce as it was in 2016. Richard Spedding, who finished fourth last year, was faster than all the big cars in Saturday practice. He was up against it when the run-off heat boiled up, but concluded with the fourth highest points score of the weekend as testament to his extreme efforts.

In the other hot 1600s, Eynon Price, Sean Gould and Ed Hollier battled throughout the event. Price defeated his rivals on points, since Gould dropped a score by spinning out at the Esses in the second run-off and smashing his high-value front wing to matchwood. Returning to the paddock carrying the debris in his arms, he quipped: "At least I get the parts at cost." The slip-up left him tied with Hollier on points, five behind fifth-placed Price.

Those 1600s saw off a number of bigger cars. Behind them, and only qualifying for a solitary run-off, was Jason Mourant driving the Gould that took the legendary four-time champion Roy Lane to his last ever run-off victory in 2003. Mourant finished in eighth place in the second round and should be capable of better at the longer courses.

Multiple Scottish Hillclimb champion Les Mutch is an occasional visitor south of the border in his original 1600cc GWR Raptor. On this occasion just one ninth place – in the first run-off – was his reward, but his time is likely to come at two visits to his home hill of Doune later in the year.

EDDIE WALDER

RESULTS

ROUND 1 1 Trevor Willis 3.2 OMS-RPE 28)

37.01s; 2 Dave Uren (3.5 Gould-NME GR55) 37.08s; 3 Scott Moran (3.5 Gould-NME GR61X) 37.17s; 4 Richard Spedding (1.6 GWR-Suzuki Raptor) 37.26s; 5 Eynon Price (1.6 Gould-Suzuki GR59) 38.21s; 6 Sean Gould (1.6 Gould-Suzuki GR59) 38.26s; 7 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 38.38s; 8 Wallace Menzies (3.3 Gould-Cosworth GR59M) 38.47s; 9 Les Mutch (1.6 GWR-Suzuki Raptor) 38.66s; 10 Will Hall (2.0t Force-AER/XTec WH) 38.88s; 11 Graham Wynn (3.5 Gould-Cosworth GR55) 38.99s; 12 Alex Summers (2.5 DJ-Cos Firestorm) 39.07s.

ROUND 2 1 Willis 36.86s BTD; 2 Moran 37.03s;

3 Hall 37.21s; 4 Uren 37.49s; 5 Menzies 37.62s; 6 Spedding 37.75s; 7 Price 38.17s; 8 Jason Mourant (4.0 Gould-Judd GR55) 38.41s; 9 Summers 38.49s; 10 Hollier 38.72s; 11 Mutch 39.07s. **Class winners** David West (1.8 Peugeot 106 GTi) 50.85s; Steve Darley (2.4t Subaru Impreza) 46.78s; David Warburton (2.5 Caterham-Duratec) 44.90s; Eric Morrey (1.0 Hillman Imp) 47.64s; Sarah Bosworth (1.8 Lotus Elise) 46.53s; Mike Turpin (2.2s Vauxhall VX220) 45.75s; Simon Jenks (1.6 Caterham-Suzuki) 43.18s; Martin Watts (1.0 Sylva Riot) 47.11s; Graham Loakes (3.2 Lola-Porsche T492) 46.43s; Les Buck (0.6 OMS-Yamaha Hornet) 46.21s; Steve Owen (1.1 OMS-Suzuki 28) 39.64s; Nev Rollason (1.6 Jamun Formula Ford M90) 49.33s; S Gould 37.98s; Tim Elmer (2.0 Dallara-TKD F399) 40.71s; Lee Griffiths (1.3s OMS-Suzuki) 40.28s; Uren 37.31s.

POINTS 1 Willis 20; 2 Moran 17; 3 Uren 16; 4 Spedding 12; 5 Price 10; 6= Menzies & Hall 9; 8= Gould & Hollier 5; 10 Mourant 3.

Caterham Grads steal the show

ON A WEEKEND WHEN PEMBREY trialed its new circuit layout competitively for the first time, eight Caterham Graduates contests stole the show. The second Sigmax Class race was the highlight.

Polesitter Oliver Gibson made a sluggish start and was beaten to Hatchets by James Ellwood. The pair swapped places repeatedly thereafter, until Ellwood emerged victorious by 0.2 seconds. That reversed the positions from 24 hours before.

In the opening Mega/Super race, Glenn Burtenshaw was kept honest by Super Class driver Toby Briant and Declan Dolan. A flurry of lead changes eventually culminated in a narrow Burtenshaw success with Dolan second, a result Burtenshaw replicated the following day over Roger Ford.

The first Classics race ended with a well-received first victory for Peter Tattersall, before Robin Webb won race two. Jon Harmer claimed two relatively unchallenged wins in the Sigma contests.

Terry Gibbon and Oly Jones took popular victories in the British Truck Racing Championship as defending champion Ryan Smith established a 12-point lead at the top of the standings. Gibbon's win – his first since returning to the series in a newly built MAN – was his reward for withstanding late pressure in the fourth race, while Janes' arrived after Luke Taylor was penalised 10s for jumping the start. Smith took a win on both days of the meeting; his second after Stuart Oliver was excluded for driving in an unsafe manner. Dave Jenkins recovered from a broken half-shaft in the first contest to claim the spoils in the final race.

The format of the weekend was changed midway through, with a burnt piston on Michael Oliver's Scania enabling Pembrey to take advantage of its license permitting the remaining 20 entries across both classes to run together on the same grid.

It proved to be a weekend of contrasts in Division Two for Mika Makinen, who juxtaposed a near-perfect season-opener at Brands Hatch with scoring no points in either of Saturday's races thanks to a fuel injector problem. The following day, he scored a brace of podiums to maintain his class championship lead, though double race winner Simon Cole thinned the gap to just four points. Tony Smith was another who took the spoils twice, with Luke Garrett completing the trio of victors.

Lea Wood and Scott Bourne established a large enough lead in the final Pickups race to retain the race win and second respectively after five-second penalties for exceeding track limits. Bourne and Michael Smith collected the remaining wins.

Reigning champion Jason Davies took both Welsh Sports & Saloons victories in his Ford Sierra Cosworth.

DAMIAN MEADEN AND LEE BONHAM

RESULTS ROU

THRUXTON

CSCC

JAGUAR SALOON & GT (BOTH 14 LAPS)

1 James Ramm (XJS); 2 Colin Philpott (XJS) +0.549s; 3 Rodney Frost (XJS); 4 Adam Powderham (XJR); 5 Richard Coppock (XJS); 6 David Bye (XJ6). **Class winners** Frost; Powderham; Nick Wade (XJS). **Fastest lap** Philpott 1m30.476s (93.74mph). **Pole** Philpott.

Starters 17. RACE 2 1 Philpott; 2 Ramm +0.066s; 3 Frost; 4 Patrick Doyle (XJS); 5 Bye; 6 Powderham. **CW** Frost; Doyle; Wade. **FL** Ramm 1m30.089s (94.14mph). **P** Ramm. **S** 16.

NEW MILLENNIUM (28 LAPS) 1 Mark

Smith/James Moulton-Smith (BMW M3 Evo E36); 2 Dominic Malone (M3 Evo E36) +18.327s; 3 Rory Hinde/Owen Fitzgerald (M3 Evo E36); 4 Kevin Bird/Charles Hyde-Andrews-Bird (M3 GT4 E92); 5 Mathew Evans (M3 E46); 6 Alistair Scott (M3 E46). **CW** Bird/Hyde-Andrews-Bird; Karl Lantree/Philip Pitman (SEAT Leon Supercopa Mk2). **FL** Moulton-Smith 1m22.937s (102.26mph). **P** Colin Wells (BMW M3). **S** 18.

OPEN SERIES (28 LAPS) 1 Mark

Smith/Arran Moulton-Smith (BMW M3 Evo E36); 2 Dominic Malone (M3 Evo E36) +16.096s; 3 Mathew Evans (M3 E46); 4 Ashley & Steve Boyles (Caterham R300); 5 Jamie Sturges (SEAT Leon Eurocup T); 6 Balginder Sidhu/Ray West (BMW M6). **CW** Boyles/Boyles; Steven Grove (Lotus Elise S1); Richard & Andrew Wareing (Lotus Europa-Ford Duratec).

FL Moulton-Smith 1m23.495s (101.58mph). **P** Malone. **S** 26.

SWINGING SIXTIES, GROUP 1

(20 LAPS) 1 Ray Barrow (Chevrolet Camaro); 2 Jon Wolfe/David Thompson (TVR Tuscan V8) +1.519s; 3 Neil Merry (Chevrolet Corvette); 4 Malcolm Johnson (Lotus Europa); 5 Nicholas King (Aston Martin DB4); 6 Richard Belcher (Ford Lotus Cortina). **CW** Merry; Johnson; Belcher; Tim Cairns (Austin-Healey Sprite Mk1); Iain Daniels/Ben Gough (Marcos 3-litre); Tim Covill (Ford Lotus Cortina); Paul Wybrow (MGB). **FL** Wolfe 1m30.067s (94.17mph). **P** James Keevill (Lotus Elan S3). **S** 42.

MAGNIFICENT SEVENS (29 LAPS)

1 Christian Pittard (CSR); 2 Jonathan Mitchell (CSR) +4.093s; 3 Simon Smith (CSR); 4 Jonathan Pittard (7 S3); 5 Tim Davis (C400); 6 Gary Bate (CSR). **CW** J Pittard; Davis; Steve & Ashley Boyles

(R300); Rick Potter (Supersport); Simon & Mark Lanyon (Superlight R). **FL** Smith 1m21.197s (104.45mph). **P** Mitchell. **S** 30.

SPRINT RACE (11 LAPS) 1 Mitchell;

2 C Pittard +10.812s; 3 Bate; 4 Davis;

5 Richard Carter (R300); 6 A Boyles.

CW Davis; Carter; Boyles; Dominic Anstey (Supersport). **FL** Mitchell

1m21.082s (104.60mph). **P** Mitchell. **S** 14.

SPECIAL SALOONS & MODSPORTS

(ALL 11 LAPS) 1 Ian Hall (Darrin-

Wildcat T98 GTR); 2 Ian Stapleton (Alfa

Romeo Alfetta GTV) +19.634s; 3 Tom

Carey (Honda CRX-BDG); 4 Dan Minton

(Ford Escort-BDG Mk2); 5 David Beatty

(Honda Accord); 6 Steven Moss (Ford

Anglia). **CW** Carey; Minton; Beatty.

FL Hall 1m19.314s (106.93mph) **P** Hall.

S 19. **RACE 2 1 Paul Sibley (Lotus Elan);**

2 Hall +0.145s; 3 Carey; 4 Beatty;

5 Craig Percy (Morris Minor-Chevrolet);

6 Neil Duke (Ford Anglia-BDG). **CW** Hall;

Beatty; Duke. **FL** Hall 1m18.205s

(108.45mph). **P** Stapleton. **S** 13.

RACE 3 1 Stapleton; 2 Sibley +0.885s;

3 Carey; 4 Moss; 5 Beatty; 6 Percy.

CW Sibley; Moss; Mark Freemantle

(Ford Escort Mk1). **FL** Stapleton

1m20.649s (105.16mph). **P** Hall. **S** 10.

TIN TOPS & FORD ENDURO SERIES

(27 LAPS) 1 Richard Wheeler/Jake Hill

(Ford Fiesta ST); 2 Nigel Ainge/Mike

Jordan (Honda Integra) +30.465s;

3 Tom Mensley (Renault Clío 172);

4 Nigel Tongue (Peugeot 306);

5 Colin & Steven Simpson (Peugeot 206

RC); 6 Carl Chambers (Peugeot 306

Rallye). **CW** Ainge/Jordan; Mensley;

Michael & Jason Cox (Integral); Scott

Lock (Vauxhall Nova). **FL** Hill 1m25.113s

(99.65mph). **P** Wheeler/Hill. **S** 39.

MODERN CLASSICS & PUMA CUP

(27 LAPS) 1 Laurie Grant (BMW M3

Evo E36); 2 Stuart Daburn (TVR Tuscan

Challenge) +43.733s; 3 Nic Olson (Lotus

Esprit S3); 4 Edward Leigh/Mark Smith

(BMW M3 Evo E36); 5 Tom Barley (BMW

E36); 6 Gavin Dunn (BMW 328i E36).

CW Olson; Dunn; Nicholas Jackson

(Ford Puma). **FL** Smith 1m25.983s

(98.64mph). **P** Leigh/Smith. **S** 28.

CLASSIC K (38 LAPS) 1 John Spiers

(TVR Griffith); 2 Paul Tooms/Julian

Barter (Lotus Elan GTS) +0.855s; 3 Allen

Tice/Chris Conoley (Marcos-Volvo

1800GT); 4 David Holroyd (Elan); 5 Peter

Chambers (Ford Lotus Cortina); 6 James

Barclay/Nick Atkins (Elan 26R). **CW**

Tooms/Barter; Chambers; Steve Mills

(MGB); Richard Bull/Joe Ward (TVR

Grantura MkIII); Steve Chapman

(Triumph SLR); Peter Aylett/Steve Farrall

(Diva GT). **FL** Barclay 1m30.027s

(94.21mph). **P** Tice/Conoley. **S** 30.

FUTURE CLASSICS (28 LAPS) 1 Stuart

Daburn (TVR Tuscan Challenge);

2 Bill Lancashire (Tuscan Challenge)

+26.582s; 3 Tony Maryon (Porsche 944

S2); 4 Stephen Scott-Dunwoodie (Ford

Sierra); 5 Geoff Beale (Talbot Sunbeam

Lotus); 6 John Hammersley/Adam

Brown (Vauxhall Astra GTE). **CW** Maryon;

Beale; Hammersley/Brown; Sam Smith

(Mazda MX-5); Martyn Adams (Triumph

TR7 V8). **FL** Daburn 1m26.073s

(98.53mph) **P** Daburn. **S** 28.

SILVERSTONE

VSCC

HGPCA PRE-1966 GRAND PRIX CARS

(BOTH 19 LAPS) 1 Chris Middlehurst

(Lotus 18); 2 Peter Horsman (Lotus

18/21) +2.89s; 3 Sam Wilson (Lotus 18);

4 Andrew Hibberd (Lotus 18); 5 Barry

Cannell (Brabham BT11A); 6 Sid Hoole

(Cooper T66). **CW** Horsman; Hoole;

Eddy Perk (Heron F1); Nick Taylor (Lotus

18); Graham Adelman (Maserati 250F);

Tony Ditheridge (Cooper T45); John

Bussey (Cooper T43); Paul Grant

(Cooper Bristol Mk2). **FL** Middlehurst

1m02.25s (94.79mph). **P** Middlehurst.

S 25. **RACE 2 1 Horsman;** 2 Hibberd

+3.98s; 3 Cannell; 4 Hoole; 5 Andy Willis

(Ferrari Dino); 6 Perk. **CW** Hoole; Willis;

Perk; Ditheridge; Bussey; Grant.

FL Middlehurst 1m01.67s (95.68mph).

P Middlehurst. **S** 23.

F3 500cc (12 LAPS) 1 Gordon Russell

(Mackson F3 500); 2 Xavier Kingsland

(Staride Mk3) +0.22s; 3 Richard de la

Roche (Cooper Mk5); 4 Nigel Challis

(Cooper Mk8); 5 JB Jones (JLR);

6 Steven Jefford (Cooper Mk8).

CW Challis; Jones **FL** Kingsland

1m19.33s (74.38mph). **P** Darrell

Woods (Cooper Mk12). **S** 12.

PRE-WAR SPORTS (12 LAPS)

1 Ruediger Friedrichs (Alvis Firefly);

2 Dougal Cawley (GN/Ford Piglet)

+13.21s; 3 Andrew Hall (Frazer Nash

S/S); 4 Andrew Mitchell (HRG 1.5 litre);

5 Mark Gillies (Aston Martin); 6 Tim

Kneller (Riley TT Sprite). **CW** Hall.

FL Mitchell 1m19.36s (74.35mph).

P Cawley. **S** 31.

STANDARD & MODIFIED PRE-WAR

SPORTS CARS (11 LAPS) 1 Andrew

Mitchell (HRG); 2 Tim Kneller (Riley

TT Sprite) +1.09s; 3 Simon Blakeney-

Edwards (Frazer Nash S/S); 4 Philip

Champion (Super Sports); 5 Richard

Bradley (Aston Martin Ulster); 6 David

Ozanne (Speed Ulster). **CW** Ozanne; Ralf

Emmerling (Riley Brooklands); Peter

Bradfield (Invicta S Type); John Polson

(Talbot AV 105). **FL** Kneller 1m20.88s

(72.95mph). **P** Mitchell. **S** 34.

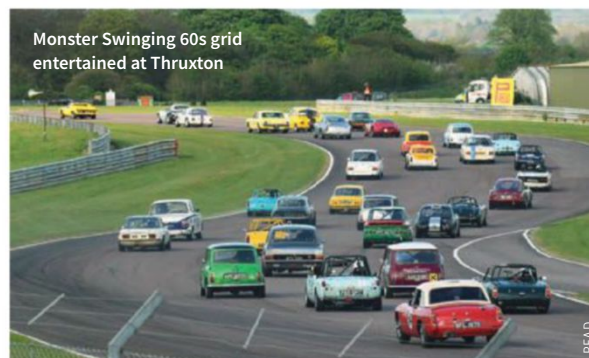
MORGAN CHALLENGE (BOTH 19 LAPS)

1 Keith Ahlers (Plus 8); 2 Elliot

Patterson (ARV6) +21.15s; 3 Roger

Whiteside (Plus 8); 4 Andy Green (Plus

8); 5 Tony Hirst (ARV6); 6 Andrew



Monster Swinging 60s grid entertained at Thruxton

ND-UP

Thompson (ARV6). **CW** Patterson; Tim Parsons (4/4 Supersports); Philip St Clair Tisdall (Plus 8). **FL** Ahlers 1m03.19s (93.38mph). **P** Ahlers. **S** 30.

RACE 2 1 Ahlers; 2 Patterson +19.72s; 3 Thompson; 4 Green; 5 Whiteside; 6 Tony Lees (Plus 8). **CW** Patterson; Parsons; St Clair Tisdall; Brett Syndercombe (4/4); Kevin Laidlaw (Plus 8). **FL** Ahlers 1m03.83s (92.44mph). **P** Ahlers. **S** 28.

PRE-WAR RACING CARS (13 LAPS)
1 Julian Majzub (Bugatti Type 35B); 2 Patrick Blakeney-Edwards (Frazer Nash) +11.13s; 3 Charles Gillett (Super Sports); 4 Tony Lees (AC/GN Cognac); 5 Dougal Cawley (GN/Ford Piglet); 6 Ewen Getley (Bentley 3/4.5 litre). **CW** Blakeney-Edwards; Getley. **FL** Majzub 1m13.42s (80.37mph). **P** Majzub. **S** 18.

PRE-1961 RACING CARS (14 LAPS)
1 Frederick Harper (Kurtis Indy); 2 Guillermo Fierro Eleta (Maserati 250F) +4.45s; 3 Charlie Martin (Cooper Monaco T49); 4 Mark Gillies (ERA R3A); 5 Nicholas Topliss (ERA R4A); 6 Graham Adelman (Maserati 250F). **CW** Martin; Gillies. **FL** Harper 1m07.39s (87.56mph). **P** Marshall Bailey (Lotus F16). **S** 31.

ALL-COMERS SCRATCH FOR PRE-WAR CARS (11 LAPS) **1 Gillies (ERA R3A)**; 2 Julian Grimwade (Frazer Nash Single-Seater) +24.89s; 3 Terry Crabb (ERA R12C); 4 James Ricketts (MG KN Special); 5 Tim Greenhill (Wolseley Hornet); 6 Tony Lees (AC/GN Cognac). **CW** Grimwade; Mark Elder (Austin S/S). **FL** Gillies 1m11.36s (82.68mph). **P** Gillies. **S** 27. **RACE 2 (10 LAPS)**

1 Grimwade; 2 Pete Candy (Riley Super Rat) +31.76s; 3 Ruedrger Friedrichs (Alvis Firefly); 4 Tony Seber (Wolseley Hornet Special); 5 Thomas Hardman (MG Bellevue Special); 6 Graham Paddock (McDowell Ford Track Race). **CW** Candy; Rodney Seber (MG PB); Tim Harrison (Hornet Racing Special). **FL** Grimwade 1m12.96s (80.87mph). **P** Nicholas Topliss (ERA R4A). **S** 18.

FISCAR TOM COLE TROPHY (26 LAPS)
1 Christopher Keen (Kurtis 500 S); 2 Guillermo Fierro Eleta (Maserati 300S) +1m49.88s; 3 Steve Boultee Brooks (Aston Martin DB3S); 4 Jonathan Abecassis (Austin-Healey 100/4); 5 Nick Matthews (100/4); 6 Richard Woolmer (Austin-Healey 100M). **FL** James Cottingham (Ferrari 500 TRC) 1m09.98s (84.32mph). **P** Fierro Eleta. **S** 33.

1950s SPORTS AND SPORTS RACING CARS (18 LAPS) **1 Boultee Brooks (Lister Jaguar Flat Iron)**; 2 Justin Maers (Cooper Monaco T49) +2.38s; 3 Tony Bianchi (Farrellac Allard Sports); 4 Christopher Keen (Kurtis 500 S); 5 Barry Wood (Lister Jaguar); 6 John Clark (Cooper Bobtail). **CW** Maers. **FL** Boultee Brooks 1m07.29s (87.69mph). **P** Boultee Brooks. **S** 20.

HRDC COOMBS PRE-66 JAGUAR SALOONS (24 LAPS) **1 Alistair Dyson (Mk2)**; 2 Richard Butterfield (Mk1) +9.73s; 3 Nigel Webb (Mk2); 4 Darren McWhirther (Mk1); 5 Les Ely (Mk1);

6 Grant Williams (Mk1). **CW** Butterfield. **FL** Williams 1m13.27s (80.53mph). **P** Williams. **S** 15.

ALL-COMERS HANDICAP FOR PRE-WAR CARS (5 LAPS) **1 Harry Painter (MG PA)**; 2 Paul Baker (Frazer Nash) +1.62s; 3 Theodore Hunt (Frazer Nash); 4 Mark Elder (Austin S/S); 5 David Asplin (Austin 7 Ulster); 6 Stephen Riddington (Riley 12/4). **FL** Malcolm Hills (MG KN) 1m19.95s (73.80mph). **P** Leonard Lord (Riley Falcon). **S** 33.

RACE 2 (5 LAPS) **1 Anthony Fenwick-Wilson (Railton LS)**; 2 Douglas Martin (Hillegass) +0.76s; 3 David Seber (Wolseley Hornet); 4 Robert Middleton (Aston Martin); 5 Richard Iliffe (Riley Kestrel 12/4); 6 Jo Blakeney-Edwards (Frazer Nash S/S). **FL** Seber 1m19.84s (73.90mph). **P** Martin. **S** 9.

RACE 3 (5 LAPS) **1 Riddington**; 2 Ian Fyfe (Alvis 12/70) +3.85s; 3 Stephanie Wilton (Austin S/S); 4 Lord; 5 John Seber (MG PB); 6 Rebecca Smith (Vauxhall A/D Type). **FL** Riddington 1m29.42s (65.99mph). **P** Smith. **S** 8.

MIKE STRIPE TEAM RELAY RACE FOR PRE-WAR SPORTS CARS (67 LAPS)
1 Manche D'Enchanteur (Charles Gillett/Frazer Nash, Dougal Cawley/GN/Ford Piglet, Brian White/Frazer Nash/BMW TT Replica); 2 Pistol Knights +4 laps; 3 Team 10; 4 Team 9; 5 Justin & The Big Yellow Skidmark; 6 Sorry Dad It'll Polish Out. **CW** Team 10. **FL** Manche D'Enchanteur 1m15.78s (77.86mph). **P** Justin & The Big Yellow Skidmark. **S** 7.

SNETTERTON 750MC

RGB (5 LAPS) **1 Billy Albone (Spire GT3)**; 2 Scott Mittell (Mittell MC53) +0.71s; 3 Duncan Horlor (Spire GT3); 4 Matthew Higginson (Spire GT3); 5 John Cutmore (Spire GT3); 6 Paul Rogers (Contour RGB09). **CW** Oliver Hewitt (ProComp Phoenix). **FL** Albone 1m58.35s (90.31mph). **P** Albone. **S** 21.

RACE 2 (7 LAPS) **1 Paul Smith (Mittell MC53)**; 2 Albone +3.02s; 3 Higginson; 4 Mittell; 5 Cutmore; 6 Danny Andrew (Mittell MC53). **CW** Hewitt. **FL** Albone 1m57.87s (90.68mph). **P** Albone. **S** 21.

5CLUB MX-5 CUP (7 LAPS)
1 Ben Short; 2 Paul Bateman +3.60s; 3 Alistair Bray; 4 Marcus Bailey; 5 Ian Tomlinson; 6 Tom Smith. **FL** Bray 2m22.63s (74.94mph). **P** Short. **S** 18.

RACE 2 (8 LAPS) **1 Short**; 2 Bray +0.41s; 3 Bateman; 4 Bailey; 5 Sebastian Fisher; 6 Scott Leach. **FL** Short 2m22.25s (75.14mph). **P** Short. **S** 17.

CLIO 182 (BOTH 7 LAPS) **1 Don De Graaff**; 2 Patrick Fletcher +0.16s; 3 Scott Sharp; 4 Simon Donoghue; 5 Matt Digby; 6 Arron Sharp. **FL** Fletcher 2m17.02s (78.01mph). **P** Nick Garner. **S** 24.

RACE 2 1 Ryan Polley; 2 Digby +1.59s; 3 Ryan Gillespie; 4 S Sharp; 5 Fletcher; 6 Garner. **FL** Gillespie 2m17.03s (78.00mph). **P** Polley. **S** 23.

3 Matthew Stubington (205 GTi); 4 Marcus Ward (Ford Fiesta XR2i); 5 Lee Scott (XR2i); 6 Martin Cayzer (XR2i). **FL** Rozier 2m23.10s (74.69mph). **P** Rozier. **S** 23. **RACE 2 (5 LAPS)**
1 Rozier; 2 Scott +0.18s; 3 Edward Cooper (Vauxhall Nova GSi); 4 Stubington; 5 Cayzer; 6 Gordon MacMillan (205 GTi). **FL** Rozier 2m23.25s (74.61mph). **P** Rozier. **S** 22.

CIVIC CUP (BOTH 6 LAPS) **1 Mark Higginson**; 2 Martin James +0.70s; 3 David Buky; 4 Paul Bancroft; 5 Tim Evans; 6 Jason Ballantyne. **FL** Higginson 2m12.58s (80.62mph). **P** James. **S** 20.

RACE 2 1 Mark Grice; 2 James +0.36s; 3 Joe Lock; 4 Buky; 5 Higginson; 6 Danny Hobson. **FL** Grice 2m11.79s (81.10mph). **P** Christian Lyne. **S** 16.

HOT HATCH (BOTH 7 LAPS) **1 Tom Bell (Ford Fiesta ST)**; 2 Alistair Camp (Fiesta ST) +8.56s; 3 Ben Rushworth (Honda Integra DC2); 4 Simon Nunn (BMW Compact); 5 Matty Taylor (Compact); 6 Simon Freeman (Renault Clio RS200). **CW** Geoffrey Conner (Renault Clio 172); Paul Jarvis (Citroen Saxo VTR). **FL** Bell 2m09.41s (82.59mph). **P** Bell. **S** 31.

RACE 2 1 Bell; 2 Camp +5.24s; 3 Rushworth; 4 Nunn; 5 Taylor; 6 Freeman. **CW** Conner; Jarvis. **FL** Bell 2m09.89s (82.29mph). **P** Bell. **S** 30.

BMW 330 CHALLENGE AND SUPER COOPER CUP (BOTH 7 LAPS)
1 Lewis Carter (330); 2 Tony Gabriel (330) +15.97s; 3 David Drinkwater (330); 4 Will Sharpe (Mini Cooper S); 5 John Wright (330); 6 Bill Reddorp (330). **CW** Sharpe. **FL** Carter 2m14.91s (79.23mph). **P** Carter. **S** 12. **RACE 2 1 Carter**; 2 Darren Ball (330) +5.60s; 3 Drinkwater; 4 Gabriel; 5 Sharpe; 6 Colin Gillespie (330). **CW** Sharpe. **FL** Carter 2m15.16s (79.08mph). **P** Carter. **S** 12.

ROADSPORTS (20 LAPS) **1 Luke Schlewitz/Neil Primrose (BMW 135d)**; 2 Andy Marston/Brett Evans (BMW E46 M3) +22.27s; 3 Lloyd Chafer (BMW E36 M3); 4 Matthew Weymouth (E36 M3); 5 Nigel Richards (E36 M3); 6 Neal Martin (Honda Civic). **CW** Richards; Liam Crilly (Mazda RX-8). **FL** Schlewitz/Primrose 2m07.67s (83.72mph). **P** Schlewitz/Primrose. **S** 25.

CLUB ENDURO (55 LAPS) **1 Alan Henderson/Daniel Irving (Ginetta G50)**; 2 Andy Marston/Brett Evans (BMW E46 M3) +1m17.28s; 3 Carl Readshaw/Daniel Taylor (E46 M3); 4 Stuart Ratcliffe/Anthony Dunn (Lotus Elise); 5 Robert Thompson/Wilson Thompson (BMW M235i Cup); 6 Carl Swift (Honda Civic). **CW** Ratcliffe/Dunn; Andrew Winchester/Josh Orr (BMW E36 Compact). **FL** Henderson/Irving 2m05.42s (85.22mph). **P** Henderson/Irving. **S** 27.

HISTORIC 750 FORMULA (6 LAPS)
1 Martin Depper (Centaur); 2 GREGAN Thruston (Rawson) +10.55s; 3 Ben Myall (Gerrel); 4 Lyndon Thruston (Historic 750 DNC); 5 Michael Harvey (JB); 6 John Davies (Rapid Mk1). **CW** Ian Grant (Austin 7). **FL** Harvey 2m33.42s (69.67mph). **P** Depper. **S** 16.



Keen's Kurtis leads impressive Tom Cole field at Silverstone

STYLES

RACE 2 (5 LAPS) **1 Paul Mason (Time 3B)**; 2 Charlie Plain-Jones (Austin 7) +6.89s; 3 Alistair Frayling-Cork (Austin 7); 4 Grant; 5 Myall; 6 Helen Gilfillan (Centaur). **CW** Plain-Jones. **FL** Depper 2m34.64s (69.12mph). **P** Plain-Jones. **S** 14.

M3 CUP (10 LAPS) **1 Adam Shepherd**; 2 Carl Shield +14.08s; 3 Simon Walker-Hansell; 4 Kevin Dengate; 5 Matthew Wallis; 6 Chris Lovett. **FL** Shepherd 2m07.15s (84.06mph). **P** Shepherd. **S** 18. **RACE 2 (6 LAPS)**
1 Shepherd; 2 Walker-Hansell +11.49s; 3 David Whitmore; 4 Paul Cook; 5 Wallis; 6 Nick Williamson. **FL** Shepherd 2m06.60s (84.43mph). **P** Shepherd. **S** 16.

PEMBREY BARC TRUCKS

CATERHAMS - SIGMAX (20 LAPS)
1 Oliver Gibbon; 2 James Ellwood +4.056s; 3 Jamie Winrow; 4 Spencer Fortag; 5 Gareth Cordey; 6 Adrian Russell. **FL** Andy Baylie 1m03.788s (82.71mph). **P** Gibbon. **S** 13.

RACE 2 (19 LAPS) **1 Ellwood**; 2 Gibbon +0.191s; 3 Winrow; 4 Adrian Russell; 5 Harry Cramer; 6 James Russell. **FL** Cramer 1m09.083s (77.64mph). **P** Gibbon. **S** 13. **CATERHAMS - MEGA/SUPER (20 LAPS)** **1 Glenn Burtenshaw (Mega)**; 2 Declan Dolan (Mega) +0.145s; 3 Toby Briant (Super); 4 Andy Molsom (Mega); 5 Simon Longman (Mega); 6 Roger Ford (Mega). **FL** Burtenshaw 1m04.676s (81.04mph). **P** Burtenshaw. **S** 20. **RACE 2 (18 LAPS)** **1 Burtenshaw**; 2 Ford +1.392s; 3 Dolan; 4 Briant; 5 Molsom; 6 Longman. **FL** Ford 1m09.861s (76.78mph). **P** Burtenshaw. **S** 20. **CATERHAMS - CLASSIC (18 LAPS)** **1 Peter Tattersall**; 2 Graeme Smith +0.121s; 3 Robin Webb; 4 Mark Carter; 5 Paul Hawker; 6 Trevor Harber. **FL** Carter 1m10.653s (74.18mph). **P** Webb. **S** 11. **RACE 2 (14 LAPS)** **1 Webb**; 2 Tattersall +0.778s; 3 Hawker; 4 Carter; 5 Harber; 6 Marc Noaro. **FL** Hawker 1m16.853s (69.79mph). **P** Webb. **S** 11.

CATERHAMS - SIGMA (19 LAPS)
1 Jon Harmer; 2 Julian Viggars +5.789s; 3 Gary Smith; 4 Amanda Black; 5 Ben Winrow; 6 Rui Ferreira. **FL** Winrow 1m05.961s (79.46mph). **P** Smith. **S** 7. **RACE 2 (17 LAPS)** **1 Harmer**; 2 Ian Anderson +0.824s; 3 Ferreira; 4 Smith; 5 Winrow; 6 David Morris. **FL** Smith 1m11.267s (75.26mph). **P** Viggars. **S** 7. **BRITISH TRUCKS - CLASS A (13 LAPS)** **1 Ryan Smith (MAN TGA)**; 2 Shane Brereton (MAN TGX) +11.095s; 3 Stuart Oliver (Volvo VN13); 4 Mat Summerfield (MAN TGS); 5 Terry Gibbon (TGS); 6 Ray

Coleman (MAN TG). **FL** Smith 1m12.037s (72.76mph). **P** Smith. **S** 10. **RACE 2 (13 LAPS)** **1 Oly Janes (Buggyra)**; 2 Summerfield +4.244s; 3 David Jenkins (TGX); 4 Smith; 5 Coleman; 6 Brereton. **FL** Oliver 1m11.502s (73.30mph). **P** Janes. **S** 9. **BRITISH TRUCKS - CLASS B (4 LAPS)** **1 Simon Cole (Mercedes)**; 2 John Powell (Ford Cargo) +6.164s; 3 Adam Bint (Volvo); 4 John Bowler (Foden); 5 Tony Smith (Sisu SL250); 6 Trevor Martin (Scania). **FL** Cole 1m17.300s (67.80mph). **P** Cole. **S** 10.

RACE 2 (12 LAPS) **1 Smith**; 2 Cole +4.925s; 3 Paul McCumisky (Volvo); 4 Powell; 5 Bowler; 6 Luke Garrett (MAN). **FL** Cole 1m15.655s (69.28mph). **P** Brad Smith (DAF). **S** 11. **BRITISH TRUCKS - COMBINED (8 LAPS)**
1 Smith; 2 Brereton +9.156s; 3 Jenkins; 4 Gibbon; 5 Luke Taylor (TGX); 6 Luke Garrett (TGA). **CW** Garrett. **FL** Smith 1m11.338s (73.47mph). **P** Gibbon. **S** 18.

RACE 2 (9 LAPS) **1 Gibbon**; 2 Summerfield +0.365s; 3 Smith; 4 Oliver; 5 Brereton; 6 Jenkins. **CW** T Smith. **FL** Brereton 1m12.402s (72.39mph). **P** Taylor. **S** 18. **RACE 3 (13 LAPS)** **1 Jenkins**; 2 Oliver +4.462s; 3 Summerfield; 4 Smith; 5 Brereton; 6 Gibbon. **CW** Cole. **FL** Jenkins 1m11.609s (73.19mph). **P** Coleman. **S** 18. **PICKUPS (10 LAPS)** **1 Scott Bourne**; 2 Mark Willis +0.595s; 3 Lea Wood; 4 Michael Smith; 5 Paul Tompkins; 6 Lee Rodgers. **FL** Wood 1m03.065s (83.11mph). **P** Bourne. **S** 13.

RACE 2 (10 LAPS) **1 Smith**; 2 Rodgers +0.472; 3 Bourne; 4 Willis; 5 Wood; 6 Mel Collins. **FL** Smith 1m03.294 (82.81mph). **P** Rodgers. **S** 14. **RACE 3 (15 LAPS)** **1 Wood**; 2 Bourne +0.300s; 3 Smith; 4 Collins; 5 Willis; 6 John Shorter. **FL** Wood 1m03.452 (82.60mph). **P** Tompkins. **S** 14.

WELSH SPORTS & SALOONS (11 LAPS) **1 Jason Davies (Ford Sierra)**; 2 Chris Everill (Ginetta G50) +8.118s; 3 Fabio Luffarelli (Volkswagen Corrado); 4 Andy Williams (Ford Sierra); 5 Damian Longotano (Westfield SE); 6 Glynn Jones (BMW E36). **CW** Everill; F Luffarelli; Tyrone Luffarelli (Peugeot 106 GTi); Dave Scaramanga (VW Scirocco); Anthony Weeks (Mazda RX-6); Richard Francis (Citroen Saxo VTR); Alan Smith (Ford Ka). **FL** Davies 1m00.761s (86.26mph). **P** Davies. **S** 19. **RACE 2 (16 LAPS)** **1 Davies**; 2 Everill +5.937s; 3 F Luffarelli; 4 Jones; 5 Andy Williams; 6 Longotano. **CW** Everill; F Luffarelli; T Luffarelli; Weeks; Francis; Gareth Haycock (VW Scirocco); Colin Dunn (Renault Clio Williams). **FL** Davies 1m00.875s (86.10mph). **P** Davies. **S** 17.

What is Code 60?

For 2017, a controversial new car rule has been brought in to British club racing to try to save time and keep cars circulating while incidents are cleared. It's called Code 60, and it's already causing a stir...

By Dom D'Angelillo, Special Contributor

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If a car gets stranded in the gravel, there's a collision at Turn 1 or there's fluid on the track surface, you'll more than likely be familiar with the various safety protocols in motor racing. It's ultimately race control's decision whether they call on the safety car to collect all the cars in one long line or they red-flag the race and force a restart.

Code 60, the newest flag to be seen waved from the marshal posts of club meetings this season, is the latest weapon in race control's arsenal and dictates virtual-safety-car conditions, allowing marshals to tend to incidents on track while cars lap at a safe and reasonable speed.

As the name suggests, Code 60 refers to the speed limit required when the flag is shown. When the call is made, marshals will show the flag across all points of the circuit and drivers must reduce their speed to 60km/h. Once the incident has been tended to, the purple Code 60 flag will be withdrawn and simultaneously replaced with a waved green flag at all posts, signalling that racing is once again under way.

The idea, much like a virtual safety car, is that racing can resume at any point throughout a lap and that time gaps between cars remain as close as possible to what they were before the implementation of Code 60.

It was first used in British club motorsport at the beginning of this month by the Classic Sports Car Club at Snetterton, while the British Racing & Sports Car Club is pro-Code 60 for the majority of its championships too. But the 750 Motor Club is one organisation not going down this route.

"It's the same reason we don't use any safety cars," says competitions manager Giles Groombridge. "The vast majority of our races are short sprint races of about 15 minutes, and in invoking Code 60 it would dramatically reduce racing time.

"If an incident occurs during one of our races, we tend to red-flag it and then have a restart. Neutralised races are never great, but then neither are periods of no action on track, so it's a bit of a 'six-of-one, half-dozen-of-the-other' situation. I've raced in 24-hour races with Code 60 and it's worked great, but you've got more time and things to help monitor speed there."

While Code 60 isn't likely to turn up across the 2017 750MC season, the club hasn't ruled it out entirely, with Groombridge suggesting it could make an appearance for the Birkett Six Hour Relay race.

There are strict limitations on what you can and can't

do under Code 60. The moment the flag has been shown, for instance, you have to ease off the accelerator and coast to the designated speed instead of slamming on the brakes. There is also strictly no overtaking and it's imperative that the gap to the car in front remains unchanged. The ultimate goal is that drivers' advantages are maintained and racing can recommence much sooner. Penalties of up to a minute can be handed out if race control considers that a driver has made undue gains.

The new rule has appeared previously, in the British GT Championship, but under the faster Code 80 (80km/h) designation. It was employed during last year's season opener at Brands Hatch, but team managers immediately arranged an emergency meeting with organisers to scrap the ruling following mass confusion. British GT has yet to reinstate the rule, instead preferring safety cars. Despite this decision, organising club the BRSCC will use Code 60 in its other championships in 2017. "We've got delta times and the timekeepers who liaise closely with race control to work out any differences in the time, but we've got to get people used to it gently," says club chairman Bernard Cottrell. "If you're a little bit over the speed, it's understandable; 5-10 mph, that's when you start looking at the one-minute penalty."

One of the main reasons for the implementation of Code 60 is the cost of competing in a championship combined with the price of track time. Any stoppage or delay hinders the smooth running of a race meeting and affects how much time drivers spend on the track. "It's so expensive to go racing these days, and if you have a safety car in a sprint race of around 15 to 20 minutes, it can really reduce the racing," says Cottrell.

"It's all about maximising track time for drivers. They're our customers at the end of the day, they're the ones paying. We used it [Code 60] for a few years in the 24-hour race at Silverstone and it seemed to work, so we introduced it to the rest of the club and we're really championing it.

"Feedback has generally been good. If everyone complained and said they hated it, we wouldn't do it. Simple as that."

Opinions among drivers are split. The justification for using Code 60 is that you keep cars on track for as long as possible and maximise the racing; the argument against it counters that a neutralised race isn't a race at all, and neutralising a sprint race significantly limits on-track action. Whichever side of the fence you fall, the unmissable purple flag is dividing paddocks up and down the country. 🏁



HAWKINS

WHAT THE DRIVERS THINK



EBREY

Rick Parfitt Jr
British GT (Code 80)*
 “The rule needs to be looked at because some drivers weren’t sticking to 80km/h, as I had a 14-second lead when the full-course-yellow started, and a one-second lead a few laps later. If we’re all supposed to stick to the same speed, how does that happen?”
 *Increased-speed Code 80 was employed at the 2016 series opener at Brands Hatch, but then immediately abandoned.

Nathan Freke
British GT (Code 80)*
 “Some cars weren’t going fast enough and there were big differences in lap time. Plus these cars only have one speed limiter, for the pits, so to stick to 80km/h you’re relying on each driver’s right foot. Also, some cars slowed as soon as they got the radio message for full-course yellow, and others kept going until the first yellow flag. We need a clarification of how it works to make it fair.”

Peter Morris
Classic Sports Car Club
 “I think it works well. You’re hopefully neutralising any potential problem in people gaining or losing out behind a safety car. As long as the drivers all know what they’re doing and they do it correctly, it’s got my vote. People will always like a moan whether you have Code 60 or not – there’s always going to be someone that isn’t happy.”

Ben Tuck
Caterham Supersport
 “I can certainly see the safety and time benefits for the drivers and marshals, not having to waste time deploying a safety car and bunching the pack up. However, it’s a rule much more suited to endurance racing. Even though there are benefits in management of the race, there’s still the argument of, ‘He didn’t slow down as quick as me when Code 60 came out!’ which may cause issues.”

Luke Williams
Formula Ford 1600
 “I’m not against the idea and generally think it’s good. The problem I have is with policing it. We’re racing in Formula Ford because we haven’t got a huge budget, the cars don’t have speedos and to put in a limiter to all slow down at the same speed would cost a small fortune. We need to put it on hold for a few months and work out how to properly monitor and implement it.”

WHAT'S ON

LAT IMAGES



How the three-pound lump can be

IT'S RARE THAT AUTOSPORT reviews a 'general' sports book. But while myriad voices and case studies are drawn in from a wide range of disciplines, author Clyde Brolin never loses the grounding in motorsport that you would expect from someone who worked for so long in Formula 1.

In among the sprinters, tennis players, skiers and gymnasts are plenty of familiar names from motorsport. And with the central theme being a study of what happens when athletes are mentally 'in the zone', this is a book that gives anyone with a desire to understand what goes on in the brains of the world's top racers real insight.

In the Zone is the sequel to *Overdrive: Formula 1 In The Zone*. Published in 2010, this was based on more than 100 interviews with racers, and this new book builds on that groundwork. Brolin was inspired by veteran F1 journalist Gerald Donaldson's famous interview with Ayrton Senna, in which the Brazilian talked about the out-of-body experience of being in the zone on his

legendary pole lap for the 1988 Monaco Grand Prix. This is the phenomenon explored to the nth degree and broadened to encompass all of sport.

That there are so many voices in this book could result in a disjointed read, and perhaps some may find it that way. But the joy of *In The Zone* is that, while you know you're going to end up delving into the mind of yet another big name when you turn over the page, you

Hildebrand's Indy shunt an example of when things go wrong

never know what character is waiting around the corner. At one stage Brolin takes us in the space of a few paragraphs from Derek Warwick qualifying an Arrows sixth for the 1989 Monaco GP to Nigerian concert pianist Glen Inanga. Via a wedding.

The thematic connections, like the neural connections of top athletes, work well. Although built around a structure of chapters grouped into sections entitled 'conceive, believe, achieve', the linear progression is secondary to what is more of a web of insight that's built up with ideas and experience tying into each other.

For example, early on alpine-skiing legend Franz Klammer explains that "being in the zone is when everything is in slow motion so you have all the time in the world... it's not about the skill. Of course you have to have some ability, but basically it is the will. It's also crucial to have no fear of defeat."

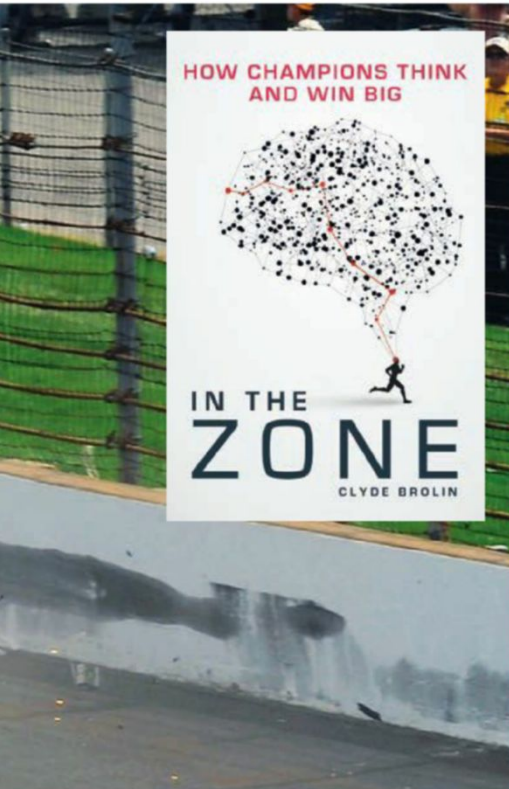
Later, there are echoes of this from 2016 Indianapolis 500 winner Alexander Rossi. "At such high speed,



Senna was 'in the zone' during pole lap for 1988 Monaco GP

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controlled

if you operate solely on a conscious level you'd be too slow to react. So you no longer think about driving, until it becomes second nature. That's when you perform at your best."

Then there's former Red Bull Air Race world champion Paul Bonhomme, who connects to Klammer's point with a telling aphorism.

"Say you're a point off your rival," says Bonhomme. "Do you have it within you to say, 'I'm not going to try too hard. It doesn't matter whether I win or lose'? You need an 'I don't need to win' pill."

Imagine layer upon layer of such insight, and you have a feel for what *In the Zone* offers. With regular appearances from big names in motorsport (the introduction zeroes in on JR Hildebrand throwing away the 2011 Indy 500 at the last corner), this is a must-read for anyone who craves a deeper understanding of how the three-pound lump in the driver's head can be controlled, or cause you to lose control.

EDD STRAW



HOT ON THE WEB THIS WEEK

YouTube **RENAULT REVEALS F1'S 1340BHP FUTURE**

Search for: Renault Sport: Our vision of the future of F1 #RS2027Vision

This is what an F1 car could look like in 10 years' time. Renault's R.S. 2027 concept is a 1340bhp, 600kg, four-wheel-drive, four-wheel-steer, closed-cockpit machine that features active LED lighting and moveable aerodynamic parts.

PICK OF THE WEEK

RUSSIAN GRAND PRIX
SKY SPORTS F1 and Channel 4
Sunday 1230

Valtteri Bottas broke new ground last time out in Bahrain with his first Formula 1 pole position. The Finnish driver has a good record in Russia – he has qualified third on the grid for the past three years and scored a third-place finish in the 2014 event. Could this be his best opportunity to win his first F1 race?

INTERNATIONAL MOTORSPORT

RUSSIAN GRAND PRIX FORMULA 1 WORLD CHAMPIONSHIP

Rd 4/20
Sochi, Russia

April 30
WATCH ON TV
Live Sky Sports F1, Sunday 1230 and Channel 4 1235.

Radio BBC Radio 5 Live, Sunday 1300
Highlights Sky Sports F1, Sunday 1915

RALLY ARGENTINA WORLD RALLY CHAMPIONSHIP

Rd 5/13
Villa Carlos Paz, Argentina

April 27-30
WATCH ON TV
Live BT Sport ESPN, Sunday 1600. Red Bull TV, Saturday 1650. **Highlights** BT Sport 3, Saturday 1330. BT Sport 2, Sunday 1130. BT Sport 1, Monday 1230.

INDYCAR SERIES
Rd 4/16
Phoenix, Arizona, USA

April 29
WATCH ON TV
Live BT Sport ESPN, Sunday 0200

EUROPEAN FORMULA 3
Rd 2/10

Monza, Italy
April 29-30
Live fiaf3europe.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 2/10
Monza, Italy
April 30
WATCH ON TV
Live Eurosport 1, Sunday 1100, 1730

NASCAR CUP
Rd 9/36
Richmond, Virginia, USA
April 30
WATCH ON TV
Live Premier Sports,

Sunday 1830
EUROFORMULA OPEN
Rd 1/8
Estoril, Portugal
April 29-30
WATCH ON TV
Live BT Sport 3, Saturday 1400. BT Sport 2, Sunday 1200

INTERNATIONAL GT OPEN

Rd 1/7
Estoril, Portugal
April 29-30
WATCH ON TV
Live BT Sport 3, Saturday 1500

UK MOTORSPORT

DONINGTON PARK HISTORIC FESTIVAL

April 28-30
Historic F2, Formula Junior, Super Touring, Pre-War Sports, U2TC, Historic Touring Cars, Stirling Moss Trophy, Touring Greats, 1000km, GTSCC, Jaguar Classic, Woodcote Trophy, Coys Trophy

SILVERSTONE 750MC
April 29
Locost, Toyota MR2s, 750 Formula, Bike Sports, Sport

Specials, Armed Forces

ROCKINGHAM BRITISH GT

April 29-30
British GT, BRDC British F3, Ginetta GT5, VW Cup, Ginetta RDC, Mini Challenge, VAG Trophy

BRANDS HATCH MGCC

April 29-30
Porsche Club, Modified Saloon Cars, Tin Top Saloons, MG Cup, MG Metro Cup, Midget and

Sprite Challenge, BCV8, Iconic 50s, MG Trophy, Equipe GTS

CROFT BARC

April 29-30
Clio Cup, Clubmans, Northern Sports/Saloons, 2CVs, Karts

PIRELLI INTERNATIONAL RALLY

CARLISLE, CUMBRIA
April 29-30
British Rally Championship

MALLORY PARK BARC

April 30
MaX5, Classic FF1600, Historic FF1600

CASTLE COMBE CCRC

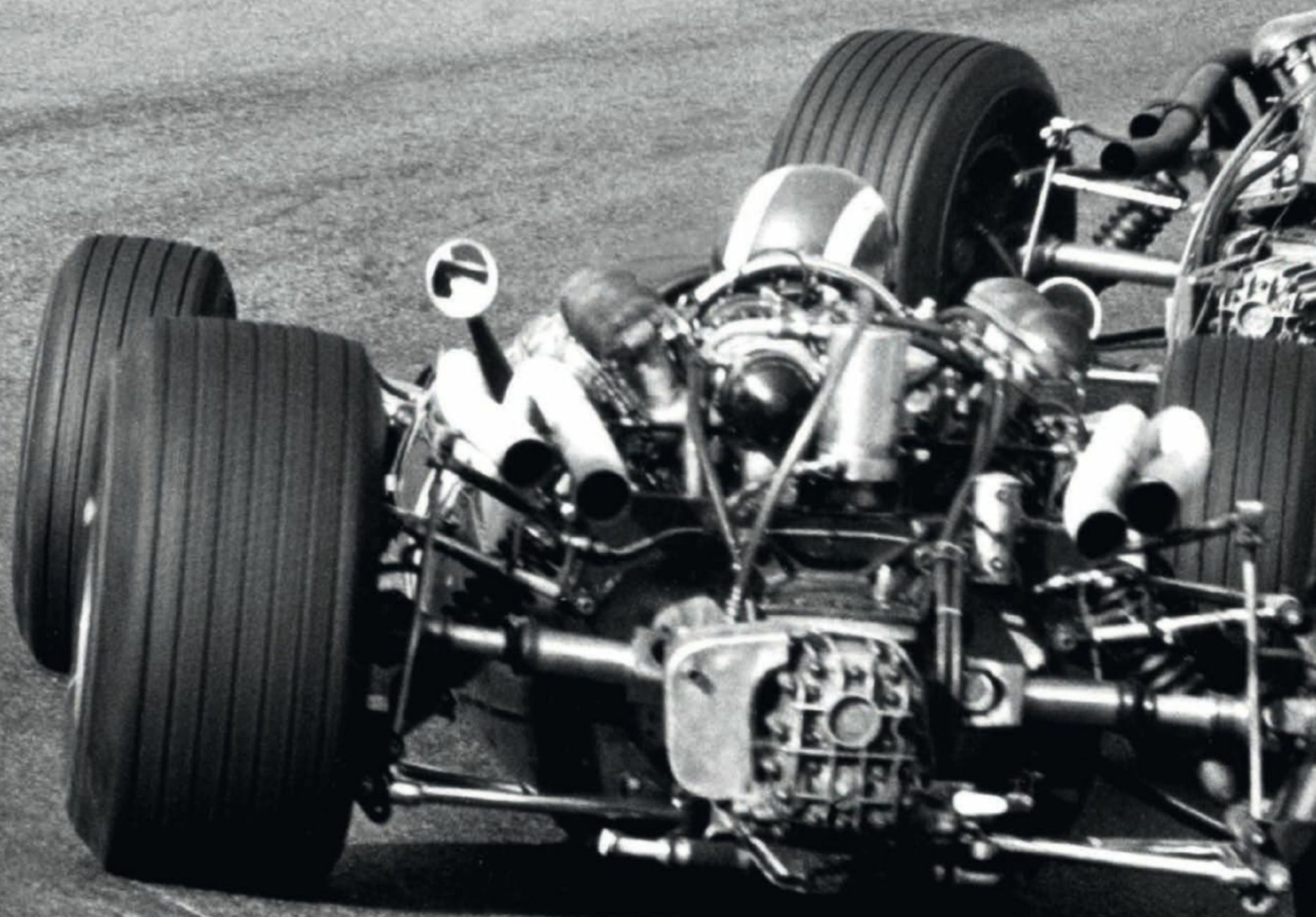
May 1
FF1600, GT, Saloons, Hot Hatches, MGOC, Historic F3, Classic Clubmans

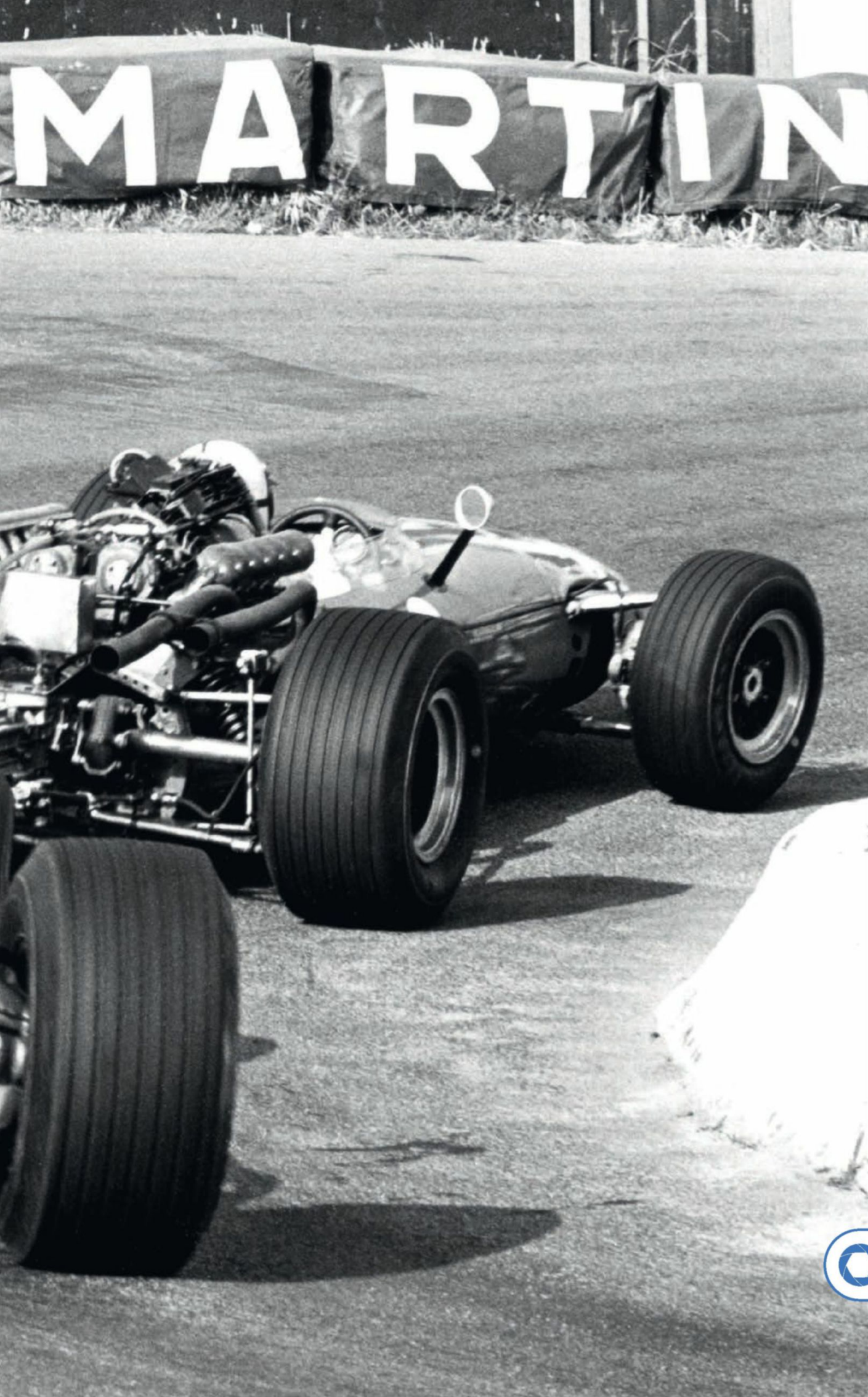
BRANDS HATCH MSVR

May 1
Lotus Elise/Cup, Bernie's V8s, Z Cars/Allcomers, Formula Vee, 7 Race Series

MARTINI

MARTINI





FROM THE ARCHIVE

Jo Siffert's Cooper-Maserati T81 homes in to lap the similar car of Guy Ligier during the 1967 Belgian Grand Prix at Spa. Siffert went on to finish seventh, while Ligier was the final classified runner in 10th. The race was won by Dan Gurney (Eagle-Weslake T1G) at record speed.



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INTRODUCING



DANIEL SERRA

EBREV/LAT

IF THE NAME DANIEL SERRA SOUNDED familiar before he was picked up by Aston Martin Racing for a Le Mans 24 Hours assault this year, it's probably because you remembered his father, ex-Fittipaldi Formula 1 driver Chico, from the early 1980s. Or, less likely, you were well versed in the goings on in the Brazilian Stock Car Championship.

Serra Jr has been a leading contender in Brazil's most prestigious racing series for 10 years, but he's also been driving GT machinery on and off over the same period. That's how he was recruited by Dunlop as a test driver and how, after playing a key role in AMR's development programme after its switch from Michelins last year, segued into a race drive in an Aston Martin Vantage GTE for Le Mans and the opening two World Endurance Championship rounds at Silverstone and Spa.

Serra followed his father into the stock-car scene in Brazil after a solo season of European single-seaters in the Formula Renault Eurocup with Cram Competition in 2005, his prize for winning the Brazilian FR series. Without the finance to continue in Europe, a switch of codes was suggested by his father, a three-time stock car champion. "He told me there was a great opportunity to become a professional driver in stock cars," recalls Serra.

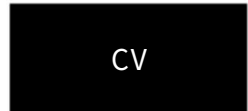
A successful season in the Stock Car Lights feeder series resulted in an invitation to take part in a shootout for a seat in the new Red Bull-sponsored stock-car squad. He landed a drive for 2007 and would remain on the team's books until its withdrawal at the end of last season.

The call to join Dunlop came two and a half years ago when his name was put forward by a French engineer working in Brazil. It has resulted in a busy schedule: he once flew from his homeland to take part in a one-hour test at Paul Ricard.

Serra has aspirations in the GT arena, but not at the expense of his continuing participation in stock cars, where a change of team to Eurofarma RC has already yielded a race victory at Goiania this year.

"It would be awesome if one day I could do the full championship in the WEC," he says, "but I'm not thinking about quitting stock cars." ❦

GARY WATKINS



Age	33
2016	3rd Brazilian Stock Cars (Red Bull)
2015	6th BR Stock Cars (Red Bull)
2014	5th BR Stock Cars (Red Bull)
2013	4th BR Stock Cars (Red Bull)
2012	4th BR Stock Cars (Red Bull)
2011	5th BR Stock Cars (Red Bull)
2010	9th BR Stock Cars (Red Bull)
2009	9th BR Stock Cars (Red Bull)
2008	27th BR Stock Cars (Red Bull)
2007	8th BR Stock Cars (Red Bull)
2006	2nd Stock Car Lights (WB)
2005	17th FRenault Eurocup (Cram)
2004	1st FRenault Brazil (Bassani)



Autosport Network UK Ltd, 1 Eton Street, Richmond, TW9 1EF
Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com
Individual email firstname.surname@motorsport.com
Website www.autosport.com

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 Production Controller **Abbey Gunner** abbey.gunner@motorsport.com

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UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
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Sunita Davies +44 (0) 20 3405 8134

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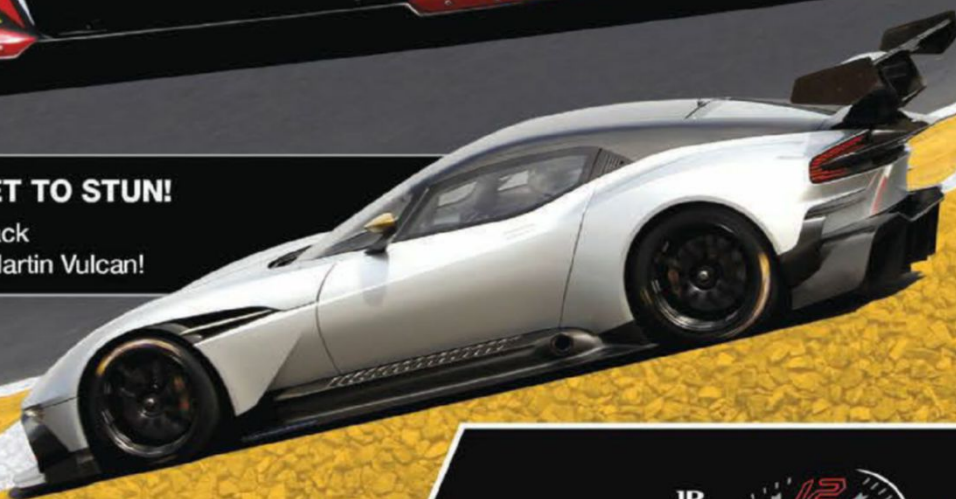
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