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# AUTOSPORT

CHINESE GP

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## 36 POINTS BEHIND



"A horrifying race"

Hamilton

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# Ferrari must capitalise on Mercedes' troubles

IT ALWAYS SEEMED THAT FERRARI NEEDED TO GET THE most out of its package and hope for Mercedes to hit trouble in order to have a crack at the world championship. So far this season Mercedes has had its fair share of reliability problems and poor starts, but Ferrari hasn't made life easy for itself.

Reliability issues in the first two races of the year put it on the back foot immediately, and the attempted mutual-annihilation act by Sebastian Vettel and Kimi Raikkonen at the start of the Chinese Grand Prix was another example of how the stars aren't quite aligning at Maranello. Vettel's determination to underline how it was apparently all Daniil Kvyat's fault (it wasn't) perhaps reflects how high expectations are piling on the pressure.

It could be coincidental that on a weekend when Ferrari chairman Sergio Marchionne was watching closely, the team underachieved in qualifying and blundered at the first corner. But it might also reflect just how hard everyone is having to toil to take the fight to Mercedes.

Trouble is, forcing the issue doesn't really work in F1. While Mercedes has back-to-back double titles to fall back on and the knowledge that if it keeps doing what it's doing, there will be a hat-trick completed this year, Ferrari is still battling to prove itself.

Maybe everyone at Ferrari needs to be spared outside pressures and allowed to focus 100 per cent on their jobs. That's the only way you have a shot at the ultimate prize in F1.



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Price/XPB; Batchelor/XPB

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# Rosberg stamps his authority

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

Ricciardo leads as the Ferraris are on a collision course...



**THE CHINESE GRAND PRIX WAS ULTIMATELY A RACE OF ‘WHAT IF?’ FOR** Formula 1. What if Lewis Hamilton’s engine problem hadn’t forced him to start from the back? What if Daniel Ricciardo’s left-rear tyre hadn’t shredded while he led the race? And what if Ferrari’s two drivers hadn’t collided at the first turn?

As is so often the case in motor racing, the first corner defined everything that followed, and the chaos produced at Turn 1 at Shanghai created a brilliant, seesaw spectacle of ups and downs and thrills and spills.

Well, for everyone on the grid apart from Nico Rosberg. The championship leader comfortably collected his third victory of 2016 (his sixth from six starts) to further stamp his mark on the early stages of this title battle.

But even for Rosberg there was a question mark: what if he hadn’t been released from following Ricciardo’s Red Bull in the early stages? That was arguably the only thing standing in the way of what eventually turned out to be a Rosberg cakewalk.

He gave himself a huge strategic advantage by not using the softest available rubber in Q2 on Saturday, which allowed him to start the race on a tyre that could last three to four times the number of laps the super-soft could. This opened up the possibility for Rosberg to complete what was generally expected to be a three-stop race on just two, but carried the real risk of leaving him vulnerable to attack at the start.

Rosberg has adapted well to the new single-clutch and radio rules, designed to make the starts more difficult, and he made another good getaway, but Ricciardo made the most of his softer

rear rubber to launch up the inside of the Mercedes into Turn 1. Rosberg trailed Ricciardo by just under eight tenths of a second for the first two laps, before the left-rear Pirelli on Ricciardo’s RB12 tore itself apart coming down the back straight on lap three.

“Coming through Turn 11 and 12 I could feel the rear start to slide so I came on the radio straight away and said, ‘I think the rears are finished,’” Ricciardo explained.

“As soon as I got on the straight I could feel the car start to wobble. I looked in the mirror and the tyre went.”

Rosberg consequently breezed past the Red Bull with DRS open as Ricciardo made for the pits. We’ll never know how long Ricciardo could have held on had debris not punctured his tyre. We do know that the Red Bull is kind on its tyres, but long runs during Friday practice suggested the super-soft would turn to chewing gum after four laps regardless of which car it was fitted to, so it’s unlikely that Rosberg would have had to wait much longer before being released into clean air.

Ricciardo was never going to be a realistic factor in the ‘fight’ for victory. Even without the puncture, and the subsequent safety car (for debris on the circuit) that compromised his out-lap, the best finish Red Bull could have hoped for was second.

“On this circuit we compromise our set-up to find pace in



sector three, where we know we're weak, and so we're running light on downforce," explained team boss Christian Horner.

The most Ricciardo could have done was make Rosberg vulnerable to attack from behind in those early laps, but that prospect was already lessened because the Mercedes man's most likely challengers took themselves out of contention within yards of the start.

Ferrari felt Kimi Raikkonen could have won the Bahrain Grand Prix with a better start, and Raikkonen felt he threw away a realistic chance of pole position in China with a crucial error at the death of Q3. He made a much better getaway in China, and briefly looked as though he might have a chance of following Ricciardo past Rosberg through Turn 1. Instead, Raikkonen outbraked

himself, which allowed team-mate Sebastian Vettel to get inside.

Vettel also went deep as he tried to pass the sister Ferrari, and as Raikkonen attempted to recover his line Vettel jinked right to avoid hitting his team-mate. This would have worked fine had the second Red Bull of Daniil Kvyat not already slotted into the gap vacated on the inside by Vettel.

Kvyat's presence clearly caught Vettel by surprise. Vettel jinked left again, but found himself pincer between a Russian and an Iceman. Inevitable contact followed.

"We lost the front wing and got a puncture," said Raikkonen, who was sent briefly sideways and tumbled down the order. "We managed to get back to the pits, but the race was pretty much done."

One Ferrari was out of contention immediately and the >>



Hamilton collected Nasr and suffered front-wing damage

other hobbled and running in the lower reaches of the top 10. Vettel looked rattled for a while, complaining of a “suicidal” move by Kvyat over the radio, and was at pains to apologise to his team for hitting Raikkonen while Ferrari chairman Sergio Marchionne looked on. Vettel recovered well ultimately, but by the time he motored back past Kvyat on the back straight with 20 laps to go Rosberg was already well out of reach.

Raikkonen’s recovery was less impressive. He was within a second of Ricciardo’s Red Bull when the safety-car period ended at the start of lap nine of 56. By the end of the race that gap stood at 13.184s...

“The car felt quite tricky – I don’t know if something was damaged,” said Raikkonen. “After what happened I guess we couldn’t do much more. Quite a messy race, but that’s how it goes sometimes.”

Conversely, Horner took encouragement from the way his cars kept pace with the Ferraris. Kvyat, who finished a fine third with what Horner described as a “very, very tidy race”, lapped less than a tenth slower than Vettel on average during their comparable middle stints on the soft tyre, and team-mate Ricciardo was faster than both Vettel and Raikkonen during the final stint as he completed his charge back to fourth.

The unknown is how much performance that first-lap collision cost the Ferraris. But that should not detract from what turned into an outstanding drive from Ricciardo.

## “The unknown is how much performance the collision cost Ferrari”

“The safety car screwed him completely,” said Horner. “But his recovery from there – I mean, he had to pass Raikkonen, Hamilton, all those guys – it was fantastic.”

Red Bull is gunning for Ferrari when Renault introduces an engine upgrade for June’s Canadian GP, while Ferrari continues to insist that it is fast enough to challenge for victories and that things simply haven’t come together yet.

“We’ve had a lot of bad luck,” rued team principal Maurizio Arrivabene. “It’s frustrating when these things happen, but we need to persist and sooner or later – I hope sooner – the first step on the podium will come. I think under normal circumstances

we would have a very good chance to win.”

Ferrari’s real ‘what if?’ concerns building an entirely clean weekend from start to finish and then seeing where it stacks up relative to Mercedes.

“It’s only three races into the season; a lot can happen,” added Raikkonen. “Speed-wise we’re not too bad – not 100 per cent happy, but we were close.

“Not having clean races isn’t the way to beat Mercedes. I’m sure we can win races and fight with them, but obviously we have to clean things up. We just have to do a better job.”

Rosberg continues to warn the world that it hasn’t see the ‘real Ferrari’ yet this season, and there is no doubt that Mercedes is pushing harder than ever to stay ahead. But so far Ferrari has only looked a circumstantial victory contender rather than a genuine one. “They are definitely a threat,” insisted Mercedes team boss



## QUALIFYING



THE MORE THINGS CHANGE THE MORE THEY STAY THE SAME, IT seems. Formula 1 reverted to its 2015 qualifying structure, following a failed experiment with an elimination format over the first two grands prix of the season, but a Mercedes still qualified on pole quite comfortably. Same old story. Except Ferrari felt it really should have been on pole here.

The Maranello cars were one-two in Q1 and Q2 on a rapidly improving track, made slick by heavy rain ahead of final practice. Kimi Raikonen sat on provisional pole after the first runs in Q3, but he ran wide at the penultimate corner on his final run and ended up third, with a lap that even so was only fractionally slower than his previous best.

“I’m quite disappointed with what happened,” he admitted. “The previous run on the same corner I ran too deep, and the last one I was quite a bit up but ran wide. It’s a shame. I had a chance to be on top.”

Team-mate Sebastian Vettel made just one run in Q3, which was only quick enough for fourth on the grid, behind Raikonen, Daniel Ricciardo’s surprisingly rapid Red Bull and Nico Rosberg’s Mercedes, which ultimately took pole by more than half a second.

**“Mercedes was always going to be out of reach when it came to Q3”**

The fact that Rosberg lapped comfortably within two tenths of both Ferraris on harder tyres in Q2 suggests that perhaps the W07 was always going to be slightly out of reach when Mercedes came to turning the screw in Q3.

Rosberg should probably have been faster on his first Q3 run, but dropped a lot of time in the second sector.

It was genuinely close in sectors one and two during the final runs – with Raikonen fractionally faster overall across the second timing beam – but Rosberg improved by a massive 0.380s in the final sector, where Mercedes grunt really pays.

“The pressure was on because Kimi did a better first run so I needed to get a good lap done,” said Rosberg of a lap Mercedes boss Toto Wolff described as “monster”. “It worked out really well.”

But not for Mercedes team-mate Lewis Hamilton, who headed into the session facing a five-place grid penalty for an unscheduled gearbox change and came out of it facing a back-of-the-grid start, thanks to an MGU-H problem that prevented him setting a time and necessitated an engine change ahead of the race.

Hamilton’s absence and Ferrari’s mistakes allowed Red Bull ace Ricciardo to steal the show in Q3, with a lap Toro Rosso technical chief James Key called “stonking”.

“With the balance it didn’t seem we were going to be in the fight for the front few rows, but in Q3 I found a bit more speed,” said Ricciardo.

“The super-soft is a tricky tyre to manage – it gets chewed up as the lap goes on – so understanding that session as it went on, me understanding the track, and the engineer adjusting pressures and front wing [meant] we got a good package at the end. It was pretty awesome.”



Toto Wolff. “They were a little bit more conservative on the engine this weekend than in Bahrain. It’s just a matter of time.”

But the pace Rosberg showed on the soft tyre in Q2 in China (within two tenths of both super-soft-shod Ferraris), the massive strategic advantage for the race that bought him (which Vettel admitted was beyond the reach of his team), plus the extra power Rosberg summoned for the final sector that bagged him pole in Q3, all suggest Ferrari isn’t quite there yet.

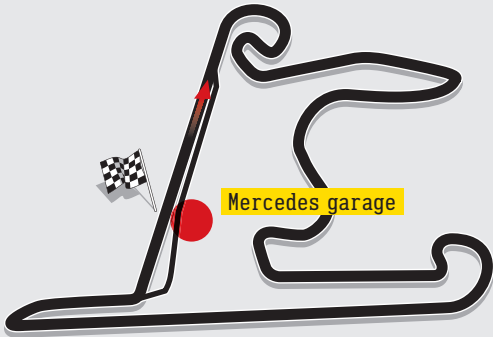
That’s without mentioning Rosberg’s middle stint on soft tyres, during which he was over 1.1s per lap faster on average than Vettel and Kvyat over a similar number of laps on the same compound.

“The softs held on surprisingly well,” said Rosberg. “The car was really well balanced. I pushed all the way. Also, I wanted to >>

Hamilton passes Perez on his way through the field to finish seventh



“MESSAGES CRACKLE BACK AND FORTH BETWEEN TEAM AND DRIVERS. CONSTANT CHATTER”



AUTOSPORT ENJOYED THE rare opportunity to observe the first part of free practice for the Chinese Grand Prix from the rear of the Mercedes garage.

The idea was to promote Epson’s ‘augmented-reality’ VIP experience, which uses Moverio ‘smart glasses’ as a visual aid to explain the ins and outs of free practice to Mercedes’ guests, all from the comfort of a special viewing gallery.

But it’s good old-fashioned radio headphones – or ‘cans’ – that provide the real intrigue. Messages crackle back and forth

between team and drivers. Constant chatter.

The rules prevent too much talking while cars are on the track, so detailed conversation is kept for before sessions and between runs.

Lewis Hamilton sounds more like R2-D2 than his usual self, thanks to interference in the system, but messages going out to him are loud and clear.

We also hear Nico Rosberg’s communication simultaneously.

“Nico, I’ve set your settings as per last year; 55 brake bias for Turn 1 as a reference.

Right-hand magic. You are EB plus two positions.”

“Can we get an airline on



Listening in to team chat is intriguing but often unenlightening

the V2X please gents?”

Sorry, what?

Likely set-up changes after the first runs are also discussed (we are forbidden from revealing details) before both drivers are sent out for three-lap runs on the medium-compound tyre. The chatter dies down until they return to the pits.

Both drivers report “massive oversteer” in the low-speed corners – Hamilton even suffers

a quick spin at Turn 11 – and the team suggests there is also some trouble in the fast turns.

“High-speed a little bit of oversteer,” reports Rosberg. “Slow-speed a lot of oversteer.”

The comments of each driver tally, and the team discusses ways to combat those handling difficulties.

Hamilton complains of “under-rotation” under braking, which “starts to push it

to oversteer” and asks for suggestions.

Another engineer cuts in: “Lewis, can you select menu magic position four please?”

Pardon?

This sounds like augmented *unreality* to me, more like space racing than motor racing. An insight into the bizarre world of raw F1 communication.

**BEN ANDERSON**



Kvyat took his second F1 podium. Here he is passing Massa

XPB IMAGES

Rosberg celebrates  
in the style of the times  
- with a team selfie



cover safety cars and any eventualities. It was just enjoyable, so why should I slow down?"

Rosberg's only real challenger at the moment, particularly on a front-limited circuit such as Shanghai, is Lewis Hamilton. But after two "damage-limitation" races in Australia and Bahrain, the damage really hit home in China.

Hamilton was on the back foot before the cars turned wheels, thanks to a five-place grid penalty for an unscheduled gearbox change ahead of practice. Then an MGU-H problem at the start of qualifying – which required a full engine change before the race – stopped him setting a time and consigned him to last on the grid.

Hamilton elected to start from the grid rather than the pitlane, arguing he was better off running the risk of a first-lap accident than taking an extra 8s hit for starting away from the grid.

As it turned out he miscalculated, picking up heavy damage as an indirect result of the Ferrari collision at Turn 1. In the concertina that followed that incident, Felipe Nasr decided first to go inside then around the outside of Raikkonen's hobbled car. As Nasr moved back to the right he inadvertently collided with Hamilton, whose front wing then folded under the front of the Mercedes on the following straight.

The safety car period for the subsequent debris came too late for Hamilton, who pitted at the end of lap one for a new nose, again on lap five to fit super-softs, and the next lap to switch back to softs for the restart. That dropped him back to 21st out

of 22 cars. He recovered back to the points, but the residual damage to the car restricted him to seventh.

Hamilton challenged Felipe Massa's Williams in the closing stages, but his medium tyres gave up the ghost before he could make a move stick. "A pretty horrifying race," was Hamilton's assessment. "But there were some good experiences with the overtaking. I definitely don't feel the dark cloud that I've had in the past. Of course it's a trying time and there are lots of different emotions going through my mind as you see the championship moving further away. But this is a part of motor racing.

"I wasn't able to show my true ability in terms of pure pace because I had a damaged car, but that was the same with the last race as well. We'll come back. We fell this weekend; we'll get up and try harder next time."

If Hamilton had enjoyed a clean weekend he would

surely have pushed Rosberg all the way. It was just another 'what if?' in a long sequence that helped Rosberg pull well clear in China. He's already amassed almost twice the number of points in the world championship as his illustrious team-mate.

Hamilton will have to hope 'what if' this can be only the 12th year in F1 history when a driver who fails to win any of the first three races goes on to win the title? Jack Brabham failed to score any points at all across the first three grands prix of 1960, but still won the crown, but such comebacks are exceedingly rare.

Rosberg is on a roll. But Hamilton will take comfort from the long road that still lies ahead. ❦

## Hamilton: "A pretty horrifying race. But there was overtaking"



# Vettel furious with Kvyat after clash

SEBASTIAN VETTEL BLAMED Red Bull's Daniil Kvyat for the incident that caused the four-time world champion to collide with Ferrari team-mate Kimi Raikkonen at the first corner in China.

Raikkonen locked up and ran deep into Turn 1 and was then wheel to wheel with Vettel when Kvyat came down the inside too.

Vettel took avoiding action and hit Raikkonen, delaying both and causing sufficient damage to the Finn's car to force him to pit. Vettel eventually recovered to second, passing Kvyat in the final stint,

with Raikkonen ending up fifth.

The German described Kvyat as "a madman" and his move as "suicidal" over team radio, and then erupted at his Red Bull replacement when Kvyat asked about the start in the drivers' room on the way to the podium after the race.

"You ask what happened at the start? If I didn't go to the left, you'd have crashed into us and we'd all three go out," Vettel raged. "You came like a torpedo."

When Kvyat retorted "that's racing", Vettel sternly replied: "If I'd kept going on the same

line, we'd have crashed."

The argument concluded with Vettel declaring: "you were lucky this time" to Kvyat.

Ferrari team principal Maurizio Arrivabene felt there was nothing to gain from apportioning blame for the collision.

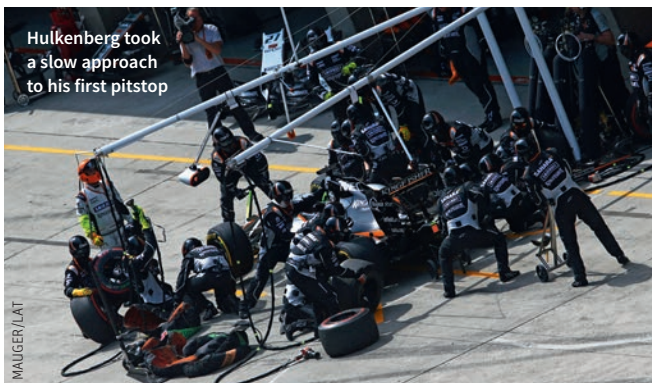
"I think pointing the finger at somebody isn't correct," Arrivabene said. "Kvyat was doing his race, coming into the curve at high speed, but Seb and Kimi were doing the same thing in Kvyat's position.

"Of course if you want to defend your position you move away, but

unfortunately Kimi was there. But this is racing – it's not monopoly."

While Vettel was adamant Kvyat triggered the collision, he still apologised to Raikkonen and Ferrari for having been part of it.

Red Bull team boss Christian Horner defended Kvyat from Vettel's ire. "I think when Seb has a good look at it he might change his opinion," Horner said of his former driver. "There was an enormous gap up the inside. The Ferraris were getting dizzy with each other and Kvyat took advantage of it. I couldn't see anything wrong with it."



Hulkenberg took a slow approach to his first pitstop

MAUGER/LAT

# Sainz slams 'dangerous'

THE FORCE INDIA TEAM'S PITLANE actions in the Chinese Grand Prix were "really dangerous", according to Toro Rosso driver Carlos Sainz Jr.

Several cars dived for the pits when the safety car came out on lap four following Daniel Ricciardo's tyre blowout on the back straight.

Nico Hulkenberg drove slowly in the pit entry to build a gap so that Force India could complete team-mate Sergio Perez's

tyre change before he arrived, prompting Sebastian Vettel to overtake two cars on the grass as the queue backed up.

The stewards gave Hulkenberg a five-second time penalty and two penalty points on his licence for driving "unnecessarily slowly in the pit entry, holding up other competitors".

Sainz said that while backing up the pack in that circumstance was a standard tactic, that did not make it acceptable.

## THE VETTEL-KVYAT ROW IN FULL

(Kvyat asks Vettel about the start)

**SEBASTIAN VETTEL:** You ask what happened at the start? If I didn't go the left you'd crash into us and we'd all three go out!

**DANIIL KVYAT:** Well...

**SV:** No, no 'well!' You came like a torpedo!

**DK:** Well that's racing.

**SV:** If I keep going the same line then I crash.

**DK:** Then don't keep going...

**SV:** But there was a car on the left also, that's why I hit the other car.

**DK:** I couldn't see all three cars man, come on. I have only two eyes.

**SV:** You'll crash driving like that.

**DK:** But we didn't, so...

**SV:** Yeah, you didn't! I know it's racing but... you need to expect that when you're packed up it's crazy. You were lucky this time.

**DK:** Well I'm on the podium; you're on the podium. It's fine.



## RUSSIAN TURNS A CORNER WITH PODIUM

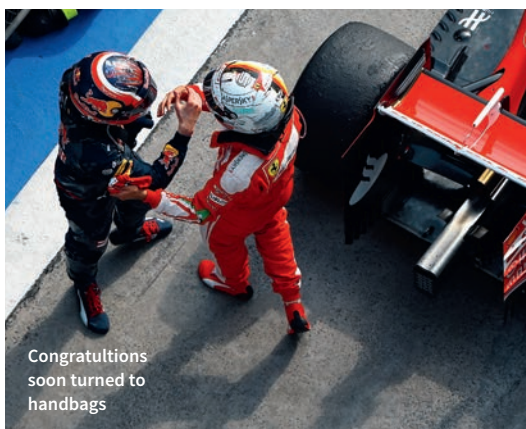
**RED BULL BOSS** Christian Horner reckons Daniil Kvyat will drive with more confidence after scoring his team's first podium of the season in the Chinese Grand Prix.

Kvyat has struggled compared to team-mate Daniel Ricciardo over the first two races of 2016, but finished third at Shanghai after passing both Ferraris and Valtteri Bottas's Williams at Turn 1, and benefiting when Ricciardo suffered a tyre blowout.

Kvyat ran second for long periods, before a recovering Sebastian Vettel overtook.

"His race in Bahrain was strong and now he's put in another very, very good performance, and that is just great for his confidence," said Horner.

"He's finding his way with the car and tyre now, and 90 per cent of it is understanding the tyre."



Congratulations soon turned to handbags

## RENAULT SUFFERS DISASTROUS RACE AT SHANGHAI

**RENAULT ADMITS THERE** is "no excuse" for its dismal performance in the Chinese Grand Prix. Kevin Magnussen suffered suspension failure in first practice (below), which forced him to sit out the second session. He qualified and finished a lowly 17th, while team-mate Jolyon Palmer fared even

worse, qualifying 19th and finishing last.

Managing director Cyril Abiteboul cited an issue with tyres. "We are poor at understanding the tyres and that's caused us lots of trouble here," he said. "A lot of hard work has been put into the engine, but we need to focus on the car."

## Q&A

### JOLYON PALMER RENAULT DRIVER



#### Can you describe your weekend?

Very bad. The problem was that we had no running in the other car [Magnussen's] on Friday.

There were also some damaged parts in qualifying. We fixed half the problem for the race, but I'm missing some aero.

#### Renault can see the engine is good because of Red Bull. It knows where it has to focus...

It's true but we're in a different position from Red Bull because the takeover was late and we're running a Lotus with a Renault engine. The car has generally improved but the problem is my own car feels like it's gone backwards since Melbourne, so I need to get back to a Melbourne level of performance because everyone else has moved forward a lot.

#### Do you know the reason for that?

We have an idea. Things changed after Melbourne on the car, so for the next race we need to maybe revert to Melbourne's spec and see if there's something there. If there's not then we'll be scratching our heads.

#### Was that your worst weekend as a driver?

I think maybe ever, yeah. It's been very bad. But I did another grand prix distance. I didn't do one in Bahrain. It's good experience. It's a tough experience because it's looking pretty bad, but we'll recover and then it'll be useful experience.

S. BLOKHAMILAT



## Force India pit tactics

"It is fairly common but it's really dangerous," he said. "You're in the pitlane at 80km/h – that might seem slow but it's still 80km/h – and suddenly he locks the brakes and you can run into him and there are people standing next to you."

"You could hit him and have two cars in the middle of the pitlane spinning around. The pitlane should be a safe place, not a place to race and create chaos."

Force India team manager Otmar

Szafnauer said Hulkenberg was slowing down for safety reasons in the crowded pitlane, rather than to gain an advantage.

"He just wanted to be a bit cautious, knowing he couldn't do a normal stop," Szafnauer told *Autosport*. "He thought just a little bit slower would help avoid any potential danger because he wasn't doing his normal routine."

Force India was also fined €5000 for an unsafe release. Perez wasn't penalised.

# No points as Haas gets a reality check in China

**HAAS TEAM PRINCIPAL GUNTHER Steiner** says the Chinese Grand Prix was a “reality check” for his team, after the new American Formula 1 outfit failed to score points for the first time this season.

Having finished in the top six in each of the first two races with Romain Grosjean, Haas struggled badly in Shanghai, with Esteban Gutierrez finishing 14th and

Grosjean 19th after losing his front wing in a collision with Marcus Ericsson.

Grosjean blamed Pirelli’s tyre pressure safety limits and a rear suspension set-up mistake for his difficulties, while Gutierrez suffered gearbox problems, a brake fire and a DRS malfunction over the course of the event.

“It’s a reality check but I think quite a good one,” said Steiner. “We know where we are

now. Without the problem on Romain’s car he would have been up there with the McLarens.”

Grosjean described the race as “shit”.

“Since Friday morning I was not happy with my car at all,” he said. “We’ve tried a few things and we never got it right.

“Changing the front wing was not quick enough, the front tyre degradation was bad – a lot of things we can understand.”



XPB IMAGES

# McLaren too slow to score as Alonso returns from injury

**FERNANDO ALONSO** suspects McLaren-Honda was simply too slow to score points in the Chinese Grand Prix, rather than it being caused by a strategy error.

Alonso returned to action after missing the Bahrain GP with a broken rib, following his huge accident in the season-opening Australian GP. He had to undergo extra tests after first practice, but was declared fit to race by the FIA.

Alonso was adamant both McLarens were robbed of Q3 slots by the red flag for Nico Hulkenberg’s lost wheel in qualifying, and would be quick enough for strong points finishes.

But despite both running in the top five for long spells as strategies unfolded, Alonso and team-mate Jenson Button finished back in the 12th and 13th positions they qualified in.

“We chose to be on a two-

stop strategy against the three-stopper, but it didn’t work as planned,” Alonso explained. “The safety car didn’t come at the right time for us but we didn’t have the pace either.”

“To be in the points you need to follow the leading pack otherwise you are out of sync and you have traffic, which kills your strategy.

“We need to find that half-second that can put us in front.”



XPB IMAGES



HONEY/LAT

## HORNER HAILS NEW TYRE RULES

**RED BULL BOSS CHRISTIAN HORNER** BELIEVES THE new rules to allow teams to use three compounds of tyre in Formula 1 this season have improved racing.

Nico Rosberg dominated the Chinese Grand Prix, winning by nearly 38 seconds, but the race featured frenetic action in his wake.

Horner says the tyre rules have created strategic variance between teams and drivers that has improved the spectacle.

“Teams are coming into the weekend with different allocations and it’s mixed up the strategies a bit,” said Horner. “Whether that’ll converge as things go we’ll see. But when you put fast cars down the field it inevitably produces good racing.”

Toro Rosso driver Carlos Sainz added the extra tyre choice makes it difficult to get the car set-up right.

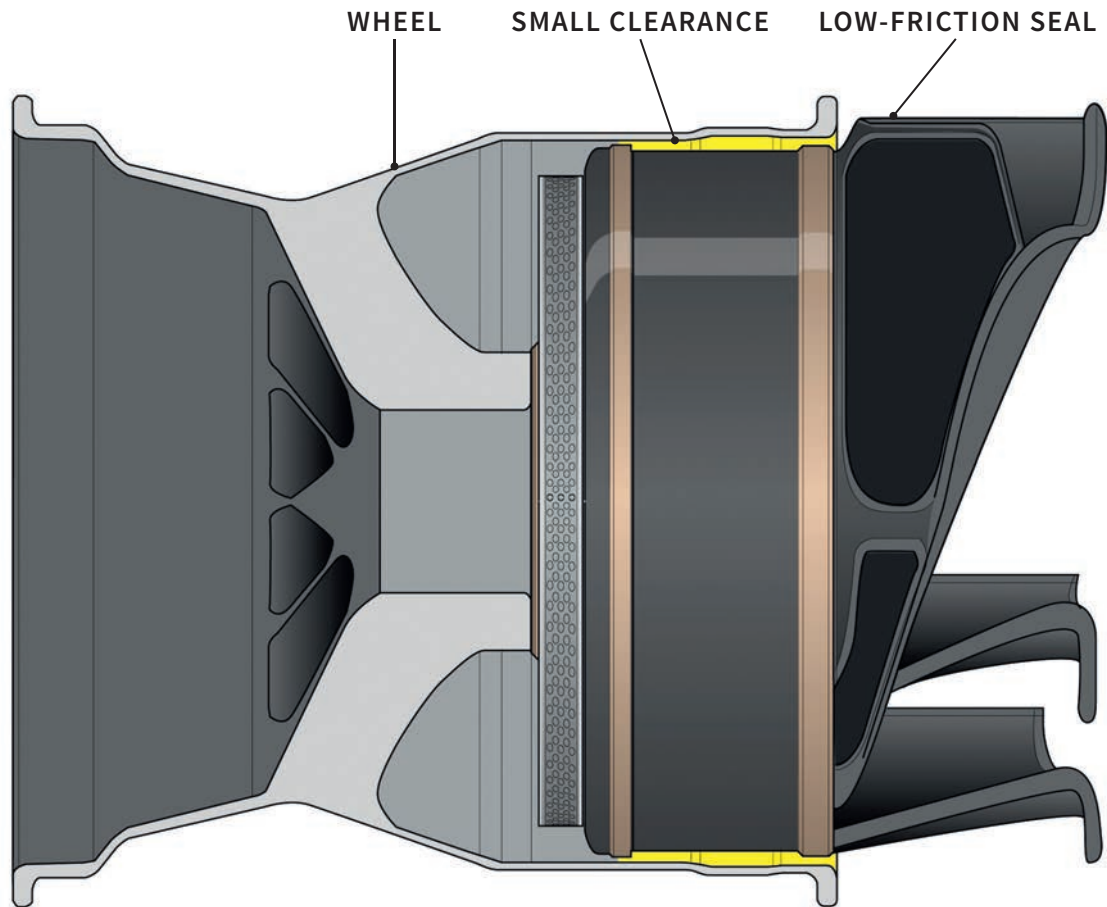
## WHEEL ISSUES FOR WILLIAMS

Felipe Massa's Williams suffered two similar rear-tyre failures in Friday morning practice in China. The second was later traced to the inner brake-duct drum rubbing the wheel and causing the wheel to fail.

Williams has been running new complex inner-brake drums this season. Like all teams, the clearance between the drum and wheel is reduced to a minimum, with the drums often featuring low-friction tape in bands around the inner and outer edges to help keep the drum from contacting the wheel.

Any further misalignment or movement in the drum will lead to abrasion and heat on the rim and cause it to fail.

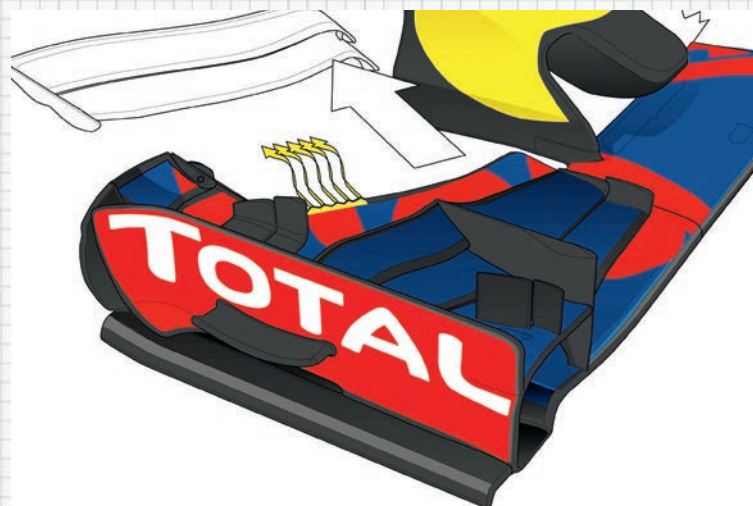
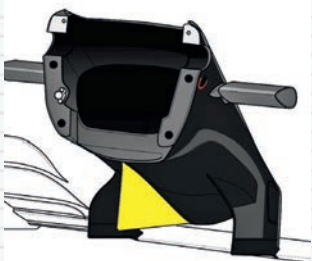
It appears that this was the cause of Massa's problems. During pre-season testing there were at least two other similar wheel failures for other teams. The practice of running such tight clearances inside the wheel, though often unproblematic, clearly creates extra risk.



## McLAREN'S NEW NOSE

McLaren has mated the two different front wings it has used so far this season to a revised nose design.

When viewed from below, the shape of the nose's thumb tip merges into the main nose shape. This reduces the tip's ability to guide airflow under the car, which can be a very powerful effect. So a long flat vane trailing the nose tip is used to guide the airflow back along the car.



## RED BULL FOLLOWS MERCEDES' LEAD

Red Bull's front wing ran with Mercedes-style serrations in the slot gap between its two rear-facing flaps in China.

The serrations appear to be located at the

wing's undersurface and in a small span of about 20cm near the wing tip.

These serrations create turbulent flow, breaking up the

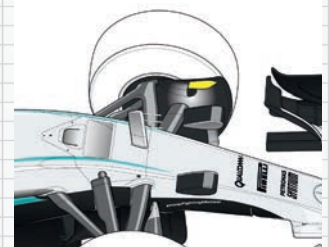
otherwise laminar flow of air.

This is more effective in keeping the airflow attached to the steeply angled wing profile in this area.

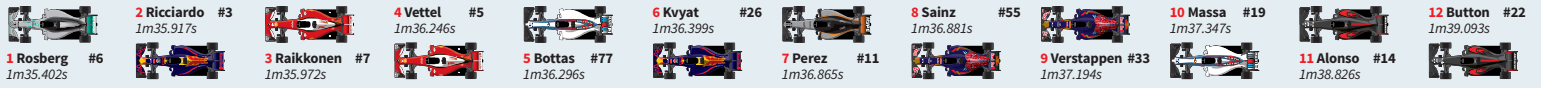
## MERCEDES DUCT TEST

Mercedes trialed a front-brake duct with an extra flick added above the meshed air inlet.

This inlet area has been the focus of much attention since the Australian Grand Prix, when a foam earplug got stuck to the mesh and reduced cooling to the front brake. It's not clear if the new fin is related to the same issue, but the team is now running the entire outer brake duct sprayed with a non-stick coating for all sessions.



# RACE REPORT/RESULTS



## Race results / 56 laps – 189.677 miles

## Fastest laps

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Nico Rosberg	Mercedes	1h38m53.891s	54	●●●	46.390s
2	Sebastian Vettel	Ferrari	+37.776s		●●●●	1m14.741s
3	Daniil Kvyat	Red Bull-Renault	+45.936s		●●●●	1m09.375s
4	Daniel Ricciardo	Red Bull-Renault	+52.688s	2	●●●●	1m09.279s
5	Kimi Raikkonen	Ferrari	+1m05.872s		●●●●	1m17.262s
6	Felipe Massa	Williams-Mercedes	+1m15.511s		●●●	45.473s
7	Lewis Hamilton	Mercedes	+1m18.230s		●●●●●	2m02.126s
8	Max Verstappen	Toro Rosso-Ferrari	+1m19.268s		●●●●	1m16.908s
9	Carlos Sainz	Toro Rosso-Ferrari	+1m24.127s		●●●●	1m12.855s
10	Valtteri Bottas	Williams-Mercedes	+1m26.192s		●●●●	1m08.059s
11	Sergio Perez	Force India-Mercedes	+1m34.283s		●●●●	1m08.051s
12	Fernando Alonso	McLaren-Honda	+1m37.253s		●●●	45.801s
13	Jenson Button	McLaren-Honda	+1m41.990s		●●●●	1m09.611s
14	Esteban Gutierrez	Haas-Ferrari	-1 lap		●●●●	1m09.911s
15	Nico Hulkenberg	Force India-Mercedes	-1 lap		●●●●●	1m43.910s
16	Marcus Ericsson	Sauber-Ferrari	-1 lap		●●●	47.518s
17	Kevin Magnussen	Renault	-1 lap		●●●●	1m09.092s
18	Pascal Wehrlein	Manor-Mercedes	-1 lap		●●●●	1m15.347s
19	Romain Grosjean	Haas-Ferrari	-1 lap		●●●●●	2m09.804s
20	Felipe Nasr	Sauber-Ferrari	-1 lap		●●●●	1m25.946s
21	Rio Haryanto	Manor-Mercedes	-1 lap		●●●●	1m12.187s
22	Jolyon Palmer	Renault	-1 lap		●●●●	1m10.178s

POS	DRIVER	TIME	GAP	LAP
1	Hulkenberg	1m39.824s	-	48
2	Grosjean	1m39.923s	+0.099s	47
3	Button	1m40.298s	+0.474s	46
4	Gutierrez	1m40.368s	+0.544s	45
5	Verstappen	1m40.399s	+0.575s	41
6	Rosberg	1m40.418s	+0.594s	38
7	Nasr	1m40.582s	+0.758s	42
8	Raikkonen	1m40.593s	+0.769s	40
9	Vettel	1m40.610s	+0.786s	37
10	Hamilton	1m40.662s	+0.838s	32
11	Ricciardo	1m41.015s	+1.191s	55
12	Sainz	1m41.485s	+1.661s	35
13	Wehrlein	1m41.489s	+1.665s	48
14	Kvyat	1m41.546s	+1.722s	38
15	Bottas	1m41.558s	+1.734s	23
16	Massa	1m41.815s	+1.991s	34
17	Perez	1m41.846s	+2.022s	30
18	Haryanto	1m42.009s	+2.185s	42
19	Alonso	1m42.226s	+2.402s	36
20	Palmer	1m42.232s	+2.408s	26
21	Magnussen	1m42.311s	+2.487s	22
22	Ericsson	1m43.269s	+3.445s	41

WEATHER Dry, sunny; Track 44C, air 20C ● New ○ Used ● Ultra-soft ● Super-soft ● Soft ● Medium ● Hard ● Wets ● Intermediate

**4033**

Romain Grosjean passed the 4000 laps raced in F1 mark during the Chinese GP

**2**

Nico Hulkenberg took his second fastest lap – the first was in the 2012 Singapore GP

**6**

Only Alberto Ascari, M Schumacher and Sebastian Vettel have won six consecutive races

**17**

Nico Rosberg's 17th win surpasses Sir Stirling Moss's record for most without a title

**802**

Felipe Massa notched up his 800th lap running in second place in F1 during the Chinese

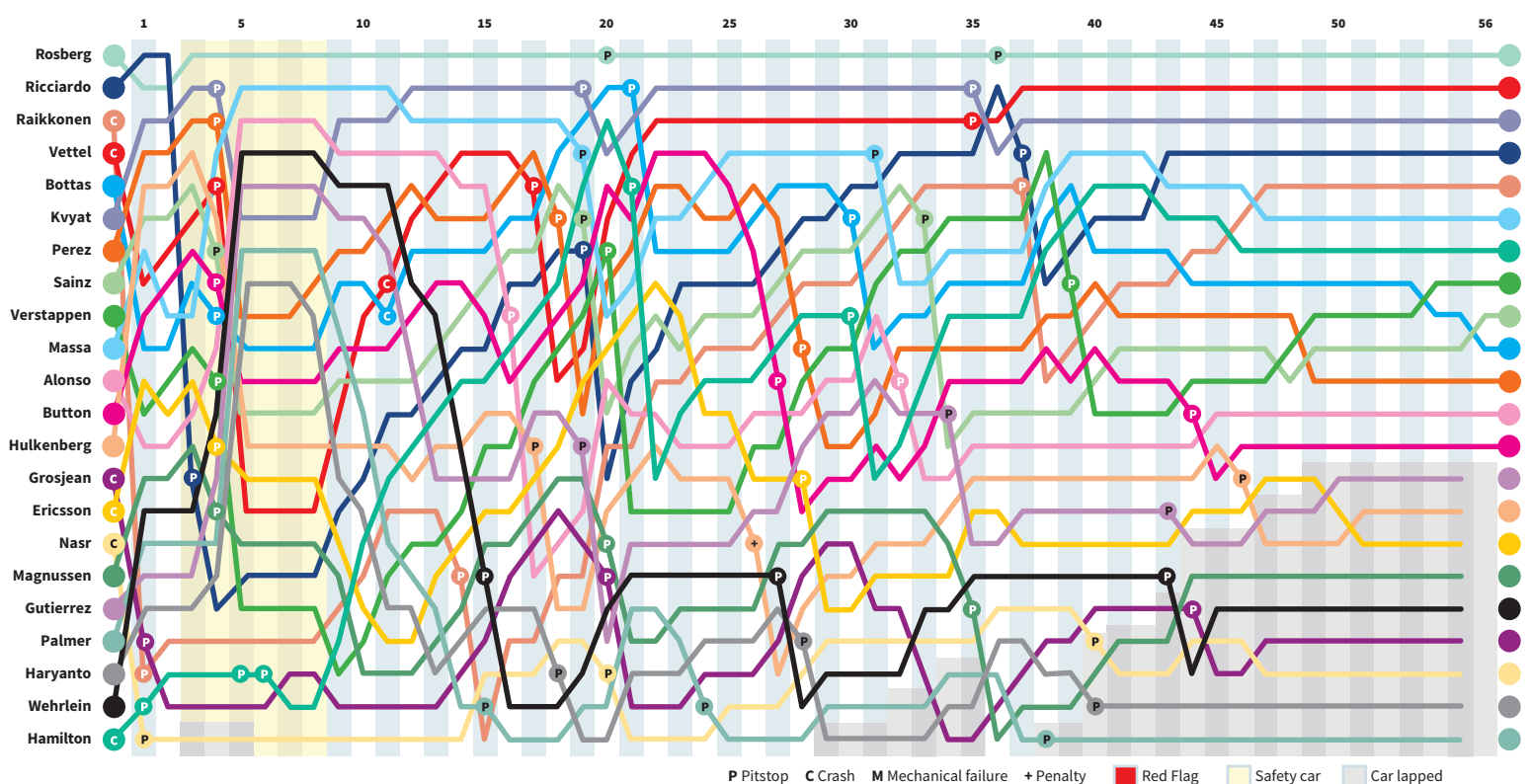
**5**

This is only the fifth time every starter has finished a race in championship history

**3**

A driver has won the first three races nine times before Rosberg – and won the title each time

## Lap chart / What happened, when





# SEASON STATS

## Qualifying 1      Qualifying 2      Qualifying 3

POS	DRIVER	TIME
1	Vettel	1m37.001s
2	Raikkonen	1m37.347s
3	Bottas	1m37.537s
4	Button	1m37.593s
5	Sainz	1m37.656s
6	Rosberg	1m37.669s
7	Ricciardo	1m37.672s
8	Kvyat	1m37.719s
9	Massa	1m38.016s
10	Perez	1m38.096s
11	Hulkenberg	1m38.165s
12	Verstappen	1m38.181s
13	Ericsson	1m38.321s
14	Grosjean	1m38.425s
15	Alonso	1m38.451s
16	Nasr	1m38.654s
17	Magnussen	1m38.673s
18	Gutierrez	1m38.770s
19	Palmer	1m39.528s
20	Haryanto	1m40.264s
DSQ	Wehrlein	-
DSQ	Hamilton	-

WEATHER Damp, cloudy; track 24C, air 22C

POS	DRIVER	TIME
1	Raikkonen	1m36.118s
2	Vettel	1m36.183s
3	Rosberg	1m36.240s
4	Ricciardo	1m36.815s
5	Bottas	1m36.831s
6	Kvyat	1m36.948s
7	Perez	1m37.149s
8	Sainz	1m37.204s
9	Verstappen	1m37.265s
10	Hulkenberg	1m37.333s
11	Massa	1m37.347s
12	Alonso	1m38.826s
13	Button	1m39.093s
14	Grosjean	1m39.830s
15	Ericsson	1m40.742s
16	Nasr	1m42.430s

WEATHER Damp, cloudy; track 24C, air 22C

POS	DRIVER	TIME
1	Rosberg	1m35.402s
2	Ricciardo	1m35.917s
3	Raikkonen	1m35.972s
4	Vettel	1m36.246s
5	Bottas	1m36.296s
6	Kvyat	1m36.399s
7	Perez	1m36.865s
8	Sainz	1m36.881s
9	Verstappen	1m37.194s
10	Hulkenberg	-

WEATHER Damp, cloudy; track 24C, air 22C

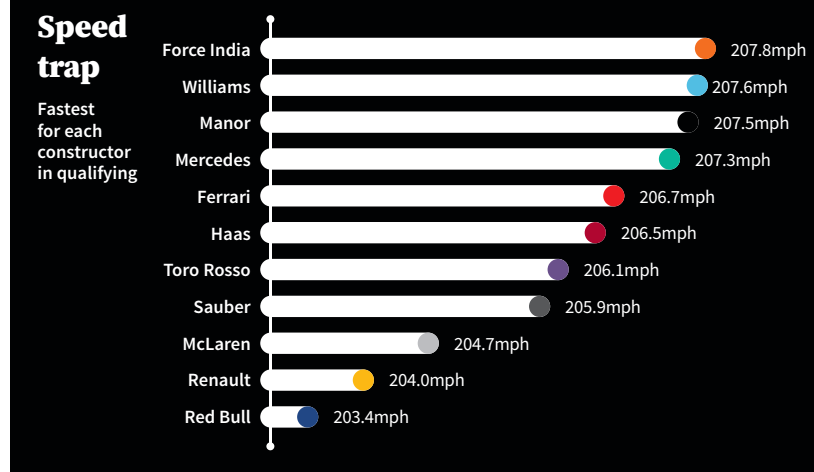
## Race briefing

### GRID PENALTIES

**HAMILTON** Five-place penalty for a gearbox change  
**HULKENBERG** Three-place penalty for unsafe release in qualifying

### RACE PENALTIES

**HULKENBERG** Five-second penalty for driving unnecessarily slowly in the pitlane



## Drivers' championship

1	Rosberg	75
2	Hamilton	39
3	Ricciardo	36
4	Vettel	33
5	Raikkonen	28
6	Massa	22
7	Kvyat	21
8	Grosjean	18
9	Verstappen	13
10	Bottas	7
11	Hulkenberg	6
12	Sainz	4
13	Vandoorne	1
14	Magnussen	0
15	Perez	0
16	Palmer	0
17	Ericsson	0
18	Alonso	0
19	Button	0
20	Wehrlein	0
21	Nasr	0
22	Gutierrez	0
23	Haryanto	0

## Constructors' championship

1	Mercedes	114
2	Ferrari	61
3	Red Bull	57
4	Williams	29
5	Haas	18
6	Toro Rosso	17
7	Force India	6
8	McLaren	1
9	Renault	0
10	Sauber	0
11	Manor	0

## Wins

Rosberg	3
---------	---

## Fastest laps

Hulkenberg	1
Ricciardo	1
Rosberg	1

## Pole positions

Hamilton	2
Rosberg	1

## Qualifying head-to-head

ROS	1	2	HAM
VET	2	1	RAI
MAS	1	2	BOT
RIC	3	0	KVY
PER	2	1	HUL
MAG	1	2	PAL
VES	2	1	SAI
ERI	3	0	NAS
ALO	2	0	BUT
VAN	1	0	BUT
HAR	2	1	WEH
GRO	3	0	GUTI

## Free practice 1      Free practice 2      Free practice 3

POS	DRIVER	TIME
1	Rosberg	1m38.037s
2	Hamilton	1m38.183s
3	Vettel	1m38.665s
4	Ricciardo	1m39.061s
5	Raikkonen	1m39.155s
6	Kvyat	1m39.625s
7	Sainz	1m39.676s
8	Button	1m39.974s
9	Hulkenberg	1m40.169s
10	Verstappen	1m40.232s
11	Perez	1m40.347s
12	Alonso	1m40.538s
13	Bottas	1m40.828s
14	Grosjean	1m41.358s
15	Ericsson	1m41.393s
16	Haryanto	1m41.614s
17	Palmer	1m41.816s
18	Wehrlein	1m42.908s
19	Nasr	1m42.980s
20	Magnussen	no time
21	Gutierrez	no time
22	Massa	no time

WEATHER Dry, sunny; track 41C, air 24C

POS	DRIVER	TIME
1	Raikkonen	1m36.896s
2	Vettel	1m37.005s
3	Rosberg	1m37.133s
4	Hamilton	1m37.329s
5	Ricciardo	1m38.143s
6	Verstappen	1m38.268s
7	Hulkenberg	1m38.527s
8	Sainz	1m38.542s
9	Perez	1m38.569s
10	Bottas	1m38.723s
11	Alonso	1m38.728s
12	Button	1m38.828s
13	Kvyat	1m39.178s
14	Massa	1m39.214s
15	Palmer	1m39.774s
16	Grosjean	1m39.890s
17	Wehrlein	1m39.941s
18	Ericsson	1m39.979s
19	Haryanto	1m40.550s
20	Nasr	1m41.066s
21	Gutierrez	1m42.954s
22	-	-

WEATHER Dry, cloudy; track 45C, air 26C

POS	DRIVER	TIME
1	Vettel	1m57.351s
2	Bottas	1m58.061s
3	Perez	1m58.689s
4	Sainz	1m58.800s
5	Gutierrez	1m59.526s
6	Palmer	1m59.677s
7	Magnussen	1m59.761s
8	Wehrlein	1m59.964s
9	Verstappen	2m00.150s
10	Hulkenberg	2m00.158s
11	Nasr	2m00.197s
12	Raikkonen	2m00.812s
13	Massa	2m02.438s
14	Haryanto	2m02.732s
15	Button	no time
16	Alonso	no time
17	Grosjean	no time
18	Kvyat	no time
19	Rosberg	no time
20	Ricciardo	no time
21	Hamilton	no time
22	Ericsson	no time

WEATHER Wet, raining; track 20C, air 19C

# NEXT RACE

Russian Grand Prix  
May 1 2016, Sochi

# Ricciardo's event to remember

Summary and rating for each driver's grand prix weekend performance out of 10

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

## MERCEDES



### 7 LEWIS HAMILTON

This was another race of damage limitation for Hamilton, thanks to a gearbox penalty and then an engine change after a problem in qualifying.

A whack from Nasr on lap one ruined his race. He arguably should have nailed Massa at the end, even with a damaged car, but he is dealing well with constant setbacks.



### 10 NICO ROSBERG

Some reckoned Rosberg was in for an 'easy' weekend after Hamilton's tribulations but he still nailed superb laps in Q2 and Q3.

The start was always going to be tough on harder tyres, but he stayed calm and dominated. He did not have much opposition but was tough to fault.

## FERRARI



### 7 SEBASTIAN VETTEL

Ferrari looked competitive in the early stages, but faltered when Mercedes picked up pace.

Vettel loses marks for underperforming in Q3 and colliding with Raikkonen at Turn 1. His recovery to second was a mix of decisive and indecisive, but he ultimately achieved the best result possible.



### 7 KIMI RAIKKONEN

Raikkonen felt he had a genuine pole shot, but again made a mistake at the vital moment.

He started well, but locked up at Turn 1, which indirectly triggered contact with Vettel as he cut back. Slower than Ricciardo after repairs but wouldn't say if residual damage was to blame.

## WILLIAMS



### 6 VALTTERI BOTTAS

Bottas pulled off a "mega" lap in qualifying to be fifth, but lost ground by going to the outside of the Ferraris at Turn 1.

Was right with Massa starting the final stint before tumbling back to 10th. Bottas wasn't sure why his car suffered "terrible" degradation on the medium while the other Williams didn't.

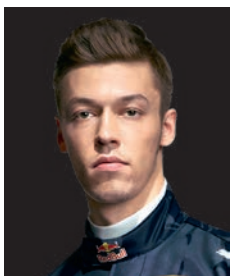


### 9 FELIPE MASSA

Massa was hindered by the Hulkenberg incident in Q2, but an error on his first run cost him easy passage into Q3.

He felt his race to sixth, fending off Hamilton's Mercedes, was "perfect". It's difficult to see what more he could have done given Williams's pace on Sunday.

## RED BULL



### 8 DANIIL KVIYAT

Qualifying was much better after Australia and Bahrain, but he was still firmly shaded by his team-mate and a Williams.

Kvyat's race was excellent. He couldn't be faulted for Turn 1, and held off Vettel's faster Ferrari for as long as he could. The podium finish should boost his confidence.



### 10 DANIEL RICCIARDO

Ricciardo produced arguably the best lap of his career to beat the Ferraris to the front row. He has a real knack with the super-soft tyres.

He reckoned his drive to fourth was up there too. It's difficult to disagree given the early puncture. He would surely have finished second without that.

## FORCE INDIA



### 6 SERGIO PEREZ

Perez managed to outqualify team-mate Hulkenberg and both Toro Rossos. He is marked up for that.

The race was looking rosy early on, but Perez killed his second set of soft tyres in battle and, similar to Bottas, struggled managing the mediums at the end, so lost his shot at finishing in the points.



### 5 NICO HULKENBERG

Hulkenberg was always behind Perez in qualifying, even before a wheel came off in Q2. He nullified the three-place penalty with a strong first lap, but got penalised again for backing cars up.

He suffered even worse tyre life than his team-mate in traffic and had to make an extra stop. A race to forget.

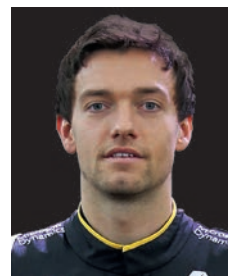
## RENAULT



### 9 KEVIN MAGNUSSEN

Magnussen hadn't actually driven through the final corner until his first lap of qualifying, thanks to losing most of Friday practice, so almost making Q2 was superb.

He raced closely with Ericsson until pitting. Magnussen did as well as could be expected given Renault admits it is "nowhere" on race pace.



### 3 JOLYON PALMER

Palmer enjoyed a much cleaner build-up than his team-mate but qualified almost a second afloat, flummoxed by rear grip problems.

He described his loss of pace since Melbourne as "catastrophic", and it continued in the race as he trailed home last. The rookie needs a reset to get things back on track.



Ericsson looked after his tyres to come home in 15th

XPB/IMAGES

## TORO ROSSO



**9 MAX VERSTAPPEN**  
Struggled with misaligned steering in qualifying though he still wasn't far away from Sainz in Q2. He lost out badly on the first lap but got his head down and recovered superbly. A mega middle stint on mediums set up a charge into the points. Another lap and he would have passed Hamilton too.



**8 CARLOS SAINZ JR**  
Sainz was the fastest Toro Rosso driver in qualifying again, though the team felt he should have beaten Perez too. He got delayed by Hulkenberg in the pits, struggled on his second set of soft tyres, and had to yield to Verstappen. Still, he did well to follow his team-mate through on harder rubber.

## SAUBER



**5 FELIPE NASR**  
Nasr reverted to his team-mate's set-up to try to solve braking and handling woes. He was nowhere on Friday, but Saturday was better, though still three tenths off Ericsson. The Brazilian lost ground after contact with Hamilton. Without that he would probably have finished not too far behind Ericsson.



**8 MARCUS ERICSSON**  
Ericsson told *Autosport* he deserved at least 8/10 for his Bahrain GP. Then, he should have beaten Magnussen, given his pitlane start. This time he deserves an 8. He was fortunate to survive a lap-one brush with Grosjean, but impressed in qualifying and managed tyres in the race.

## McLAREN



**7 JENSON BUTTON**  
Button showed serious pace in Q1, but Q3 still looks beyond McLaren-Honda, which had the seventh fastest car in China in reality. Soft tyre pace is a weakness, so McLaren focused on the medium in the race, which started well but went south due to Hulkenberg's go-slow pitlane antics and a slow third stint.

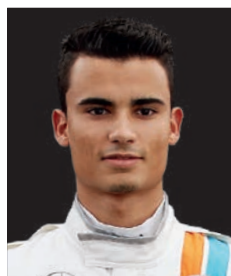


**8 FERNANDO ALONSO**  
Alonso managed some pain but seemed back to form after injury. He was a tad slower than Button on comparable Q1 runs and frustrated by red flags in Q2, but McLaren-Honda is arguably not quite quick enough for Q3 yet. He used the medium tyre well in the race and was catching Perez and Bottas at the end.

## MANOR

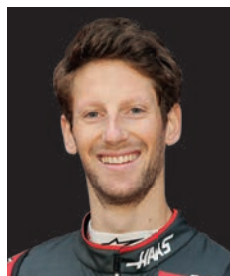


**4 RIO HARYANTO**  
Haryanto wasn't near team-mate Wehrlein over a single lap, but looked better over longer runs. That did not translate to the race, where both ran artificially high by not pitting at the safety car. Though he has usually been stronger than Wehrlein at managing tyres, this time Haryanto just fell away in the race.



**8 PASCAL WEHRLEIN**  
Wehrlein came unstuck for being the slick-tyre guinea pig in qualifying, but loses points for his shunt on the straight - bump and damp notwithstanding. The race was much better, particularly in with tyre management. He gained six places on lap one, thrashed his team-mate and was catching Magnussen.

## HAAS

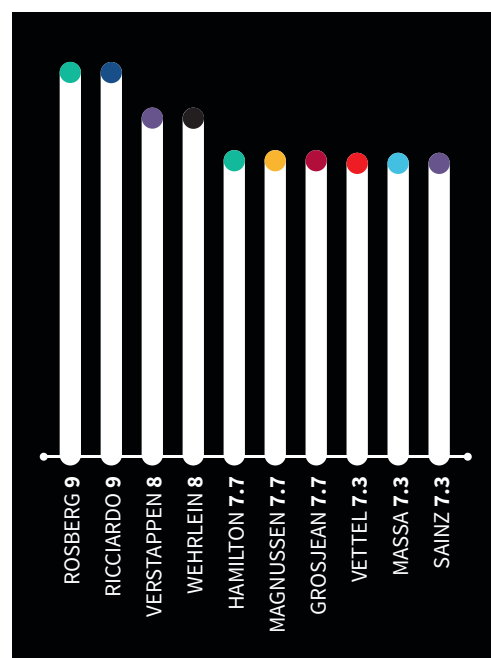


**5 ROMAIN GROSJEAN**  
Not one of Grosjean's best weekends, and a bit of a reality check for Haas. He struggled with "ridiculous" tyre pressure limits and set-up. A lap-one chop from Ericsson cost him, but was stuck behind Haryanto, and didn't manage tyres effectively. He felt his suspension was not set right.



**8 ESTEBAN GUTIERREZ**  
Gutierrez lost Friday after suffering a gearbox problem and a brake fire. A DRS problem made him vulnerable in the race, but he stayed calm and managed tyres well, clinging to the back of the midfield and staying clear of Hulkenberg's charging Force India at the end. A good job in tricky circumstances.

## TOP 10 AVERAGE RATING





VW revealed its 2017 World Rally Car last week ahead of the start of testing

### WORLD RALLY CHAMPIONSHIP

## Has the WRC sacrificed

ONE STEP FORWARD MEANS 30 YEARS BACK for the 2017 World Rally Championship. In terms of power and aerodynamic impact, the next generation of World Rally Cars will be closer than ever to their Group B ancestors. But, as the new era nears, there is growing concern about just how quick these cars could be.

Nothing focuses the mind like flying 50 metres between the trees at 110mph... except the prospect of flying 60 metres between the trees at 120mph. Does the WRC actually need more speed? Widening the turbo's restrictor from 33 to 36mm next season will offer an extra 50bhp, but the torque isn't expected to move much north of 330lb ft – which is where these cars really needed a boost.

The cars will be quicker, but that hike will come as much through increased downforce and improved transmission and suspension efficiency as it will through more horses. And that, for many, is the crux of the problem; efficiency will equate to World Rally Cars taking even straighter lines, further diminishing the spectacle.

Now, everything's relative. It would be hard to stand at the side of a stage and argue that the spectacle wasn't breathtaking. But it's about

more than that. It's about the fact that modern WRCs are a little bit dull.

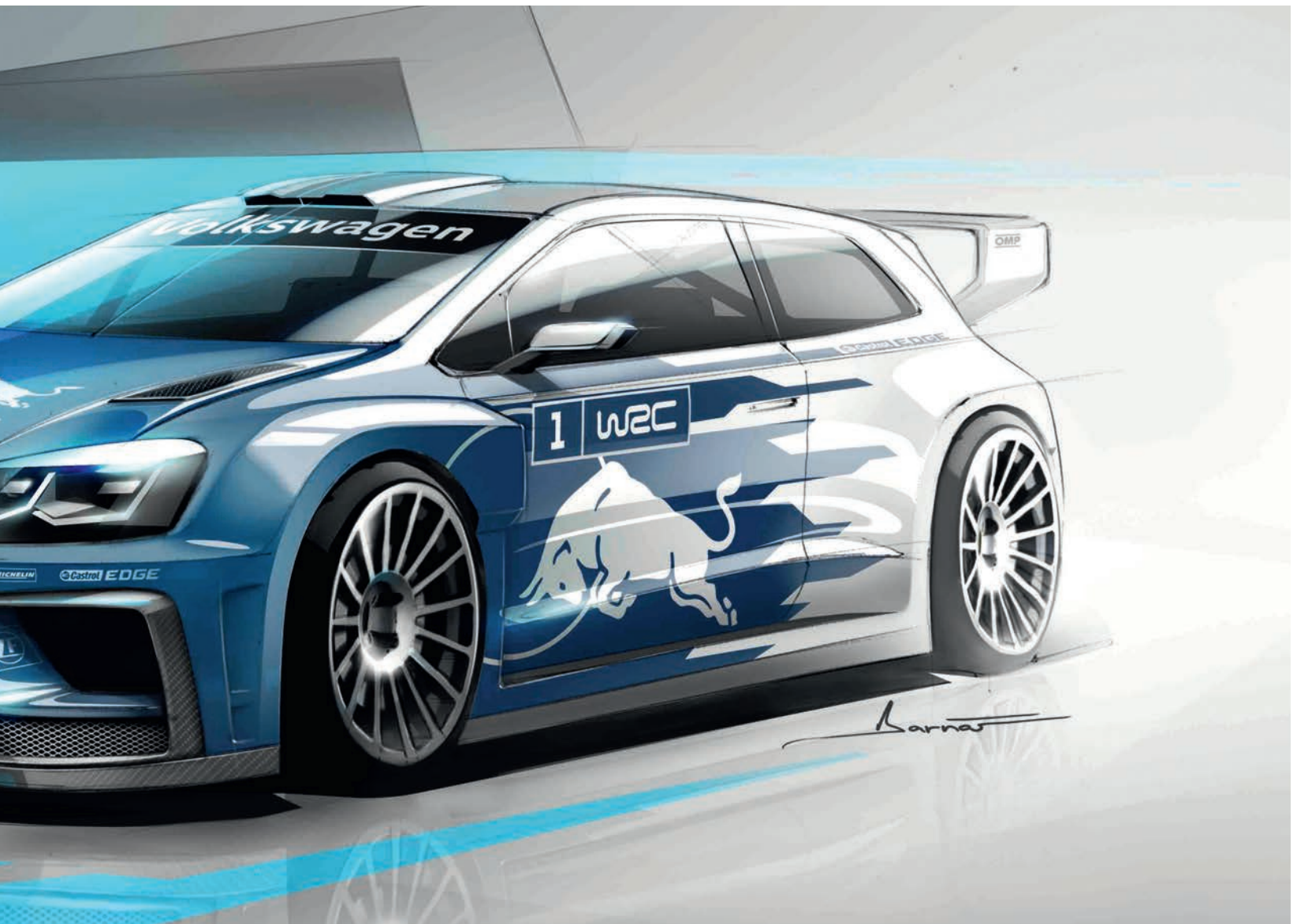
FIA president Jean Todt put the case for change most succinctly. Standing in the service park in Corsica last year, he looked at the machinery surrounding him. "These cars," he said, "these cars don't make me dream. When I looked at a Group B car, that made me dream."

Audi's Quattro, Lancia's Delta S4, these were genuine dream cars; cars that adorned bedroom walls across the world; cars that stopped you in your tracks. Even when they were standing still.

Group B rally cars were fearsome beasts, but in terms of speed they're dinosaurs. A good couple of seconds per mile slower than a modern WRC, even the most potent Peugeot 205T16 would struggle to keep pace with a well-driven 208T16 R5 car.

The new regulations resulted from a desire to improve the show and give the cars more presence, yet the next generation is looking even more savage in its efficiency.

Marcus Gronholm has more experience than most of the new generation, having been testing Volkswagen's 2017 mule Polo since last August.



# spectacle for speed in 2017?

The two-time world champion is nothing but complimentary about Francois-Xavier Demaison's latest creation. His concern comes when he watches footage of his efforts, especially on asphalt. Typically, the charismatic Finn is keen to stay on message, but every now and then he can't help himself.

"Again," he says, "I am saying too much... maybe the cars will have too much [grip]."

He's putting it mildly. The winner of the most recent round of the championship, Jari-Matti Latvala, can see where Gronholm's coming from.

"I don't think the cars will be too fast," says Latvala, "but maybe we could have taken away some of the aerodynamics at the front of the car. The aero at the front will raise the corner speed."

The return of the centre differential is, for many, another step in the wrong direction, as it helps to further tune the car to the conditions. Arguably, the engineers have been given too much input into the new regulations.

**"Some are even calling for a return to rear-wheel drive"**

What helped make Group B a great spectacle was the cars' shortcomings. It was the lack of grip from the tyres, the limited suspension travel, smaller brakes, dampers that hadn't emerged from an apparent space-race among suspension manufacturers, and transmission free from electronics and hydraulics.

It was a constant struggle to get the best out of these cars; a knife-edge separated a stage win from landing in the trees. And that struggle brought out the best in the sport. It created heroes, legends, unworldly drivers who achieved the impossible and manhandled these beasts down the road at top speed. At the end of a stage the emotion of living life on the limit was etched deep into their expressions.

Today's frontline world-championship drivers are just as brave, just as talented and likely a bit fitter than their counterparts of 30 years ago. But something's missing from today's cars and 2017 isn't necessarily going to fix it.

Those of a more radical nature in the

service park have even called for a return to rear-wheel drive. Engineers and marketing folk would immediately counter that this takes us away from the road cars these machines are supposed to ape, but isn't that what 2017's all about?

The drivers themselves are now part of the problem. Big power, locked differentials and the lack of driveshafts up front wouldn't counter the fact that today's rally aces rarely cross their arms. Straight at the apex is the fastest way, and a generation of cars and drivers have had much of the drama engineered out of them. You can't unlearn that stuff.

Bigger speeds will inevitably bring safety implications. And this at a time when the FIA is looking to reduce average speeds on rallies. No wonder the event organisers aren't keen on 2017's changes.

Your average spectator doesn't really care what's beneath the skin, providing it looks epic, sounds like a supercar, slides at the least provocation and shoots foot-long flames. Next season will tick some boxes, but has the opportunity to tick them all been missed?

DAVID EVANS

## CITROEN UNHAPPY WITH WTCC WEIGHT PENALTIES IN 2016

CITROEN DRIVERS JOSE Maria Lopez and Yvan Muller believe the World Touring Car Championship's increase in maximum success ballast is unfair on their team.

The maximum penalty was increased from 60kg to 80kg for 2016, with all five Citroen C-Elysees (including the three satellite Sebastien Loeb Racing cars) handed the ballast for the start of the season.

Citroen's rivals started the season without penalty, although levels were being reviewed as *Autosport* went to press before this weekend's visit to the Hungaroring.

The changes were outlined by WTCC promoter Francois Ribeiro at last year's Qatar finale, but Muller was the first to voice his worries ahead of last weekend's Slovakia Ring round, over safety.

Citroen's quibble certainly has some gravitas; 20 extra kilograms represents a 33 per cent increase in ballast, and the changes have made things visibly more difficult for the drivers. Lock-ups have been far more prevalent among the C-Elysee drivers than any other manufacturer.

Lopez, who has won both of the main races so far this season, admitted he could see the worth of the tweaks

but said that the rules were penalising Citroen's efforts.

"Yes, it's fantastic," he said of the spectacle. "But it's not fair. It's penalising the hard work from the team."

"I want a fair fight with a car that is the same weight as the others. As Yvan said it's a bit dangerous as well."

"I don't agree fully to this system."

As the C-Elysee remains the quickest car, don't expect its ballast to be reduced any time soon.

While that's something the marque may moan about, its impending exit means WTCC organisers – who worked hard to accommodate Citroen when it joined – are not obliged to do it any favours. Lopez and Muller haven't won sympathy off their rivals either. "Bullshit" is how Honda team principal Alessandro Mariani responded to Muller's safety concerns, while Lada's Hugo Valente said the changes were necessary for the show.

"Last year they won 21 races out of 24," he said. "Come on, give us a chance."

"I get that the people who have worked the hardest to make the better car [deserve to win], but make it exciting for the fans,"

"I don't see any safety concern. It's ridiculous."

**JACK COZENS**



# Lorenzo to Ducati is done

The reigning champion's much-anticipated move to the Italian manufacturer has at last been officially confirmed

# D

UCATI GOT ITS MAN. THREE-TIME MOTOGP champion Jorge Lorenzo will leave Yamaha at the end of this year, and join the Italian manufacturer in 2017.

The move has been widely expected in recent weeks and a two-year deal has now been announced, as anticipated, before this weekend's first European race of the season at Jerez. Yamaha confirmed Lorenzo's departure in a press release on Monday afternoon, which was followed 20 minutes later by an even shorter statement from Ducati.

Ducati officials are expected to discuss its prized recruit more this weekend, while Lorenzo is unlikely to be able to talk about the move until his Yamaha contract expires. His current team boss Lin Jarvis will be present for Thursday afternoon's pre-race press conference, rather than Lorenzo's team-mate Valentino Rossi.

Lorenzo has already given the topic a short shrift during recent media sessions, as speculation that he would leave Yamaha for Ducati increased.

The Spaniard joined Yamaha in 2008 as the reigning, two-time 250cc world champion, and has since won 41 premier-class races on his way to the 2010, '12 and '15 titles. Naturally, Yamaha says Lorenzo has the "team's full support on his campaign to achieve his fourth MotoGP title" this year before leaving.

Getting Lorenzo is a major coup for and a sign of intent from Ducati, which has just a single MotoGP title to its credit, Casey Stoner's in 2007. It has not won a race since Stoner's last win on a Desmosedici, at Phillip Island in October 2010.

Since Ducati entered MotoGP in 2002, only three riders have won a race with the manufacturer: Stoner, Loris Capirossi and Troy Bayliss.

When Stoner returned to Honda in 2011 he was replaced by Rossi, in a high-profile move from Yamaha after his relationship with Lorenzo boiled over. The Italian endured the two leanest seasons of his decorated career, failing to win a race and retreating to Yamaha having claimed just three podium finishes.

Ducati has made significant progress since then, especially since Luigi Dall'Igna – Lorenzo's Aprilia boss in his junior days – arrived to lead its programme in late 2013. In addition to a big-money deal, succeeding where Rossi failed, and leading Ducati to success would appear to have helped prise Lorenzo away from Yamaha.

Now the rest of the 2017 field will fall into place. Rossi signed his two-year Yamaha extension last month, Marc Marquez will do the same with Honda soon, while Britons Bradley Smith and Sam Lowes have factory KTM and Aprilia deals.

Suzuki's Maverick Vinales is believed to be Yamaha's number one target to replace Lorenzo, and that pursuit will now increase, while Ducati has a choice to make for its second rider. Both Andrea Dovizioso and Andrea Iannone are out of contract at the end of 2016 and, while Iannone did finish ahead of his more-experienced team-mate last year, his mistake in Argentina – costing both Ducati riders podiums on the final lap – was not well received.

**MITCHELL ADAM**



WRC

# Meeke and Breen put miles on new Citroen

CITROEN HAS HAD A POSITIVE first test with its new C3 WRC in France.

Kris Meeke and Craig Breen drove the car on rough gravel last week for three days at Chateau-de-Lastours and Fontjoncouse, in an attempt to uncover any teething problems with the car.

The C3 ran without fault, with Meeke completing 60 miles in the first morning, according to French newspaper *L'Equipe*.

Last year's Rally Argentina was pleased with his first taste of the car, saying: "I had been to the factory a few times and seen drawings on a computer screen. Before the Monte Carlo Rally [in January]

I also sat in a bodyshell to position the seat, but you see nothing in a bodyshell. The car looks fantastic and much more sexy with those new FIA regulations. I am pretty sure that the spectacle will be amazing for all the fans."

Citroen Racing director Yves Matton said: "The noise is very aggressive, the behaviour of the car also. The car looks fast; it's a good step from the generation of World Rally Car we have now. We haven't had any major problems and Kris's comments are very positive."

● Toyota is expected to shakedown its Yaris WRC in Finland this week.



## IN THE HEADLINES



### SETTE CAMARA ENJOYS RED BULL RUN

Recent Red Bull junior recruit Sergio Sette Camara had his first run in a Formula 1 car in a demonstration for the team at Motorland Aragon last weekend (above). The European F3 racer drove a 2012 car using demonstration tyres.

### PIRELLI TO GET UPGRADED TEST CARS

Five Formula 1 teams have agreed to supply a 2015 car for modification to allow Pirelli to test and develop its 2017 tyres. Before that, Pirelli will start work soon on the rubber using a pre-'15 car, before moving on to running the European F3 cars in late July or early August. Ferrari, Mercedes, Red Bull and two of Williams, McLaren and Force India are understood to be the teams who have agreed to supply cars.

### RED BULL COULD RUN HALO IN RUSSIA

Red Bull may trial its Formula 1 cockpit-protection device at some point over the Russian Grand Prix weekend, according to team principal Christian Horner. The original plan was to run it during a demonstration event.

### NEATE OUT OF THE BTCC

Andy Neate parted company with Team Dynamics ahead of last weekend's Donington Park round. The team's TOCA BTCC licence has been re-allocated to Eurotech Racing, which will run former GT driver Dan Lloyd from next month's third round of the championship at Thruxton.

### FORTEC JOINS EUROFORMULA OPEN

Single-seater powerhouse Fortec Motorsport joins the Euroformula Open ranks for the first time in this weekend's opener at Estoril. Fortec, which pulled out of European F3 for 2016, is running Polish series sophomore Igor Walilko in a collaboration with EF Open regular Team West-Tec.

### T-SPORT MAKES ENGINE SWITCH

British squad T-Sport is reverting from the new ThreeBond engine to the NBE powerplant it used in 2014 and '15 from this weekend's round of the Formula 3 European Championship at the Hungaroring. Driver Arjun Maini struggled in the Paul Ricard opener. The team hopes to race the ThreeBond again later in the season.

### DARE TO BE DIFFERENT MAKES DEBUT

Susie Wolff's Dare to be Different initiative to increase female participation in motorsport held its debut headline event at Sandown Park kart track on Wednesday of last week (below). The next event will be held at Nutts Corner in Northern Ireland on May 5.



## OBITUARY

# Picko Troberg 1939-2016

SWEDISH RACING LEGEND Picko Troberg – who sported a moustache to hide an accident scar and was known as 'Sweden's fastest moustache' – was a big name in his homeland as a driver, team boss and driver manager.

From 1960 to 1999, he competed in a wide variety of machinery. Early on, he won nine Swedish championships. In winters he was racing on frozen lakes with a Mini Cooper on studded tyres, in summers in Formula Junior, replaced by Formula 3 in 1964.

He was also a regular on European circuits. In 1965 he won the prestigious Monza

Lottery GP. Turning to sportcars, he raced Ferrari, McLaren and Porsches with more enthusiasm than success.

To finance his racing, Troberg organised racing and sportscar shows. He also founded his own racing team and was a Swedish pioneer in using professional sponsorship. His team raced in F3 and F2 with toiletry sponsors and drivers such as Reine Wisell, Torsten Palm and Sten Gunnarsson.

He also began supporting young talents with Thomas Danielsson, Niclas Schonstrom and – particularly – Mattias Ekstrom and Rickard Rydell among his findings.



Troberg ended his racing career in historic racing, sharing a Ford Falcon Futura Sprint with specialist Bengt Winqvist to win the 1994 European championship. But he continued to run his own team in STCC.

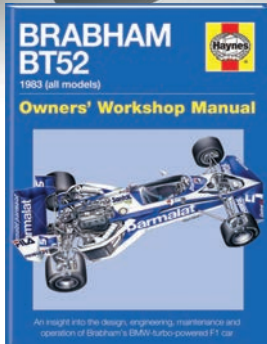
In 2014 he formed a new oldtimer series, only for his illness to catch up with him at the outset.

TEGE TORNVALL

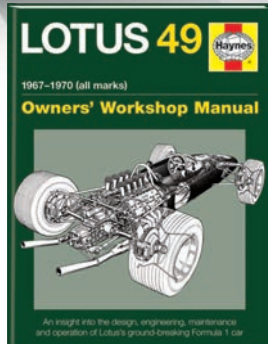
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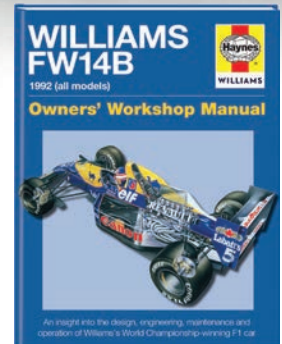
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DRAGON ENGINES



FORMULAE

# Pininfarina concept cars revealed

MAHINDRA AND FAMED DESIGN company Pininfarina have created a series of styling concepts intended to inspire the look of the next-generation Formula E car.

The all-electric single-seater series launched a tender process last month for a new single-make chassis supplier, with at least one futuristic design part of the criteria.

Mahindra wants its designs to influence serious debate over the aesthetics of the Formula E car, and wants fan feedback via the use of #FormulaEConcepts on social media

sites Facebook, Twitter and Instagram.

Anand Mahindra, chairman of the Mahindra Group, said: "While these innovative designs are a creative project at this stage, I would be thrilled to see the M5Electro look like this."

Italian design house Pininfarina is most famous for its work with Ferrari and was purchased by the Indian Mahindra Group last December.

Mahindra Racing team principal Dilbagh Gill said the team was evaluating lodging its own tender for the new FE chassis, and even if it did not it would be open to the idea of Pininfarina working

with the eventual winner of the tender.

Fabio Filippini, Pininfarina's chief creative officer, said he was thrilled the firm was engaging in an FE-based project and also hinted a bigger role was possible.

"A possible contribution of Pininfarina to the future development of an FE car would be a highly motivating challenge, fully consistent with our mission of creators and innovators," he said.

In the short-term FE is evaluating a bodykit update for season three, which could comprise a new nose shape and front-wing design.

SCOTT MITCHELL

Mahindra and Pininfarina have released images of three different cars



# FEEDBACK

## Weigh up the pros and cons of ballast

Common sense has finally prevailed and the old qualifying format returns. Before we settled on Formula 1's current three-part qualifying, we went through a number of different formats including one-shot qualifying (the best), and aggregate times (the worst).

At the time I said I didn't care what qualifying format was in place, as long as it gave mixed-up grids, which tends to lead to exciting races. I don't care who's the quickest over one lap, I want to see a good race, and who can argue with that?

I think it was Max Mosley who said we spend two days finding out who is quickest, then let him start at the front and wonder why there's no overtaking. It's like giving Usain Bolt a two-second headstart and complaining he always wins.

So how do we achieve this? I would like to see success ballast for races, but the purists – of which I am nearly one – will say it's for touring cars, and it works very well there! So how about success ballast just for qualifying? Keep the three-part element, but give the championship



leader say 25kg, second 18kg etc and then shed the weight for the race. We get a mixed-up grid and the quick guys coming through. There is action for the whole session and it's a simple format.

**Phillip Edwards**  
By email

### Some things never change

Two things that don't change: 1) A win for Mercedes; 2) Vettel whinging when he doesn't get his way and tries to cover up his error in taking out Kimi by trying to blame Kvyat, who was just going for a massive gap. Come on Sebastian, we all know you'd have gone for that gap, so stop blaming everyone but yourself!

**Richard Hargrave**  
Hitchin

### F1 has got the racing right

For all the trials and tribulations of the 2016 F1 season, the one thing that can't be faulted, so far, is the racing.

China was a perfect example of what F1 should be about. Battles throughout the

The World Endurance Championship's rules give us innovative tech and great racing

field and, whisper it, whether by accident or design, a 'new' qualifying system that produced a mixed-up grid and thus added to the sense of drama that all wish to see.

Nico has to be applauded for his efforts thus far, but don't discount Lewis. His attitude to his turnaround in fortunes has been exemplary and there seems an inner peace within his character that suggests an epic title battle is still on the cards.

**Michael Brierley**  
Stalybridge, Cheshire

### Cooperation makes WEC work

Reading your account of Audi's 2016 LMP1 (April 7), I was struck by the excellent cooperation between manufacturers and the ACO. The result: diverse technical innovation and great racing.

The performance of Porsche's 2.0-litre V4 in averaging almost 140mph for the 24 Hours was to my mind the greatest example of the 'mostest from the leastest' in motor-racing history.

The ACO to run F1? Only problem, they wouldn't touch it with a bargepole.

**Doug Ellis**  
Horley

### No driver, no point

Roborace (April 7): what an absurd suggestion. The purpose of a car is to transport people. Racing is just the fastest way in a certain environment under a set of rules to get a driver from start to finish. But with no driver there's no point.

**Bob Bull**  
By email

## HAVE YOUR SAY, GET IN TOUCH

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# A matter of process

The impression Formula 1 gives that it's making things up as it goes along does nothing to improve an already tarnished reputation

By Dieter Rencken, Special Contributor

[@RacingLines](#)

**WITHIN A COUPLE OF MONTHS, BRITAIN FACES ITS** greatest constitutional challenge of recent times: the European referendum. It's not within *Autosport's* remit to comment on Brexit, save to record the frets of Formula 1 team bosses, who fear the logistics and manning effects of a potential ban on freedom of movement for F1 personnel in Europe. But whatever the outcome, a long-term lesson lurks therein for the sport.

Imagine if, within weeks of B-Day, dissatisfied parties challenged the result, then demanded another crack of the whip simply because the decision did not suit their agendas. A laughable notion? Indeed, yet that is exactly the dilemma that could be facing F1 over its 2017 bodywork/aero regulations.

The fact of the matter is that all appropriate forums – Strategy Group, F1 Commission and FIA World Motorsport Council – voted in favour of what has become known as the McLaren Proposal, yet in Bahrain a number of teams raised the possibility of again putting the matter to the vote, using the date postponement to April 30 (see below) granted for engine-regulation changes as a catch-all clause.

But on March 4 the WMSC, having had the agreed bodywork/aero-regulation amendments placed before it after being voted through by the two 'lower houses', ratified the proposal, with a subsequent FIA press release stating: "The [WMSC] approved the 2017 bodywork regulations proposed by the F1 Commission..." Clear enough?

Clearly not for certain parties, and thus lingering perceptions that regulations are open to negotiation on a whim. It is this toying with F1's constitution that has reduced the sport to its present state and destroyed its credibility, with regulation changes instituted almost on the fly, as proven by recent qualifying debacles, which eventually ended with a return to the 2015 format that wasn't broken in the first place.

Indeed, a case could be made that the switch to elimination qualifying was unconstitutional, for according to well-placed sources the statutory timeline of providing seven days' notice, in writing, was not adhered to – the format was proposed to the Strategy Group, submitted to the F1 Commission later that day, ratified a few days later and introduced within three weeks. Imagine the pain F1 could have saved itself...

Ditto the erroneous belief that if all teams agreed to a change it would be automatically carried – the process demands that teams agree unanimously to changes after the cut-off date (currently March 1), but that the matter should still be carried

by the F1 Commission with a 70 per cent majority. Thus it was far from a slam-dunk case when all 11 team bosses agreed among themselves to revert to 2015's format.

The current process was carried over from that outlined in the 2010-12 Concorde Agreement, and was reflected as such during an F1 Commission meeting in November 2013, with various sources adamant that there has been only one agreed exception: the cut-off date was brought forward from June 30 to March. To wit, the document stated: "Composition and voting structure to be as set out in the 2009 Concorde Agreement".

It follows, then, that changes proposed by the Strategy Group immediately ahead of F1 Commission sittings – increasingly the case due to cost-saving measures – had arguably not followed process. Equally, increasing reliance on e-voting may be unconstitutional, as the process makes no mention of such channels. Yes, F1 should embrace technology, but only after alternate procedures have been approved.

Indeed, Schedule 9 of the Concorde Agreement, which outlines the process, provides for emergency votes via a

Permanent Bureau, its powers being defined as: "The Permanent Bureau shall only deal with urgent matters which cannot wait [for] the following F1 Commission meeting provided always that the Permanent Bureau shall have no power to

modify any of the terms of this Agreement'. Clear enough?

Yet e-voting has seemingly become the conduit through which kneejerk changes have been forced from Strategy Group to F1 Commission, then escalated to the WMSC for ratification and insertion into the regulations – twice within a month or so! No wonder more than one team boss lamented there had been insufficient time to evaluate all the implications.

The sport faces a crucial vote by April 30 – namely changes to power-unit regulations. This date was already extended from the end of February, possibly even unconstitutionally. However it came about, it remains incumbent on the entire sport to adhere to process, or move to amend outdated procedures.

It is astounding that a global pastime so consumed by the nitty-gritty that it differentiates between 'holes' and 'slots' appears not to follow its own procedures by seemingly making them up as it goes along. Some blame the democratic processes provided for by Schedule 9 for the mess the sport is in, but that is to slide blame away from the sport's executive and onto the shoulders of a system that worked just fine until 2013, when the Strategy Group was established. Therein lies the problem. ❄

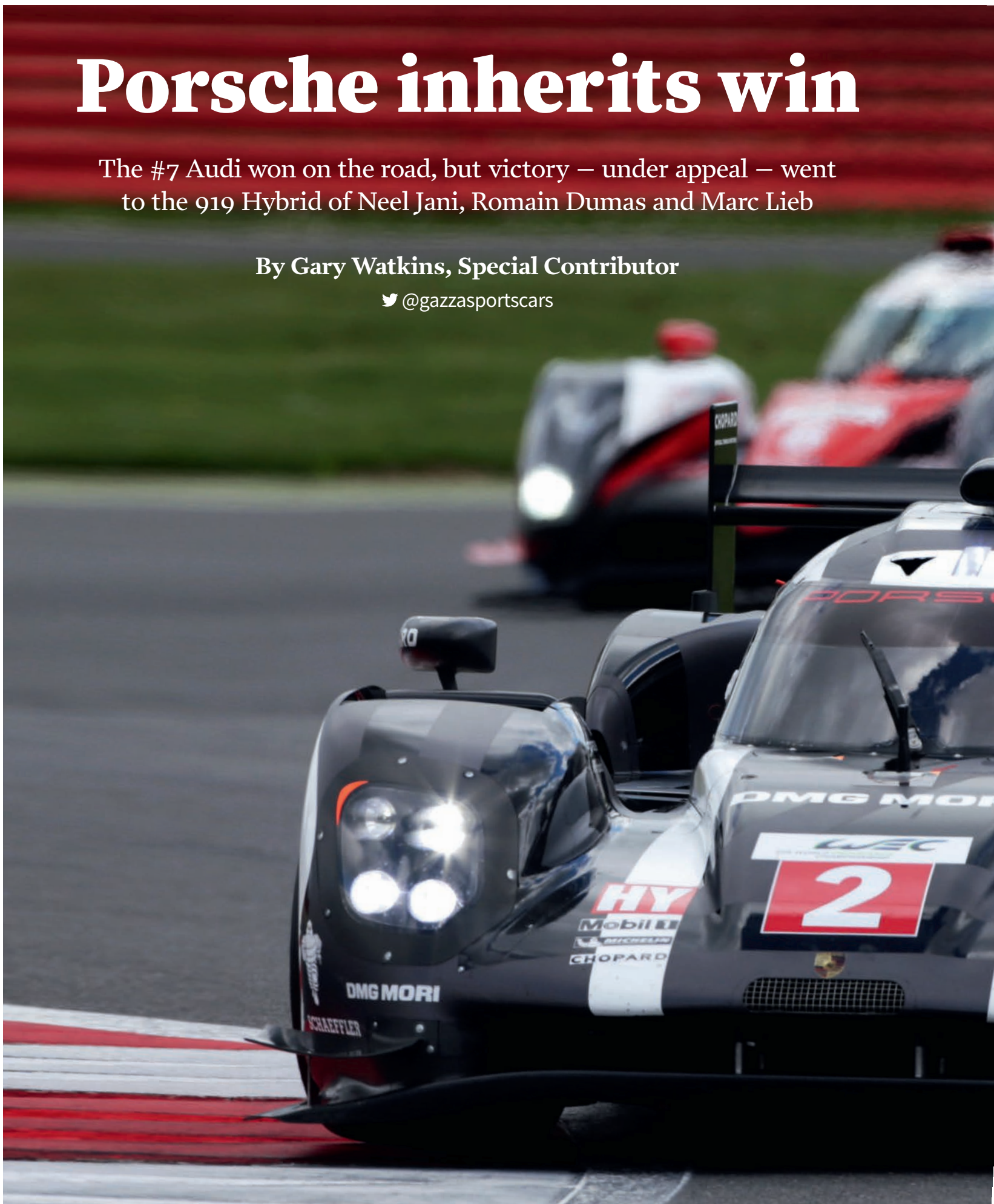
**“This toying with F1’s constitution has ruined the sport’s credibility”**

# Porsche inherits win

The #7 Audi won on the road, but victory – under appeal – went to the 919 Hybrid of Neel Jani, Romain Dumas and Marc Lieb

By Gary Watkins, Special Contributor

🐦 @gazzasportscars







**A**udi finally ended Porsche's stranglehold on the World Endurance Championship last weekend. Or at least it had after six hours of frenetic racing around the Silverstone Grand Prix Circuit. Some time after that, the race officials decided otherwise.

The new Audi R18 e-tron quattro driven by Andre Lotterer, Benoit Treluyer and Marcel Fassler came out on top in a thrilling battle with the Porsche 919 Hybrid shared by Romain Dumas, Neel Jani and Marc Lieb that raged for much of the race. A final margin of victory of 46 seconds told little of just how close it had been — and just how close it would have been but for a last-hour puncture for the chasing car.

If that margin didn't do justice to the race for the historic Tourist Trophy, then

nor did the events of post-race scrutineering. The front section of the R18's skid block was found to have been worn more than the 5mm permitted under the regulations, and the car was excluded by the race stewards. Audi has appealed the exclusion, so the results remain provisional for the moment.

The battle between the #7 Audi and the #2 Porsche was on course to come down to a thrilling climax in the final hour. Fassler led by 16s when he made his final full pitstop with just over an hour to go. Jani had clawed 10 or so of them back by the time he exited the pits after his stop six laps later. He banged in some quick times (including fastest lap of the race) before stopping, and took only left-side tyres when he did stop.

The gap was down to six or so seconds, and the 919 was due to be stationary for less time when the cars made final splash-and-dash fuel stops in the closing stages. It was game on.

Then a race that Porsche had

**Lotterer and Jarvis at front for Audi as WEC season kicks off**

controlled in the early stages with the #1 car finally unravelled for the reigning WEC champions: Jani was back in the pits after three laps to replace a punctured right-front Michelin.

The puncture, caused by track debris, might not have proved crucial had it happened just a few laps later. In that case, the 919 would also have been able to take on enough fuel to get to the finish. As it was, Jani had to stop again, hence the unrepresentative 46s margin at the finish.

Jani didn't suggest that he would have overhauled Fassler for the lead but for the puncture, but he did say that he would have given it a damn good go. "I would have done everything possible," he said. "I'd got fastest lap, so maybe it was possible."

Fassler admitted that it would have been a close run thing. "I was only seven seconds ahead after my splash and I didn't realise he had to stop again," he said. "My tyres were a little bit gone and



## “The Audi was only a couple of seconds ahead when Dumas was tapped into a spin”

I had to push at the same time as managing the gap.”

Jani pointed out that he and his team-mates “didn’t just lose the race with the puncture”. They’d lost time earlier in the race when Dumas had nibbled the grass trying to overtake Oliver Jarvis in the #8 Audi to the detriment of the nose. The Frenchman and then Jani would have to live with it until a safety-car period early in the third hour, when the Porsche team could make the change without losing excessive time.

Treluyer had moved into the lead early in the third hour when Lieb had been forced onto the kerb at Copse by Dominik Kraihamer in the #13 Rebellion.

Treluyer edged away into a seven-second lead, lost that advantage after the safety car, and was only a couple of seconds ahead when Dumas was tapped into a spin by Marino Franchitti in one of the Ganassi Ford GTs.

That gave Treluyer some breathing space heading into the pitstop that brought his triple stint to an end, and gave Fassler the 16s he had in hand as the race to the flag began.

Jani and co could argue that they lost the race long before the late puncture, but the ‘winning’ Audi also saw vital seconds disappear early in the race. Ten or so seconds were lost to slow pitstops on each of the first two occasions the >>

EBREY/LAT

XPB IMAGES

### IN THE HEADLINES



#### TO THE MANOR REBORN

The British Manor team claimed sixth in LMP2 with the best of its ORECA-Nissan 05s (above) shared by Richard Bradley, Roberto Merhi and Matt Rao on its debut in sportscar racing. “We were treating it as a giant test and changed something during the race that transformed the car,” said Bradley. “If we’d had it like that from the beginning we’d have been challenging for a podium.” The sister car retired with engine problems.

#### FIRST PODIUM FOR R-ONE

The Rebellion R-One chassis took its first outright podium on its Silverstone debut. Matheo Tuscher, Alexandre Imperatori and Dominik Kraihamer finished fourth on the road before promotion to third on the Audi’s exclusion. Both the #13 Rebellion-AER and the #12 car, which finished immediately behind it with Nelson Piquet Jr, Nick Heidfeld and Nicolas Prost driving, ran without problems after both encountered electrical gremlins in qualifying.

#### TOYOTA GOES FRONT-WHEEL DRIVE

The #5 Toyota TS050 HYBRID completed half a lap of Silverstone as a front-wheel-drive car after Kazuki Nakajima sustained a puncture out of Stowe. The flailing right rear destroyed a driveshaft, which meant the Japanese driver had to engage the front-axle motor-generator unit to get back to the pits for repairs.

#### AF CORSE WINS GTE AM CLASS

The GTE Am class was won by the AF Corse Ferrari 458 Italia shared by Emmanuel Collard, Rui Aguas and Francois Perrodo. Both Proton-run Porsches sustained the same suspension problem as that which hit the team’s Pro class car.

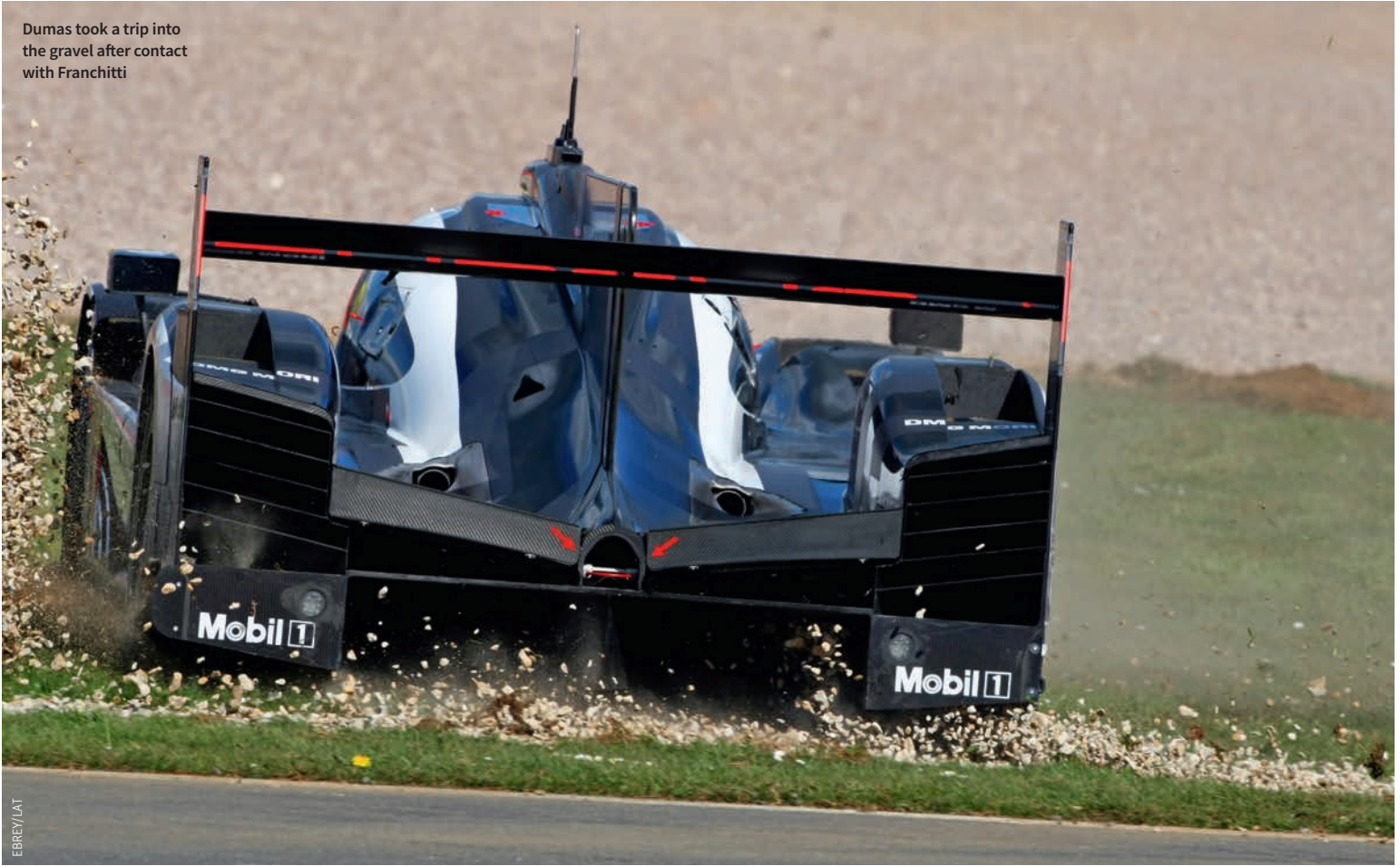
#### BYKOLLES CLM GETS UPDATE

The ByKolles squad introduced a new front-end aero package on its AER-engined CLM P1/01 at Silverstone. Stand-in driver James Rossiter was able to lead the privateer P1 order ahead of the Rebellions for more than 20 laps. The car (below) lost time after the first pitstops when a right-rear suspension problem sent Simon Trummer off at Stowe. The car finished 15th overall.



EBREY/LAT

Dumas took a trip into the gravel after contact with Franchitti



EBREV/LAT

## LMP2: NOT THE FASTEST, BUT THE SMOOTHEST

BRUNO SENNA, RICARDO Gonzalez and Filipe Albuquerque took LMP2 honours for the RGR Sport by Morand squad. Their Ligier-Nissan JSP2 was in the mix on pace, but central to its victory was the kind of trouble-free run that each of its rivals failed to achieve.

Senna finished the opening stint in second, before silver-rated Gonzalez took over. Crucially, he was still in the top three when he completed his mandatory driving time and handed back to his Brazilian team-mate.

Senna quickly moved the car, which is now run under the OAK Racing umbrella by the core of the Morand team, into the lead after taking back the controls late in the third hour. Neither he nor Albuquerque were headed for the remainder of the race.

“We made zero mistakes today, and I think that was the

difference,” said Albuquerque. “We were fast, but all our rivals had little delays.”

Pipo Derani had led in the best of the Extreme Speed Motorsport Ligier-Nissans early on, before silver driver Chris Cumming lost time with an off into Club Corner. The attempts of Ryan Dalziel and then Derani to get the car back on terms with the leaders weren’t helped with more time lost to an issue with the fuel alarm.

That forced Dalziel to pit during the virtual safety car, just before ESM’s rivals were able to make their stops under the yellows. The efforts of ESM’s pro drivers were eventually rewarded with second place, just 32s down on the winning Ligier.

The Jota-run G-Drive ORECA-Nissan 05 ended up third in the hands of Roman Rusinov, Rene Rast and Nathanael Berthon and might



EBREV/LAT

The Senna/Gonzalez/Albuquerque Ligier won

have won but for two delays. A full-pump issue briefly stranded Rast on the grass at Becketts in the third hour and then Berthon was slowed by a damaged nose, the result of contact with another car, before more seconds were lost changing it.

The Signatech Alpine squad took fourth with the best of its

pair of new ORECA coupes after Nicolas Lapierre was overhauled by Rast with 10 laps to go. Lapierre, Gustavo Menezes and Stephane Richelmi all struggled with tyre wear over the course of a double stint and the team reckoned it still had something to learn about the 2016-spec Dunlop tyre.

Strakka Racing’s Gibson-Nissan 015S took fifth place in the hands of Danny Watts, Jonny Kane and Nick Leventis. The only open-top prototype in the field was able to lead in the third hour because the team was last of the cars running at or near the front to deploy its silver driver in the form of Leventis.



EBREY/LAT

car came in, while Treluyer also had a spin. His, unlike that of Dumas, was of his own making.

It looked like being a disappointing day for Porsche, until the intervention of the officials. This was a race that it may have won with the #2 car, but almost certainly would have won with reigning champions Mark Webber, Brendon Hartley and Timo Bernhard.

Their 919 Hybrid was 40s up the road from its nearest competitor when Hartley made an error of judgement passing a GTE Am Porsche through the fast Farm left-hander that follows Abbey, putting both cars out of the race on the spot.

The New Zealander tried to lap Michael Wainwright in the Gulf Racing

car on the outside, but the GT driver used all the track and the two cars collided. The 919 pivoted around the front of the 911, jumped into the air and then speared off into the gravel at the Village right-hander. "I had a comfortable lead, didn't feel under pressure and did a good job in traffic," said Hartley. "Then I wanted to get past a GT car on the outside, which is quite normal through corner two, but the driver didn't see me and used all the road."

Neither Lotterer nor Jani reckoned they could have beaten the #1 Porsche last Sunday.

Lotterer, who had claimed pole in aggregate qualifying on a wet track with Fassler, had led away from the start.

**The #1 Porsche dominated until Hartley's mistake**

There was, however, nothing he could do about Webber when he came past on the start-finish straight starting lap 17.

"When I saw him coming in my mirrors, I thought, 'He's fast,'" said the German. "He just flew past. I tried to keep up, but bit by bit he eased away."

Webber was half a dozen seconds up by the first round of pitstops, was a net winner in the pits and then as good as doubled an 11s lead over Jarvis through his second stint. Hartley then continued that good work and was almost 50s up on Dumas at one point.

Jani conceded that the sister Porsche was the quicker car around the 3.56 miles of Silverstone asphalt.

"We were struggling a bit more with the handling than the #1 car," explained Jani, who also suspected that the car might have had some kind of boosting issue during the race.

"The traffic was so frustrating today. I didn't seem to have the [hybrid] boost to pass in traffic, so we are going to have to analyse that."

There didn't seem to be too much disappointment in the Porsche camp that it had finally been beaten in the WEC for the first time since last May.

"The two most important things are that Brendon is OK and that we proved that we are fast," said Porsche LMP1 vice-president Fritz Enzinger. "There will be other days."

The radical R18's 'victory' was >>



The new Toyota TS050 HYBRID took second

EBREY/LAT

described as a “fantastic reward for the Audi Sport team” by Lotterer in light of a difficult winter test programme. The ability of the car to race on equal terms with at least one of the Porsches was significant, because Silverstone and Spa next month should be the weakest circuits for the R18 concept and its single energy-retrieval system this season.

“Here and Spa will be the most difficult, so we’re looking forward to the Le Mans 24 Hours,” added Lotterer. “Hopefully we can keep the reliability we had with our car today.”

Audi didn’t have a reliable run with the sister R18. Lucas di Grassi was ahead of the #7 car until encountering a hybrid system problem that forced him to turn off the front-axle motor-generator unit.

The Brazilian continued to circulate – and only five or six seconds off the pace – until the car stopped at Village, bringing out the safety car. Audi described the retirement as a “hybrid system malfunction” without offering further explanation.

The retirements of one Porsche and one Audi meant that Toyota led the manufacturers’ standings even before the winning R18 was excluded. Mike Conway, Stephane Sarrazin and Kamui Kobayashi were eventually placed second, while the sister car of Sebastien Buemi, Anthony Davidson and Kazuki Nakajima collected third-place manufacturer points despite finishing 16th after a punctured right rear destroyed much of the rear end of the car.

Toyota Motorsport GmbH technical



EBREY/LAT

director Pascal Vasselon described it as an “average day” for the team rather than a bad one.

“We have to understand why we were reasonably competitive in free air, but not in traffic,” he said. “It could be that we were not recovering the tyres quickly enough after going off line or the driveability of the powertrain.”

Another factor, he said, could have been that the car was light on downforce

Rebellion took its first WEC podium since the Fuji round in 2013

for Silverstone’s fast sweeps. The new turbo-powered TS050 was fastest in the speed traps, just as it had been at last month’s official WEC test at Paul Ricard.

Whoever turns out to be the winner of the 2016 Silverstone 6 Hours, the event surely prove that Audi is right back in the hunt. It was able to race and beat Porsche – though admittedly not the fastest 919 – at a track that shouldn’t favour the latest R18. ❄

The #7 Audi looked to have taken victory... until scrutineering



## GTE PRO: AF CORSE AND FERRARI UNSTOPPABLE



The Bird/Rigon Ferrari led from start to finish

FERRARI DOMINATED GTE PRO at Silverstone. Class winners Davide Rigon and Sam Bird were never headed in their AF Corse-run 488 GTE, while the second-placed car of Gianmaria Bruni and James Calado was able to come back from a three-minute stop-go penalty for a post-qualifying change of engine to take second position.

The nearest thing to a challenge to the new twin-turbo 488 didn't come from one of Ferrari's full factory rivals, Aston Martin or newcomer Ford. Rather it came from the works-assisted Dempsey-Proton Porsche team with factory drivers

Richard Lietz and Michael Christensen at the wheel.

Rigon edged away from Lietz in the 911 RSR through the opening stint, his advantage standing at approximately seven seconds when he handed over to Bird. Christensen had to fight his way past the two Ganassi Ford GTs, which didn't take tyres at the first round of stops, and was 17s or so down on the Ferrari when something went awry with the handling.

The next thing he knew was that the front-right suspension had partially collapsed, sending him to the pits for what turned out to be 14 minutes' worth of repairs.

Ferrari was home and dry, and what's more the Bruni/Calado car was making rapid progress after a penalty that had left it well over a lap behind.

The second 488 was in among the Fords in the fourth hour and then moved into second when Bruni overhauled Nicki Thiim in the best of the Aston Martins with half an hour to go.

"It looked easy, but nothing is easy," said Bird, who has now notched up victories on home ground at Silverstone in Formula Renault 3.5, GP2, and LMP2 and GTE Pro in the WEC. "The Porsche would have been a threat had it not had its problems early on.

"Different tracks suit different cars in GTE, and this has historically been one of Ferrari's best. There are going to be different results on different days."

Christensen admitted that Proton had "outperformed our expectations" until the suspension issue in the second hour.

"It was not a failure of any part, but something coming loose," he explained. "We have to understand why."

Aston Martin Racing collected the final podium position on its debut on Dunlop tyres after its switch from Michelins. Thiim, Darren Turner and Marco Sorensen ended up half a minute behind the Bruni/Calado Ferrari, but might have finished ahead but for having to make an extra stop.

Sorensen – who had been only 20s behind the leading Ferrari, though a pitstop behind – caught the team unawares when he stopped after the safety car. He took fuel and then had to return to the pits for tyres the following lap.

Ford took fourth and fifth positions on the WEC debut of its new GT and the

locally-based Chip Ganassi Team UK operation. The two cars were separated by a little more than a second at the finish, but two laps down on the winning Ferrari.

Team principal George Howard-Chappell expressed a certain amount of satisfaction with the result.

"We are very pleased to

**“The Porsche would have been a threat if it had not had its problems”**

have good reliability; the only problem we had was losing a radio on one of the cars," he said. "But there is a little bit of disappointment with our speed."

Howard-Chappell stressed that he didn't want to get involved in a Balance of Performance spat. It is fact, however, that the Fords' starting point is considerably worse than in the IMSA SportsCar Championship both in terms of minimum weight and the turbo-boost curve.



Rigon and Bird led the GTE Pro class throughout

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**RESULTS** ROUND 1/9, SILVERSTONE (GB), APRIL 17 (194 LAPS – 711.342 MILES)

POS	DRIVER	TEAM	CAR	CLASS	TIME
1	Romain Dumas (F)/Neel Jani (CH)/Marc Lieb (D)	Porsche Team	Porsche 919 Hybrid	LMP1	6h01m53.028s
2	Mike Conway (GB)/Stephane Sarrazin (F)/Kamui Kobayashi (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-1 lap
3	Alexandre Imperatori (CH)/Matheo Tuscher (CH)/Dominik Kraihamer (A)	Rebellion Racing	Rebellion-AER R-One	LMP1	-11 laps
4	Nelson Piquet Jr (BR)/Nicolas Prost (F)/Nick Heidfeld (D)	Rebellion Racing	Rebellion-AER R-One	LMP1	-13 laps
5	Bruno Senna (BR)/Ricardo Gonzalez (MEX)/Filipe Albuquerque (P)	RGR Sport by Morand	Ligier-Nissan JSP2	LMP2	-15 laps
6	Pipo Derani (BR)/Ryan Dalziel (GB)/Chris Cumming (CDN)	Extreme Speed Motorsports	Ligier-Nissan JSP2	LMP2	-15 laps
7	Roman Rusinov (RUS)/Nathanael Berthon (F)/Rene Rast (D)	G-Drive Racing (Jota)	ORECA-Nissan 05	LMP2	-15 laps
8	Gustavo Menezes (USA)/Nicolas Lapierre (F)/Stephane Richelmi (MC)	Signatech Alpine	ORECA-Nissan 05	LMP2	-16 laps
9	Jonny Kane (GB)/Nick Leventis (GB)/Danny Watts (GB)	Strakka Racing	Gibson-Nissan 015S	LMP2	-17 laps
10	Roberto Merhi (E)/Matt Rao (GB)/Richard Bradley (GB)	Manor	ORECA-Nissan 05	LMP2	-17 laps
11	Nelson Panciatici (F)/David Cheng (USA)/Ho-Pin Tung (PRC)	Baxi DC Racing	ORECA-Nissan 05	LMP2	-18 laps
12	Vitaly Petrov (RUS)/Kirill Ladygin (RUS)/Victor Shaytar (RUS)	SMP Racing	BRE-Nissan BR01	LMP2	-18 laps
13	Johannes van Overbeek (USA)/Scott Sharp (USA)/Ed Brown (USA)	Extreme Speed Motorsports	Ligier-Nissan JSP2	LMP2	-19 laps
14	James Rossiter (GB)/Simon Trummer (CH)/Oliver Webb (GB)	ByKolles Racing Team	CLM-AER P1/01	LMP1	-22 laps
15	Nicolas Minassian (F)/Maurizio Mediani (I)	SMP Racing	BRE-Nissan BR01	LMP2	-23 laps
16	Sebastien Buemi (CH)/Anthony Davidson (GB)/Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-24 laps
17	Davide Rigon (I)/Sam Bird (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-27 laps
18	Gianmaria Bruni (I)/James Calado (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-28 laps
19	Darren Turner (GB)/Nicki Thiim (DK)/Marco Sorensen (DK)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-28 laps
20	Andy Priaulx (GB)/Marino Franchitti (GB)/Harry Tincknell (GB)	Ford Chip Ganassi	Ford GT	GTE Pro	-29 laps
21	Stefan Mucke (D)/Billy Johnson (USA)/Olivier Pla (F)	Ford Chip Ganassi	Ford GT	GTE Pro	-29 laps
22	Rui Aguas (P)/Francois Perrodo (F)/Emmanuel Collard (F)	AF Corse	Ferrari 458 Italia	GTE Am	-31 laps
23	Pedro Lamy (P)/Paul Dalla Lana (CDN)/Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	-32 laps
24	Pierre Ragues (F)/Yutaka Yamagishi (J)/Paolo Ruberti (I)	Larbre Competition	Chevrolet Corvette C7.R	GTE Am	-33 laps
25	Richard Lietz (A)/Michael Christensen (DK)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Pro	-40 laps
26	Wolf Henzler (D)/Christian Ried (D)/Joel Camathias (CH)	KCMG	Porsche 911 RSR	GTE Am	-40 laps
27	Klaus Bachler (A)/Khaled Al Qubaisi (UAE)/David Heinemeier Hansson (DK)	Abu Dhabi-Proton Racing	Porsche 911 RSR	GTE Am	-41 laps
EX	Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	6h01m06.963s
R	Fernando Rees (BR)/Richie Stanaway (NZ)	Aston Martin Racing	Aston Martin Vantage V8	GTE Pro	151 laps-engine
R	Will Stevens (GB)/Tor Graves (GB)/James Jakes (GB)	Manor	ORECA-Nissan 05	LMP2	129 laps-engine
R	Mark Webber (AUS)/Timo Bernhard (D)/Brendon Hartley (NZ)	Porsche Team	Porsche 919 Hybrid	LMP1	70 laps-accident
R	Oliver Jarvis (GB)/Lucas di Grassi (BR)/Loic Duval (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	69 laps-hybrid failure
R	Adam Carroll (GB)/Mike Wainwright (GB)/Ben Barker (GB)	Gulf Racing	Porsche 911 RSR	GTE Am	56 laps-accident



The Jani/Lieb/Dumas Porsche on its way to second on the road

**Winner's average speed** 117.939mph

**Fastest lap** Jani, 1m40.303s, 131.603mph. **LMP2** Derani, 1m48.909s, 121.203mph. **GTE Pro** Bruni, 1m58.885s, 111.033mph.

**GTE Am** Bachler, 2m01.643s, 108.515mph.

#### Qualifying

**1 Lotterer/Fassler, 1m53.204s; 2 di Grassi/Duval, 1m53.308s; 3 Hartley/Webber, 1m54.150s; 4 Jani/Dumas, 1m54.266s; 5 Sarrazin/Conway, 1m58.200s; 6 Nakajima/Davidson, 2m00.109s; 7 Rossiter/Webb, 2m08.332s; 8 Rast/Rusinov, 2m08.479s; 9 Derani/Cumming, 2m09.632s; 10 Albuquerque/Gonzalez, 2m10.295s; 11 Mediani/Minassian, 2m10.627s; 12 Petrov/Shaytar, 2m11.023s; 13 Bradley/Rao, 2m11.893s; 14 Lapierre/Menezes, 2m12.221s; 15 Rigon/Bird, 2m12.440s; 16 Stevens/Graves, 2m13.105s; 17 Kane/Leventis, 2m13.729s; 18 Lietz/Christensen, 2m13.822s; 19 Pla/Mucke, 2m14.475s; 20 Panciatici/Cheng, 2m14.863s; 21 Bachler/Al Qubaisi, 2m15.102s; 22 Priaulx/Tincknell, 2m17.367s; 23 Henzler/Ried, 2m17.399s; 24 Ruberti/Yamagishi, 2m18.344s; 25 Carroll/Wainwright, 2m19.084s; 26 Collard/Perrodo, 2m20.131s; 27 van Overbeek/Brown, 2m20.410s; 28 Stanaway/Rees, 2m21.091s; 29 Thiim/Sorensen, 2m22.252s; 30 Lamy/Dalla Lana, 2m23.005s; 31 Heidfeld/Piquet; 32 Calado/Bruni; 33 Imperatori. **Fastest driver in each class:** LMP1 di Grassi, 1m52.911s. LMP2 Derani, 2m07.315s. GTE Pro Calado, 2m11.589s. GTE Am Ruberti, 2m14.044s.**

#### CHAMPIONSHIP

**LMP drivers 1 Jani/Lieb/Dumas, 25; 2 Kobayashi/Conway/Sarrazin, 18; 3 Tuscher/Kraihamer/Imperatori, 15; 4 Prost/Piquet/Heidfeld, 12; 5 Senna/Gonzalez/Albuquerque, 10; 6 Dalziel/Cumming/Derani, 8. **LMP manufacturers 1 Toyota, 33; 2 Porsche, 25; 3 Audi, 1. **LMP2 drivers 1 Senna/Albuquerque/Gonzalez, 25; 2 Cumming/Derani/Dalziel, 18; 3 Berthon/Rast/Rusinov, 16; 4 Menezes/Lapierre/Richelmi, 12. **GTE drivers 1 Rigon/Bird, 26; 2 Bruni/Calado, 18; 3 Turner/Sorensen/Thiim, 15; 4 Priaulx/Tincknell/Franchitti, 12; 5 Johnson/Pla/Mucke, 10; 6 Collard/Perrodo/Aguas, 8. **GTE manufacturers 1 Ferrari, 44; 2 Ford, 22; 3 Aston Martin, 21; 4 Porsche, 6. **GTE Am drivers 1 Collard/Perrodo/Aguas, 25; 2 Lauda/Dalla Lana/Lamy, 18; 3 Ruberti/Ragues/Yamagishi, 15; 4 Ried/Camathias/Henzler, 12.************

RED BULL



# Back where he belongs

Going sideways and battling the elements is second nature to Sebastien Loeb, whose latest adventure – in rallycross – feels like familiar muddy territory

By David Evans, Rallies Editor

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**I**f Sebastien Loeb's career had gone to plan, he'd have been driving a Citroen in Slovakia last weekend. Instead, he was in Portugal with Peugeot. Loeb makes no bones about the fact that his departure from Citroen at the end of last season came as a surprise. But he's over that now. If he'd wanted a third season in the World Touring Car Championship, he could have had one – just not with the squad to which he'd given his everything for the previous 15 years.

So instead of WTCC at the Slovakia Ring, it was rallycross fun. And, ahead of last weekend's World RX season opener at Montalegre, Loeb talked of a more exciting job and the increased intensity of rallycross's short, sharp format.

A day down and he's not looking back.

"In the World Touring Car Championship, you get two races for the weekend," he says. "Once you start, it's almost impossible to overtake after the first lap. Here we have six races in a weekend and the racing is incredible.

"Because of the joker lap, you don't know what's going to happen until the final lap of the race. It's different [to WTCC] and the intensity is really, really high. We have cars with twice as much power as touring cars and with four-wheel drive. It's more exciting. I like!"

And that was despite having to cope with one of the wettest days in World RX history. A week before round one, Portugal looked more like Sweden as early spring reverted to late winter and heavy snow covered the circuit and surrounding countryside. Then melting snow and torrential rain turned the gravel to mud in Montalegre.

But not even conditions described by his team as "catastrophic" could dent the nine-time World Rally Champion's enthusiasm for his new day job.

"It hasn't been easy," Loeb says with a grin on Saturday night. Wet as his day has been, it still can't quite compete with the biblical downpours on his first attempt at the Dakar Rally in January.

Loeb's a rally man; he knows about rain. Rallycross, not so much. Not yet. But he's not exactly a rookie. He won gold at the 2012 X Games and made the semi-final at his home round

**"The racing's incredible and the intensity is really, really high. It's more exciting – I like!"**

of the following season's European Rallycross Championship. But this is his first full season back on the muddier side of the sport since sealing that ninth WRC title in 2012.

Loeb had been looking at rallycross for some time and, while it was Dakar that took him to Peugeot, World RX sweetened the deal.

"I was very interested in rallycross," he says. "And, when I joined Peugeot, competing here made a lot of sense. It's a new challenge for me, something different."

Loeb made the perfect start in Portugal, leading off the line in his first qualifying heat. He finished third, having copped (and coped with) his first windscreen full of mud.

One man who knows what Loeb's going through is 2003 World Rally champion Petter Solberg, whose switch of disciplines has been astonishingly successful – he's won back-to-back World Rallycross titles. "Coming here's not so easy as you'd think," says Solberg. "You look at the driving and think, 'Ah, he'll be OK, he knows about driving on asphalt and then going onto gravel, so that side is no problem'.

"In rallying, you are always making a compromise with the tyres and the conditions, so Loeb will be used to that. What's new is having five other drivers having a good >>



Getting muddy sideways is nothing new to Loeb – doing it around other cars is

look at the same apex as you as to the first corner. And the speed into that first corner is unbelievable in these cars. And then there's the dirt and the dust – sometimes, you can't see what's going on out of the windscreen!

"Getting used to and being comfortable with the cars around you and making decisions so quickly is really important in rallycross."

Solberg was Loeb's first port of call for advice. "I was talking with Petter," says Loeb. "It was good to see him again and good to race with him again. I asked him some questions and we had the same answers!"

Solberg was right about Loeb's World RX baptism. "It's the traffic, having the cars there and knowing when to make a move," he says. "That's what I have to get used to."

His response to outraking himself in his fourth qualifying race demonstrated that Loeb's decision-making process is just as quick as ever.

"I made the perfect start to that race," he says. "I was off the line away and I was thinking, 'OK, this is good, I will lead into the first corner and then we can see what to do...' And suddenly, the corner was there and I missed the braking. It was a stupid mistake, my own stupid fault. I decided straight away, 'Joker, go for the joker lap!' The grip was a little bit less good on the inside line, but it was my fault, so I had to change the plan."

Loeb made the final in Portugal on Sunday, but was ruled out by a mechanical problem with his 208. He's now looking forward to the rest of the season, although he knows it won't

be easy judging by the pace shown by his rivals.

"When it was wet, the Audi and Volkswagen were very fast," he says. "We have to work to keep up. We know what we have to do. The Peugeot has good power, but it needs to be a bit more smooth in the delivery – in the mud it was a bit difficult to control the power coming in. And I'm sure we can work some more with the diffs as well."

"I really like working with Kenneth [Hansen] and his team.

They live their life in this sport and you can see this from the way everything is done. It's nice to be part of this family now."

Learning about a new way of life is always difficult, but doing it in such changeable

conditions made the job even harder in Portugal.

"Our car would have been faster if it had stayed dry," says Loeb, "but it was difficult. It was wet, then really wet, then it dried a bit, then it was wet again. But maybe this was good for me – I really had to adapt to a lot of new conditions, so I learned a lot."

And Loeb is a very fast learner. Ninth on his WRC debut in a World Rally Car, four stage wins and the lead for much of his debut Dakar. And it's no different when he took to the circuit. Eighth fastest in an official 2008 Formula 1 test in Spain with Red Bull, he was runner-up in his second Le Mans 24 Hours and won on only his second WTCC outing.

What can we expect in World RX?

"It's still too soon to talk about what kind of result I can expect this season," he says. "I was satisfied to make it to the

## **"Am I happy with the first race? Yes and no. It's OK. The final was the goal"**



Loeb's two years on circuits haven't dimmed his dirt skills



Dedication off-track further proves Loeb's lost none of his hunger

final this weekend. Am I happy with the first race? Yes and no. It's OK. It's the first weekend and the final was the goal. And I scored some points, but I need to improve and we can do more work on the car. We have some testing before the second round, so we can work on this."

Undoubtedly, Loeb has added some extra spice to World RX. The highlight for him will surely be a return to his home race in Loheac, where the crowds are traditionally huge.

"Of course I'm looking forward to going back there," he says. "I remember how many fans there were [at the 2013 European Rallycross round Loeb contested] and that's nice. But here, the atmosphere was really good. OK, it rained on the first day, but there was still a lot of people. It was great, and completely different from World Touring Cars to have a lot of people at the side of the track."

Landing Loeb has been a real coup for World RX, but the 42-year-old admits he can see the potential in his new home.

"To make rallying good for television is quite complicated when it goes on for three days and you're driving alone all the time. Sure we make some nice videos from five corners, but it's quite difficult to understand what's happening. But rallycross is very quick and there's a lot of action. It's easy.

"It's the same for the spectators at the track: they can see nearly all the circuit, they get to see lots of overtaking and competition and they see all the heats, lots of races."

On Sunday afternoon, as Loeb reflected on his first outing as a full-time member of the World RX pack, he was happy.

Right choice? "Yes," he says, "I made the right choice."

And with that, he's away in search of his engineer. That quiet intensity he's used to succeed at everything he's done has been turned on rallycross.

Success is just a matter of time. ✨



## Solberg shows Loeb the way

PETTER SOLBERG looked incredulous. Win? He would, he insisted, be lucky to make the final. Seventh at the end of Saturday's opening day of the World RX season in Portugal, Solberg was all at sea.

Twenty-four hours later, the two-time World Rallycross champion knocked his Citroen DS 3 into first gear, undid the belts, opened the door and did his thing. Saluting the crowd as the winner would rarely be as sweet as this.

"Honestly," he said, "I thought this one might be gone. It was so bad on Saturday. I couldn't make the car work. But you know this team - we sat down, went through everything completely calmly and did what we had to do."

Solberg's Sunday

driving was sublime. He cruised his semi despite having no electronic assistance to launch him from the line and never really looked like losing the final, apart from a flat-chat tap with

**"I thought this one might be gone. It was so bad on Saturday"**

Johan Kristoffersson's VW. The Swede spun following the impact and then retired with damage to the front-left of his Polo.

Mattias Ekstrom had been the form man for much of the weekend. His Audi's pace in the wet was exceptional, but getting tangled up with Timmy Hansen

in the semi meant Ekstrom and last year's championship runner-up both missed out on the final.

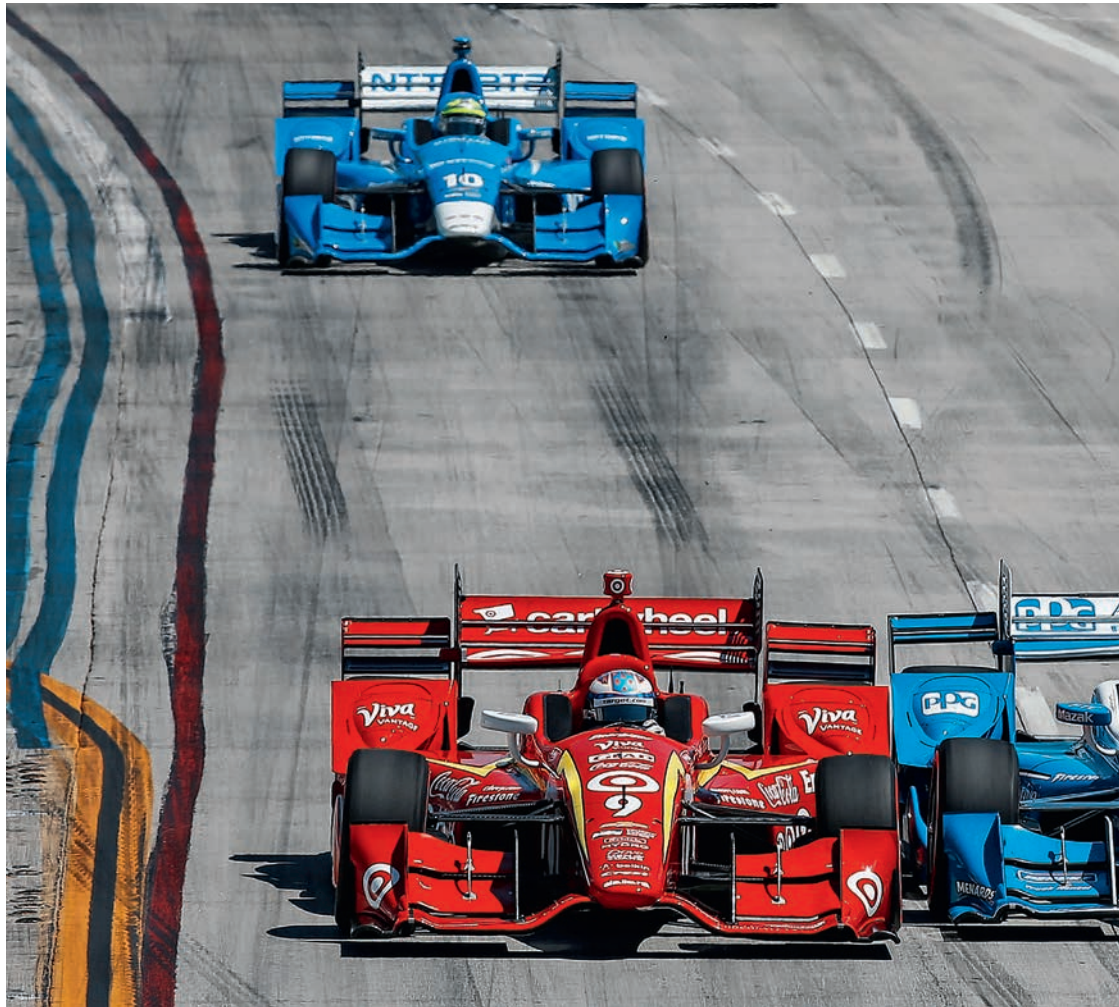
Quattro honour was upheld by indie runner Robin Larsson, who finished second, and Ekstrom's EKS team-mate Toomas Heikkinen in third.

Hoonigan Racing newboy Andreas Bakkerud was another to star, finishing fourth on the debut of M-Sport's all-new Ford Focus RS RX.

Bakkerud's high-profile team-mate Ken Block suffered a tricky start to his first full World RX campaign. The American failed to make the semi-final after struggling with mechanical issues that included the throttle on his car sticking open and sending him into the bank and out of one of his heats.



Double champ Solberg's bid for title #3 has started well



## Pagenaud treads a fine

**INDYCAR SERIES**  
**LONG BEACH (USA)**  
**APRIL 17**  
**ROUND 3/15**

THE GRAND PRIX OF LONG BEACH IS AN event that combines the sun of Southern California, the glamour of Hollywood and the high-speed action of Indycars zooming along Shoreline Drive. But last weekend's 42nd running of the race included one other element that set it apart from its preceding contests: controversy.

It came on Simon Pagenaud's final pitstop of the race, when the Team Penske man decided to drive over two yellow lines exiting the pits to return to the track – a clear violation of the IndyCar rules. It was a bold move that ensured he returned to high speed just ahead of Scott Dixon, who was poised to take over the lead and control of a race that was green flag from start to finish.

IndyCar's three-steward panel – chief steward Dan Davis and ex-drivers Arie Luyendyk and Max Papis – reviewed Pagenaud's violation and issued a warning instead of a penalty that would have given the lead back to Dixon.

Dixon fiercely tried to pass Pagenaud for the lead, and the Chip Ganassi Racing star finished just 0.3032 seconds behind in the closest finish in Long Beach GP history, as Pagenaud took his first win for Penske and the fifth of his career.

Pagenaud was unaware that he had done anything wrong until he was confronted afterwards by an angry Dixon. "Nobody

mentioned it," he said. "Kyle Moyer [team manager and race strategist] didn't tell me on the radio. I just focused on the job. I really honestly didn't know it was that close. I wouldn't have changed anything.

"I only did it once in the race. Same for Carlos Munoz. He did the same thing, so I guess it was a clear understanding for race control."

Dixon was very angry about it but eventually cooled down and accepted the outcome wasn't Pagenaud's fault as much as the three race stewards: "Well, I was pretty mad once I got out of the car, even with the last sort of 15 laps waiting for a drive-through or at least a swap of positions," he admitted. "I was even a little mad at Simon after the race, but it's not his fault.

"You've got to try to take advantage whenever you can, but he doesn't make the rules or put the rules forward. Huge credit to Simon – he raced a fantastic race. You know, I can't be mad at him, so I'll direct my anger some other direction."

The controversy over the pit exit proved to be the dominant storyline of a race that went from start to finish without a caution period. Helio Castroneves started on the pole and led twice for 47 laps before Penske team-mate Pagenaud took charge. The only lead changes came during caution periods, with Dixon and the out-of-synch Charlie Kimball taking turns at the front. Dixon was able to go one lap further than his main rivals before the first stops, but made his second stop relatively early – with 29 laps remaining – because he was in traffic and was



Earlier in the race, Pagenaud (22) barreled his way past Dixon for second

LEWIS/LAT



Auberlen leads Bamber and Pilet during first stint

## Tangle gives it to Tandy

**IMSA SPORTSCAR**  
**LONG BEACH (USA)**  
**APRIL 16**  
**ROUND 3/11**

NICK TANDY TOOK A LAST-GASP GTLM win at Long Beach when Porsche team-mate Frederic Makowiecki punted the race-leading Corvette of Tommy Milner into a spin with just two minutes remaining.

As Tandy snuck through on the inside at the hairpin, it completed a victorious comeback for the Brit and co-driver Patrick Pilet. The Porsches of Pilet and Earl Bamber, plus Bill Auberlen's BMW, disputed the lead before the 911s took stop-go penalties for pitlane speeding, and the BMW copped a drive-through for contact.

Milner, in the car started by Oliver Gavin, was able to rejoin after his late-race assault and claim second from the Ferrari of Toni

Vilander and Giancarlo Fisichella, while Ford's Richard Westbrook and Ryan Briscoe bounced back from a Friday fire for fourth.

The overall race was dominated by the Taylor family's Dallara, with Ricky Taylor passing polesitter Christian Fittipaldi for the lead into Turn 1 on the opening lap.

### RESULTS

**1 Ricky Taylor/Jordan Taylor (Dallara Corvette DP)**, 75 laps in 1h40m58.937s; **2 Joao Barbosa/Christian Fittipaldi (Coyote Corvette)**, +2.958s; **3 Dane Cameron/Eric Curran (Coyote Corvette)**; **4 Tom Long/Joel Miller (Lola-Mazda B12/80 Coupe)**; **5 Tristan Nunez/Jonathan Bomarito (Lola-Mazda)**; **6 Marc Goossens/Ryan Hunter-Reay (Coyote Corvette)**. **PC 1 Mikhail Goikhberg/Stephen Simpson. GTLM 1 Patrick Pilet/Nick Tandy (Porsche 911 RSR)**; **2 Oliver Gavin/Tommy Milner (Chevrolet Corvette C7.R)**; **3 Giancarlo Fisichella/Toni Vilander (Ferrari 488 GTE)**; **4 Ryan Briscoe/Richard Westbrook (Ford GT)**; **5 Bill Auberlen/Dirk Werner (BMW M6 GTLM)**; **6 Daniel Serra/Alessandro Balzan (Ferrari)**.

## line for win

told by Ganassi managing director Mike Hull to pit in order to rejoin on a clear track.

Castroneves pitted one lap later and came out of the pits as Dixon was charging down the frontstretch. Dixon was able to drive past Castroneves to leapfrog to second, but Pagenaud's short-cut meant the lead would be elusive.

"I thought we had outlawed warnings," fumed Dixon. "That's why this was discussed so deeply in the off-season, and why there was about 40 or 50 warning zones in the rulebook removed. I don't even know why we discussed the pitlane exit if we're not going to stick to rules."

Castroneves faded back in third, just ahead of Penske team-mate Juan Pablo Montoya. Right on Montoya's tail at the finish was Takuma Sato, the top Honda runner in a race dominated by Chevrolet. Sato had sat on the tail of the leading group for much of the race, saving a stockpile of 'push-to-passes'. He was able to use one to make a rare on-track pass of Ganassi driver Tony Kanaan for fifth, but the AJ Foyt Racing-run Japanese couldn't boost his way past Montoya.

Sato had leapfrogged the final Penske car of Will Power during the final stops, with the Australian finishing seventh.

For Power's team-mate Pagenaud, he can finally stop hearing the question, 'when is he finally going to win for Team Penske?' But in Dixon's mind, it was a tarnished win.

**BRUCE MARTIN**

## Norris off to a flying start

**FORMULA RENAULT EURO CUP**  
**MOTORLAND ARAGON (E)**  
**APRIL 16-17**  
**ROUND 1/7**

LANDO NORRIS DEPARTED THE spaghetti-western Alcaniz landscape with the points lead following a formidable debut Formula Renault 2.0 race appearance.

R-Ace returnee Max Defourny had weathered an early challenge from Norris to take a comfortable maiden Eurocup victory in the opening race of the triple-header. But Norris would take to the top step of the podium before the day was out, and on Sunday he sealed back-to-back victories.

Kick-starting his season with a pole, rockstar-haired Belgian Defourny covered off Norris into the first turn of Saturday morning's race. Norris appeared quicker in

the early running – his craft perhaps sharpened from this already being his 19th race of the season! – but the Josef Kaufmann Racing youngster was unable to make up ground lost passing through a yellow-flag zone on lap three. Norris's team-mate Jehan Daruvala picked up third from Dorian Bocciacci when the ex-Formula 3 racer encountered gearbox downshift problems.

After jumping Defourny off the line, Norris assuredly negotiated light drizzle mid-race to take a narrow victory in race two from Tech 1 Racing-run Bocciacci, who passed Defourny around the outside into Turn 1 on lap three. Defourny would lose third to Harrison Scott by committing an error at the hairpin six laps later.

AVF man Scott repeated the position in a processional third race, behind Defourny.

**PETER MILLS**

### RESULTS

**Race 1 1 Max Defourny**, 14 laps in 27m16.334s; **2 Lando Norris**, +1.847s; **3 Jehan Daruvala**; **4 Harrison Scott**; **5 Robert Shwartzman**; **6 Bruno Baptista**. **Race 2 1 Norris**, 14 laps in 28m34.871s; **2 Dorian Bocciacci**, +1.604s; **3 Scott**; **4 Defourny**; **5 Daruvala**; **6 Will Palmer**. **Race 3 1 Norris**, 14 laps in 27m10.875s; **2 Defourny**, +1.274s; **3 Scott**; **4 Bocciacci**; **5 Nikita Troitskiy**; **6 Baptista**. **Points 1 Norris, 68**; **2 Defourny, 55**; **3 Scott, 42**; **4 Bocciacci, 31**; **5 Daruvala, 25**; **6 Shwartzman, 18**.



Norris: two wins and a second

DPPI/CLEMENT LUCK



Neal (right) beat Shedden in finale

# Hondas go light to gain strength

## BRITISH TOURING CAR CHAMPIONSHIP

DONINGTON PARK (GB)

APRIL 17

ROUND 2/10

ANOTHER ONE-TWO FINISH FOR TEAM Dynamics Honda Civic Type R drivers – this time with Matt Neal ahead of Gordon Shedden – in the final race at Donington Park last weekend was the final step of a well-crafted plan.

It means that Neal still tops the standings from his team-mate by five points after six races. And, out of those six races, there have been six different winners. Mat Jackson took his Motorbase Performance Ford Focus to a win in the opening race of the weekend, while Rob Collard drove superbly in his WSR BMW 125i Sport to conquer race two.

The Honda boys had reverse engineered their weekend to make sure they came out ahead as the final chequered flag of the meeting fell. As the top two in the points, Neal and Shedden had arrived in the East Midlands with 75kg and 66kg respectively of success ballast. They were going to have to do something dramatic to overcome that handicap at a track where the extra weight affects cars much more than at others. Another whammy at Donington – more so than at other tracks – is the effect of the softer Dunlop rubber, which each driver has to use once at each race weekend.

The solution? Both Neal and Shedden

effectively wrote off the opening race of the weekend. They bolted on the less-durable rubber and took to the track in their heavily laden cars. If they were going to feel pain, they wanted it all out of the way as quickly as possible.

Both were in the top 10 after a dramatic red flag and weather-affected qualifying session, with Shedden fourth and Neal 10th. They were right: the weight and the tyres meant they couldn't keep pace with rivals with more favourable combinations in race one, but they limited the damage to 11th for Shedden and 12th for Neal.

Now the fightback started...

Shedden climbed to fourth in race two and Neal sixth, but that put them on rows two and three for the reversed-grid finale. Most rivals around them had left the soft tyres until the third race. The Team Dynamics pair was rid of that nuisance as they strode to a formation finish.

Neal, who matched champion Shedden point for point over the weekend, said: "It was a deliberate ploy. We had got our data and notes from last year, and we knew roughly when they were going to drop off from that. Actually, they held on a lot longer this weekend – maybe because it's a slightly different compound this year. The plan for us was just to try and minimise the loss.

"There are certain circuits that suit the soft tyre and there are certain circuits that don't. This is one of the ones that doesn't suit it. Maybe that's the layout of the circuit or maybe it's the ambient temperature. We rode our luck a bit, I guess, but we reaped the rewards."

Despite the cunning plan from Honda, the biggest winner in terms of consistent points earned was WSR and particularly Collard. He was another to have taken the soft-tyre gamble (but with only 9kg of ballast) in race one, where he finished in sixth position.

Then he went on the attack and, after a trademark rocket start in race two which took him from sixth to third, he overhauled the heavy Jackson to win. Fourth in race three capped it off.

Team-mate Jack Goff's solid progress in the rear-wheel-drive BMW continued, and he scored a fourth, fifth and a sixth over the three rounds. "I am beginning to

click with this car," said the former factory MG man. "It's becoming my car with the more mileage I get in it."

With the soft tyres, Goff had been shadowing the sister car of Sam Tordoff for the lead of race three, but used his rubber too hard and dropped back. Tordoff, on the other hand, led gamely in race three before Neal steamed through with two laps to go. Tordoff went on to land a podium in

**Neal: "The plan was to try and minimise the loss"**



Race winners Jackson and Collard sandwich Ingram



Cole's Subaru caught fire and caused red flag

that race, which had seemed unlikely after qualifying 21st when caught out by a late red flag.

The man who vaulted himself back into the title hunt after a disappointing opener was Jackson. The race-one win was helped by no ballast on the Ford Focus, but he controlled the race and said it was a sign of things to come.

"We left Brands Hatch frustrated with some poor results, but equally quite pleased with where we had got to at the end of race three – forget the position, but just with the way that the car was," said Jackson. "We came here hoping we could carry that form on. The first time I sat in the car in free practice one it was ready to win. Now we are going to Thrupton knowing where we stand."

And where he stands is fifth in the points, a long way ahead of team-mate Andrew Jordan. The Pirtek-backed driver had looked strong in qualifying but slipped off the treacherous circuit. That relegated him to start in 25th position. In the modern BTCC, that's a weekend effectively ruined.

Jordan was battling up through the order but still was searching for a set-up that he wanted from the front-wheel-drive machine. After a charge to 10th in the final race of the weekend, he reported that the car had been "transformed". It's his favourite circuit, Thrupton, next too.

There was plenty of speed from the Triple Eight Racing MG pairing of Josh Cook and Ash Sutton. Cook's run to second in the opening race

was a strong marker, as he put one over on Sutton. He eclipsed him again in race two with a seventh, while preferable tyre strategy helped Sutton to fifth in the finale.

Another race-two error from Tom Ingram, whose Speedworks Motorsport Toyota Avensis was muscled out of what would have been a second podium position of the weekend in race two, left him dejected.

While he was glum, there was yet more cheer for new squad Team BKR. Irishman Aron Smith was third in the second race and was in the top 10 in race two. He is only 20 points from the championship summit in the older-spec VW CC. As for his old BMR team-mates in the works Subaru Levorgs, there was high drama and still some frustration at a lack of straight-line pace. Colin Turkington again topped the four-car operation in the damp qualifying session with 11th, and he raced to 10th in the opener.

But that was a highlight for the team. James Cole's version caught fire in spectacular fashion at the end of race one, ruling him out for the weekend, after a suspected fuel leak. Jason Plato – who claimed a personal weekend best of 16th in the third race – maintained a cheery outlook through all the troubles. "We are just heads down, working on the car still," he said. "We will get there."

MATT JAMES

P49 FULL RESULTS

## IN BRIEF

### NASCAR SPRINT CUP

Incidents nearly wrecked a dominant drive to victory for Carl Edwards, and by midway it was clear that whoever kept out of trouble would win at Bristol. Tyre failures for his Joe Gibbs Racing team-mates, along with penalties and issues for Jimmie Johnson, Brad Keselowski and Joey Logano, meant that they couldn't spoil Edwards's party. Dale Earnhardt Jr got mighty close though, recovering from a two-lap deficit to finish second from Kurt Busch.

### V8 SUPERCARS

Scott McLaughlin has become the first multiple winner of 2016 in V8 Supercars after a dominant driving display at Phillip Island. The Volvo driver started both races from pole position and was never headed, taking two wins – his first in nearly two seasons. McLaughlin was chased home by the Red Bull/Triple Eight Holden of Jamie Whincup and the DJR Penske Ford of Fabian Coulthard in the opening race, while Ford drivers Mark Winterbottom (Prodrive) and Scott Pye (DJR Penske) took the podium spots in the second race. There were a number of tyre problems on the ultra-fast Grand Prix track, notably affecting Pye and fellow Ford drivers Chaz Mostert and Cam Waters.

### RENAULT SPORT TROPHY

Markus Palttala and Fabian Schiller overcame a 15s pit infringement penalty to hand Marc VDS a debut win in the Endurance race at Motorland Aragon last Saturday. Kevin Korjus and Fredrik Blomstedt recovered from a poor start to finish second, while comeback Brits Lewis Williamson and Tim Sugden were third for Strakka. F3 refugee Schiller was also victorious in the 'Sprint Am' race, while Korjus later held off Williamson for 'Sprint Pro' honours.

### PIRELLI WORLD CHALLENGE

Alvaro Parente and McLaren won in Long Beach after on-the-road winner Johnny O'Connell's Cadillac was penalised for illegal spikes on its traction-control data. O'Connell had charged from fourth, after brushing the wall at Turn 1 as he battled with Parente, into the lead. O'Connell was classified second ahead of the Porsche of Patrick Long.

### ADAC GT MASTERS

Reigning champions Sebastian Asch and Luca Ludwig got their season off to a perfect start with victory at Oschersleben in their Zakspeed Mercedes. Ludwig reeled in the Land Audi of Christopher Mies (and qualified on pole by Connor de Phillippi) and went ahead on the penultimate lap. Asch and Ludwig were ahead again in race two, but a restart-infringement penalty handed the win to Grasser Lamborghini of Christian Engelhart and Rolf Ineichen.

### GERMAN FORMULA 4

Australian Joey Mawson won twice in the Oschersleben opener with Van Amersfoort Racing, both times beating Kim Luis Schramm. He then charged from reversed-grid 10th to second, behind Mick Schumacher.



Lopez and Catsburg ran side-by-side twice

FLAMAND/DPPI

# Lopez purrs after Catsburg falls

**WORLD TOURING CAR CHAMPIONSHIP**  
**SLOVAKIA RING (SK)**  
**APRIL 17**  
**ROUND 2/12**

A NEAR-PERFECT WEEKEND FOR HONDA'S Tiago Monteiro *should* have been the lead story from the World Touring Car Championship's visit to the Slovakia Ring, but instead victory for Jose Maria Lopez – when at one stage he looked resigned to second place – stole the show and brought a thrilling main race to a fitting climax.

That might seem a hard concept to grasp given Citroën's record in main races over the past couple of years, but Lopez's victory was genuinely a remarkable one as he nursed both 80kg of success ballast and an undiagnosed problem with his Citroën C-Elysee to his 23rd WTCC race win.

Lopez surged into the lead at the start ahead of front-row starters Yvan Muller (who had secured his first pole since the championship's visit to Slovakia in June last year) and Lada's Nicky Catsburg, who retained his second after tagging Muller's Citroën wide into Turn 1.

But having broken away, Lopez began to

complain over the radio of a rattling in his cockpit and, as his lap times fell away, he fell into the clutches of Catsburg and Monteiro, who had worked his way up to third.

Catsburg soon snatched the lead and his move to do so, regardless of Lopez's problems, was a clever one. Having drawn level with the C-Elysee, Catsburg stuck to the outside line along the start-finish straight, but eased off ever so slightly in the braking phase and, as Lopez took a slightly defensive line, quickly switched back to the inside on the exit of Turn 1 to power past.

Game over? It appeared that way as Catsburg pulled away, but a Herculean effort from Lopez – combined with a loss of grip from the Lada's tyres – drew him back to within 0.228s at the start of the penultimate lap.

Catsburg fought for his life, knowing victory would be Lada's first in the WTCC with its Vesta model, but Lopez engineered a gap through the looped final corner to run up the inside along the straight, and grabbed the lead on the final lap. He eased away from there, with Monteiro – who had shadowed the Citroën driver for much of the race – also getting past Catsburg on the exit of the first corner to secure second.

Catsburg was able to cling onto third at the flag after beating back the Polestar Volvo of Thed Bjork (who was later disqualified from both races for an air-restrictor fault) and the second Honda of Norbert Michelisz.

But despite Lopez's main-race heroics, it was Monteiro who left the Slovakia Ring atop the standings, largely thanks to some swift thinking in Sunday's opening encounter: if the main event was a battle of brawn, the first was one of brain as Monteiro claimed his first win since last September with a precise leap into the lead.

After reverse-grid polesitter Hugo Valente bogged down at the start for a second race weekend in succession, Sebastien Loeb Racing Citroën driver Mehdi Bennani gladly assumed the lead into Turn 1 ahead of the fast-starting Monteiro and the sister Honda of Rob Huff.

Bennani wasn't able to shake off his rivals, but looked comfortable enough in his C-Elysee, rebuffing any of Monteiro's advances with his superior straightline speed. But as the race wore on, the Moroccan's lock-up count – carrying the maximum 80kg of ballast – continued to rise as his level of security diminished. Knowing that the straights weren't his ally, Monteiro spied a gap at the Turn 8 hairpin two laps to go and dived for the inside, covering off Bennani's exit successfully to take the lead.

It was all relatively simple for the Portuguese thereafter, and Monteiro gently stretched his advantage to a winning margin of 2.526s ahead of Bennani, who by holding off Huff clinched another second place a fortnight after securing the same result at Paul Ricard.

Lada's Gabriele Tarquini scored his first points of the season in fourth, ahead of Lopez – whose dropped points in fifth mean he trails Monteiro by a point in the standings after four races.

**JACK COZENS**



Monteiro won, and then ran himself over

GUILLAUME/DPPI

**P48 FULL RESULTS**

# Jota breaches Barthez defence

## EUROPEAN LE MANS SERIES

SILVERSTONE (GB)

APRIL 16

ROUND 1/6

THE EUROPEAN LE MANS SERIES MAY ONLY be the World Endurance Championship's little brother, but it has a knack for creating headlines. The moment Olympic cycling legend Chris Hoy looped his Ligier into the Chapel gravel, triggering a full-course yellow that allowed 1998 World Cup-winning Frenchman Fabian Barthez to take the lead just as inspirational quadruple amputee Frederic Sausset took over the Morgan, sums up why the ELMS is worth watching.

But the biggest story was that Jota Sport, running its venerable Gibson-Nissan 015S for a fifth season, got its title bid off to a victorious start. To make it even more newsworthy, the driver who closed out the race after stints from Harry Tincknell and Simon Dolan was ex-F1 racer and sportscar debutant Giedo van der Garde.

Tincknell started fourth and took third when third-place qualifier Leo Roussel speared the Pegasus Racing Morgan into the pitwall at the start after getting caught out by low track temperatures. Polesitter Pierre Thiriet, driving the TDS Racing ORECA qualified by Mathias Beche, ran wide at the first corner, which promoted Tincknell to second. The Briton then passed Andreas Wirth's SMP Racing BR01 into Brooklands to lead.

Tincknell controlled the race during the first two stints, although struggles with Dunlop tyre graining allowed Paul-Loup Chatin, who had moved up to second in the Panis-Barthez Competition Ligier, to close the gap to under 20 seconds before the Jota car headed to the pits at the 90-minute mark. Dolan took over, but Hoy's incident and resulting full-course yellow allowed Chatin to hand over to Barthez without losing what should have been a short-lived lead.

This gave Barthez a 30-second lead over Dolan. It took 30 minutes for Dolan to close that gap, eventually taking the lead into Stowe. From then on it was plain sailing for the Gibson, with van der Garde showing good pace when he took over. The only frustration was his attempt to



Thiriet (left) and Wirth lead the field as ELMS kicks off

deny Chatin fastest lap on the last lap fell short by four hundredths of a second thanks to traffic.

Barthez was on course for second when the car slowed with single-seater convert Timothe Buret at the wheel in the final hour. This handed second to the BR01 that Wirth shared with ex-GP2 drivers Julian Leal and Stefano Coletti. The new Lombard Racing team's Ligier-Judd took third with Jonathan Coleman, Vincent Capillaire and Olivier Lombard driving.

The reigning champion Greaves Motorsport squad – with Memo Rojas, Julien Canal and Kuba Giermaziak driving – finished eighth, ahead of the Barthez car, having been in contention for second place until a gear-selection problem. The TDS team's bid ended when a stuck throttle caused Thiriet to shunt at Luffield after just 11 laps.

The United Autosports squad dominated LMP3, which attracted 19 entries compared to a peak of six in 2015. Alex Brundle, Mike Guasch and Christian England – the last-named making his first race start since his final British Formula 3 outing at the same venue in May 2003 – led home a one-two for the team's Ligiers from Wayne Boyd, Matt Bell and Mark Patterson.

Victory in the nine-car GTE class originally looked to have gone to the JMW Ferrari 458 Italia of Robert Smith, Andrea Bertolini and

Rory Butcher until it was slung out for running a front splitter that did not comply with the homologation papers. That promoted the Beechdean-liveried Aston Martin Racing Vantage of Alex MacDowall, Darren Turner and Andrew Howard to first place.

As for quadruple amputee Sausset, he was 32nd on his debut after returning for a second short stint at the finish. Perhaps that was the real triumph on a day of remarkable stories.

### EDD STRAW

### RESULTS

**1 Harry Tincknell/Simon Dolan/Giedo van der Garde (Gibson-Nissan 015S)**, 118 laps in 4h01m45.391s; 2 Andreas Wirth/Julian Leal/Stefano Coletti (BRE-Nissan BR01), +1m35.052s; 3 Jonathan Coleman/Vincent Capillaire/Olivier Lombard (Ligier-Judd JSP2); 4 Bjorn Wirdheim/Tracy Krohn/Nic Jonsson (Ligier-Nissan); 5 Sean Gelael/Antonio Giovinazzi/Mitch Evans (BRE-Nissan); 6 Niki Leutwiler/James Winslow/Franck Mailleux (ORECA-Judd 03R). **LMP3**  
**1 Alex Brundle/Mike Guasch/Christian England (Ligier JSP3)**; 2 Mark Patterson/Matt Bell/Wayne Boyd (Ligier); 3 Eric Trouillet/Paul Petit/Enzo Guibbert (Ligier). **GTE** **1 Alex MacDowall/Darren Turner/Andrew Howard (Aston Martin Vantage GTE)**; 2 Alessandro Pier Guidi/Alexander Talkanitsa/Alexander Talkanitsa Jr (Ferrari 458 Italia); 3 Richie Stanaway/Stuart Hall/Roald Goethe (Aston). **Points**  
**1 Tincknell/Dolan/van der Garde, 25**; 2 Wirth/Leal/Coletti, 18; 3 Coleman/Capillaire/Lombard, 15; 4 Wirdheim/Krohn/Jonsson, 12; 5 Gelael/Giovinazzi/Evans, 10; 6 Leutwiler/Winslow/Mailleux, 8.

Owner-driver Dolan presses on in winning Jota Sport Gibson





## Deletraz keeps Renault in the 3.5 headlines

**FORMULA V8 3.5  
MOTORLAND ARAGON (E)  
APRIL 16-17  
ROUND 1/9**

RENAULT MAY HAVE ceased its involvement in what is now called the Formula V8 3.5 series, but the first weekend of the rebranded category conspired to retain a familiarly Gallic flavour.

Renault Driver Academy protege Louis Deletraz was victorious in race one, and *Le Tricolore* flew over the podium after race two, where Aurelien Panis took a well-judged maiden win after a tough scrap with compatriot Tom Dillmann.

The last-minute confirmation that Strakka would sit out the opening meeting was a blow that left a field of just 15 cars, but one second covered the top 12 on the grid for both races.

Arden's find of 2015, Egor Orudzhev, wrung out pole position for race one. But while leading the pack on the opening lap, the Russian arrived too hot into the downhill Turn 9 corkscrew. After taking to the asphalt run-off, Orudzhev appeared a little too keen to maintain his lead over Fortec star Deletraz. The result was he clattered over kerbs and destroyed his front wing and spelled retirement.

Deletraz was duly promoted to a lead he would not relinquish. The Swiss racer is enjoying the patronage of both BMW, with whom he competes in ADAC GT, and Renault this season. An increasingly polished demeanour is evident, and a 12-second winning margin will have encouraged his benefactors.

Last year's runner-up

Matthieu Vaxiviere claimed second for newcomer SMP Racing. The Frenchman benefited from a confused start caused when third-qualifier Dillmann's AVF machine dropped into anti-stall twice. Second place was acquired by outbraking the similarly fast-starting Alfonso Celis Jr into the hairpin on the opening lap.

Celis clung on, before running wide at Turn 5, which promoted the recovering Dillmann.

On pole for race two, Dillmann again suffered clutch problems away from the line, allowing Panis to power into the lead. Following an intense duel, the pair pitted together. The Arden crew provided Panis with a slightly extended cushion, the gap increased from 0.7s to 1.7s, and Panis completed the job to take his first victory since his Renault 2.0 days and give team boss Garry Horner a 70th birthday present.

Rene Binder benefited from Vaxiviere colliding and knocking Deletraz down to last at Turn 1 to pick up third. Teo Martin Motorsport runner Yu Kanamaru held off a resilient Deletraz for fourth, while Johnny Cecotto Jr claimed sixth place.

### PETER MILLS

### RESULTS

**Race 1** 1 **Louis Deletraz**, 24 laps in 41m53.608s; 2 Matthieu Vaxiviere, +11.842s; 3 Tom Dillmann; 4 Rene Binder; 5 Aurelien Panis; 6 Alfonso Celis Jr; 7 Roy Nissany; 8 Vitor Baptista; 9 Johnny Cecotto Jr; 10 Beitske Visser.

**Race 2** 1 **Panis**, 23 laps in 40m03.536s; 2 Dillmann, +2.024s; 3 Binder; 4 Yu Kanamaru; 5 Deletraz; 6 Cecotto; 7 Nissany; 8 Celis; 9 Pietro Fittipaldi; 10 Matevos Isaakyan. **Points 1= Panis & Deletraz, 35**; 3 Dillmann, 33; 4 Binder, 27; 5 Vaxiviere, 18; 6 Kanamaru, 12.

# RESULTS RO

## WTCC

### ROUND 2/12, SLOVAKIA RING (SK), APRIL 17

#### RACE 1 (11 LAPS - 40.403 MILES)

1	<b>Tiago Monteiro</b> (P) Honda Racing Team JAS Honda Civic WTCC	23m30.309s
2	<b>Mehdi Bennani</b> (MA) Sebastien Loeb Racing Citroen C-Elysee WTCC	+2.526s
3	<b>Rob Huff</b> (GB) Honda Racing Team JAS Honda Civic WTCC	+3.119s
4	<b>Gabriele Tarquini</b> (I) Lada Sport Lada Vesta WTCC	+9.247s
5	<b>Jose Maria Lopez</b> (RA) Citroen Total Citroen C-Elysee WTCC	+9.453s
6	<b>Norbert Michelisz</b> (H) Honda Racing Team JAS Honda Civic WTCC	+10.085s
7	<b>Yvan Muller</b> (F) Citroen Total Citroen C-Elysee WTCC	+10.659s
8	<b>Tom Chilton</b> (GB) Sebastien Loeb Racing Citroen C-Elysee WTCC	+11.606s
9	<b>Fredrik Ekblom</b> (S) Polestar Cyan Racing Volvo S60 WTCC	+12.567s
10	<b>Nicky Catsburg</b> (NL) Lada Sport Lada Vesta WTCC	+14.766s
11	<b>Hugo Valente</b> (F) Lada Sport Lada Vesta WTCC	+18.505s
12	<b>Gregoire Demoustier</b> (F) Sebastien Loeb Racing Citroen C-Elysee WTCC	+22.752s
13	<b>John Filippi</b> (F) Campos Racing Chevrolet RML Cruze TC1	+23.189s
14	<b>Tom Coronel</b> (NL) ROAL Motorsport Chevrolet RML Cruze TC1	+25.262s
15	<b>James Thompson</b> (GB) Munnich Motorsport Chevrolet RML Cruze TC1	+25.743s
EX	<b>Thed Bjork</b> (S) Polestar Cyan Racing Volvo S60 WTCC	+11.129s
R	<b>Ferenc Ficzá</b> (H) Zengo Motorsport Honda Civic WTCC	8 laps-steering pump

**Winner's average speed** 103.135mph.

**Fastest lap** Huff, 2m07.105s, 104.222mph.

#### GRID FOR RACE 1

Decided by qualifying (see below), but with the top 10 reversed.

#### RACE 2 (12 LAPS - 44.083 MILES)

1 **Lopez**, 25m44.212s; 2 **Monteiro**, +0.700s; 3 **Catsburg**, +3.260s; 4 **Michelisz**, +4.620s; 5 **Muller**, +4.737s; 6 **Bennani**, +5.262s; 7 **Chilton**, +5.950s; 8 **Ekblom**, +7.551s; 9 **Coronel**, +18.969s; 10 **Filippi**, +19.345s; 11 **Thompson**, +20.045s; 12 **Demoustier**, +21.675s; 13 **Tarquini**, +1m38.571s; 14 **Huff**, 10 laps-puncture; EX **Bjork**, +3.868s; R **Valente**, 4 laps-puncture; NS **Ficzá**.

**Winner's average speed** 102.770mph.

**Fastest lap** Lopez, 2m06.669s, 104.580mph.

#### QUALIFYING 3

1 **Muller**, 2m03.910s; 2 **Catsburg**, 2m03.950s; 3 **Lopez**, 2m04.191s; 4 **Michelisz**, 2m04.378s; 5 **Huff**, 2m04.751s.

#### QUALIFYING 2

**Michelisz**, 2m04.297s; **Catsburg**, 2m04.457s; **Lopez**, 2m04.524s; **Muller**, 2m04.710s; **Huff**, 2m04.762s; 6 **Bjork**, 2m04.821s; 7 **Monteiro**, 2m04.883s; 8 **Tarquini**, 2m04.950s; 9 **Bennani**, 2m04.998s; 10 **Valente**, 2m05.022s; 11 **Chilton**, 2m05.227s; 12 **Ekblom**, 2m05.279s\*. \* Excluded.

#### QUALIFYING 1

**Valente**, 2m04.604s; **Lopez**, 2m04.720s; **Michelisz**, 2m04.743s; **Bennani**, 2m04.770s; **Muller**, 2m04.841s; **Bjork**, 2m04.882s; **Catsburg**, 2m04.999s; **Tarquini**, 2m05.052s; **Chilton**, 2m05.058s; **Monteiro**, 2m05.109s; **Ekblom**, 2m05.178s; **Huff**, 2m05.315s; 13 **Filippi**, 2m05.444s; 14 **Demoustier**, 2m06.105s; 15 **Thompson**, 2m06.222s; 16 **Coronel**, 2m07.005s; 17 **Ficzá**, 2m07.202s.

#### CHAMPIONSHIP

1 **Monteiro**, 77; 2 **Lopez**, 76; 3 **Michelisz**, 52; 4 **Huff**, 49; 5 **Bennani**, 48; 6 **Muller**, 36; 7 **Catsburg**, 35; 8 **Valente**, 16; 9 **Tarquini**, 12; 10 **Chilton**, 12.



# UND-UP

## BTCC

### ROUND 2/10, DONINGTON PARK (GB), APRIL 17

#### RACE 1 (15 LAPS – 29.647 MILES)

1	<b>Mat Jackson</b> (GB) <i>Motorbase Performance Ford Focus</i>	18m16.822s
2	<b>Josh Cook</b> (GB) <i>Triple Eight Racing MG6</i>	+1.860s
3	<b>Tom Ingram</b> (GB) <i>Speedworks Motorsport Toyota Avensis</i>	+2.077s
4	<b>Jack Goff</b> (GB) <i>WSR BMW 125i M Sport</i>	+8.794s
5	<b>Ash Sutton</b> (GB) <i>Triple Eight Racing MG6</i>	+9.149s
6	<b>Rob Collard</b> (GB) <i>WSR BMW 125i M Sport</i>	+10.324s
7	<b>Jeff Smith</b> (GB) <i>Eurotech Racing Honda Civic Type R</i>	+14.807s
8	<b>Aron Smith</b> (IRL) <i>Team BKR VW CC</i>	+16.423s
9	<b>Sam Tordoff</b> (GB) <i>WSR BMW 125i M Sport</i>	+17.990s
10	<b>Colin Turkington</b> (GB) <i>Team BMR Subaru Levorg</i>	+19.589s
11	<b>Gordon Shedden</b> (GB) <i>Team Dynamics Honda Civic Type R</i>	+20.108s
12	<b>Matt Neal</b> (GB) <i>Team Dynamics Honda Civic Type R</i>	+20.865s
13	<b>Adam Morgan</b> (GB) <i>Ciceley Racing Mercedes-Benz A-Class</i>	+21.121s
14	<b>Andrew Jordan</b> (GB) <i>Motorbase Performance Ford Focus</i>	+22.096s
15	<b>Hunter Abbott</b> (GB) <i>Power Maxed Racing Chevrolet Cruze</i>	+25.755s
16	<b>Aiden Moffat</b> (GB) <i>Ciceley Motorsport Mercedes-Benz A-Class</i>	+26.652s
17	<b>Jason Plato</b> (GB) <i>Team BMR Subaru Levorg</i>	+32.425s
18	<b>Rob Austin</b> (GB) <i>Handy Motorsport Toyota Avensis</i>	+33.681s
19	<b>Michael Epps</b> (GB) <i>Team Hard Toyota Avensis</i>	+36.755s
20	<b>Alex Martin</b> (GB) <i>Team Parker Racing Ford Focus</i>	+37.227s
21	<b>Ollie Jackson</b> (GB) <i>AmD Tuning.com Audi S3 Saloon</i>	+37.664s
22	<b>Chris Smiley</b> (GB) <i>Team Hard Toyota Avensis</i>	+42.861s
23	<b>Mark Howard</b> (GB) <i>Team BKR VW CC</i>	+45.956s
24	<b>Kelvin Fletcher</b> (GB) <i>Power Maxed Racing Chevrolet Cruze</i>	+56.439s
25	<b>Warren Scott</b> (GB) <i>Team BMR Subaru Levorg</i>	+1m18.221s
26	<b>Jake Hill</b> (GB) <i>Team Hard Toyota Avensis</i>	-1 lap
R	<b>James Cole</b> (GB) <i>Team BMR Subaru Levorg</i>	+40.280s-inferno
R	<b>Matt Simpson</b> (GB) <i>Speedworks Motorsport Honda Civic Type R</i>	13 laps-accident
R	<b>Daniel Welch</b> (GB) <i>Welch Motorsport Proton Persona</i>	13 laps-accident
NC	<b>Stewart Lines</b> (GB) <i>Maximum Motorsport Ford Focus</i>	10 laps
R	<b>Martin Depper</b> (GB) <i>Eurotech Racing Honda Civic Type R</i>	4 laps-lost wheel

Winner's average speed 97.31mph.

Fastest lap M Jackson, 1m10.466s, 101.10mph.

#### QUALIFYING

1 Sutton, 1m11.729s; 2 Cook, 1m12.223s; 3 M Jackson, 1m12.261s; 4 Shedden, 1m12.318s; 5 Ingram, 1m13.006s; 6 Collard, 1m13.139s; 7 A Smith, 1m13.184s; 8 Goff, 1m13.447s; 9 Neal, 1m13.880s; 10 Hill, 1m13.993s; 11 Turkington, 1m14.160s; 12 J Smith, 1m14.291s; 13 Abbott, 1m14.790s; 14 Morgan, 1m15.078s; 15 Austin, 1m15.163s; 16 Scott, 1m15.430s; 17 Cole, 1m15.774s; 18 Plato, 1m15.931s; 19 O Jackson, 1m16.271s; 20 Welch, 1m16.681s; 21 Tordoff, 1m16.861s; 22 Simpson, 1m16.911s; 23 Moffat, 1m17.000s; 24 Epps, 1m17.214s; 25 Jordan, 1m17.272s; 26 Depper, 1m17.645s; 27 Martin, 1m17.714s; 28 Smiley, 1m20.875s; 29 Lines, 1m20.946s; 30 Howard, no time; 31 Fletcher, no time.

#### RACE 2 (19 LAPS – 37.563 MILES)

GRID Decided by result of Race 1

1 Collard, 25m07.394s; 2 M Jackson, +1.670s; 3 A Smith, +3.307s; 4 Shedden, +3.429s; 5 Goff, +4.939s; 6 Neal, +5.547s; 7 Cook, +9.967s; 8 Tordoff, +10.311s; 9 Moffat, +11.124s; 10 Austin, +11.378s; 11 Morgan, +12.609s; 12 Jordan, +13.358s; 13 Sutton, +20.040s; 14 Abbott, +20.315s; 15 Ingram, +20.433s; 16 Martin, +20.856s; 17 Depper, +24.166s; 18 J Smith, +25.205s; 19 Scott, +25.739s; 20 Plato, +26.730s; 21 Smiley, +27.223s; 22 Simpson, +31.188s; 23 Howard, +37.866s; 24 Epps, +38.505s; 25 Lines, +40.159s; 14 laps-puncture/damage; R Welch-accident damage, 12 laps; R Turkington, 4 laps-damage/spin; R O Jackson, 0 laps-off; R Fletcher, 0 laps-spin; NS Cole.

Winner's average speed 89.71mph.

Fastest lap Tordoff, 1m10.650s, 100.84mph.

#### RACE 3 (16 LAPS – 31.626 MILES)

GRID Decided by result of Race 2

1 Neal, 19m08.350s; 2 Shedden, +0.222s; 3 Tordoff, +2.690s; 4 Collard, +2.908s; 5 Sutton, +4.142s; 6 Goff, +9.245s; 7 Moffat, +9.379s; 8 Austin, +13.028s; 9 Cook, +17.535s; 10 Jordan, +18.146s; 11 Depper, +18.275s; 12 Abbott, +18.289s; 13 Epps, +18.902s; 14 M Jackson, +19.572s; 15 A Smith, +24.260s; 16 Plato, +24.796s; 17 Smiley, +24.993s; 18 Turkington, +25.204s; 19 Ingram, +25.434s; 20 Fletcher, +28.111s; 21 Lines, +31.428s; 22 Martin, +34.259s; 23 Simpson, +38.970s; 24 Welch, +40.487s; R J Smith, 14 laps-puncture; R O Jackson, 12 laps-off; R Morgan, 5 laps-spin; R Scott, 4 laps-misfire; R Hill, 2 laps-accident damage; R Howard, 1 lap-off; NS Cole.

Winner's average speed 99.14mph.

Fastest lap Goff, 1m10.545s, 100.99mph.

#### CHAMPIONSHIP

1 Neal, 78; 2 Shedden, 73; 3 Goff, 66; 4 Collard, 64; 5 M Jackson, 61; 6 Tordoff, 56; 7 A Smith, 56; 8 Sutton, 55; 9 Cook, 46; 10 Morgan, 45.

## INDYCAR

### ROUND 3/15, LONG BEACH (USA), APRIL 17 (80 LAPS – 157.440 MILES)

1	<b>Simon Pagenaud</b> (F) <i>Team Penske Dallara-Chevrolet</i>	1h33m54.4835s
2	<b>Scott Dixon</b> (NZ) <i>Chip Ganassi Racing Dallara-Chevrolet</i>	+0.3032s
3	<b>Helio Castroneves</b> (BR) <i>Team Penske Dallara-Chevrolet</i>	+10.8376s
4	<b>Juan Pablo Montoya</b> (CO) <i>Team Penske Dallara-Chevrolet</i>	+12.2162s
5	<b>Takuma Sato</b> (J) <i>AJ Foyt Enterprises Dallara-Honda</i>	+12.2918s
6	<b>Tony Kanaan</b> (BR) <i>Chip Ganassi Racing Dallara-Chevrolet</i>	+17.6267s
7	<b>Will Power</b> (AUS) <i>Team Penske Dallara-Chevrolet</i>	+18.7449s
8	<b>James Hinchcliffe</b> (CDN) <i>Schmidt Peterson Motorsports Dallara-Honda</i>	+19.0362s
9	<b>Sebastien Bourdais</b> (F) <i>KVSH Racing Dallara-Chevrolet</i>	+22.9147s
10	<b>Josef Newgarden</b> (USA) <i>Ed Carpenter Racing Dallara-Chevrolet</i>	+23.6654s
11	<b>Charlie Kimball</b> (USA) <i>Chip Ganassi Racing Dallara-Chevrolet</i>	+24.2179s
12	<b>Carlos Munoz</b> (CO) <i>Andretti Autosport Dallara-Honda</i>	+40.1250s
13	<b>Conor Daly</b> (USA) <i>Dale Coyne Racing Dallara-Honda</i>	+47.1809s
14	<b>Max Chilton</b> (GB) <i>Chip Ganassi Racing Dallara-Chevrolet</i>	+53.9106s
15	<b>Graham Rahal</b> (USA) <i>Rahal Letterman Lanigan Racing Dallara-Honda</i>	+56.9082s
16	<b>Mikhail Aleshin</b> (RUS) <i>Schmidt Peterson Motorsports Dallara-Honda</i>	+1m01.2966s
17	<b>Luca Filippi</b> (I) <i>Dale Coyne Racing Dallara-Honda</i>	+1m08.0543s
18	<b>Ryan Hunter-Reay</b> (USA) <i>Andretti Autosport Dallara-Honda</i>	+1m30.3302s
19	<b>Marco Andretti</b> (USA) <i>Andretti Autosport Dallara-Honda</i>	-1 lap
20	<b>Alexander Rossi</b> (USA) <i>Andretti Herta Autosport Dallara-Honda</i>	-1 lap
21	<b>Jack Hawksworth</b> (GB) <i>AJ Foyt Enterprises Dallara-Honda</i>	77 laps-DNF

Winner's average speed 100.592mph.

Fastest lap Kimball, 1m07.6661s, 104.702mph.

#### QUALIFYING

Q3 1 Castroneves, 1m07.1246s; 2 Dixon, 1m07.4455s; 3 Pagenaud, 1m07.7410s; 4 Kanaan, 1m07.7951s; 5 Montoya, 1m07.9054s; 6 Power, no time.

Q2 Dixon, 1m06.6459s; Power, 1m06.8659s; Montoya, 1m06.9409s; Pagenaud, 1m07.0578s; Kanaan, 1m07.0624s; Castroneves, 1m07.0645s; 7 Hinchcliffe, 1m07.1415s; 8 Sato, 1m07.2299s; 9 Newgarden, 1m07.2548s; 10 Munoz, 1m07.2663s; 11 Hunter-Reay, 1m07.3171s; 12 Filippi, 1m07.9660s.

Q1 – GROUP 1 Power, 1m06.9712s; Munoz, 1m07.3962s; Castroneves, 1m07.4449s; Newgarden, 1m07.4794s; Kanaan, 1m07.5998s; Filippi, 1m07.6214s; 14 Bourdais, 1m07.6432s; 16 Rossi, 1m07.6872s; 18 Aleshin, 1m07.8513s; 20 Hawksworth, 1m07.9929s; 21 Andretti, 1m08.2045s.

Q1 – GROUP 2 Dixon, 1m07.5019s; Montoya, 1m07.5156s; Hinchcliffe, 1m07.6425s; Pagenaud, 1m07.6822s; Sato, 1m07.7038s; Hunter-Reay, 1m07.7111s; 13 Daly, 1m07.7520s; 15 Kimball, 1m07.8065s; 17 Rahal, 1m07.8841s; 19 Chilton, 1m08.3843s.

#### CHAMPIONSHIP

1 Pagenaud, 134; 2 Dixon, 120; 3 Montoya, 106; 4 Castroneves, 92; 5 Kanaan, 82; 6 Sato, 73; 7 Hunter-Reay, 68; 8 Power, 62; 9 Rahal, 59; 10 Kimball, 58.





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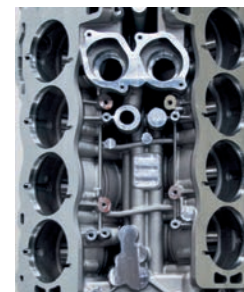
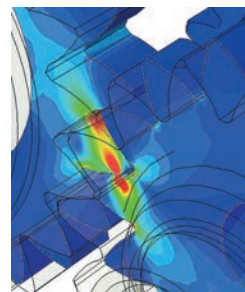
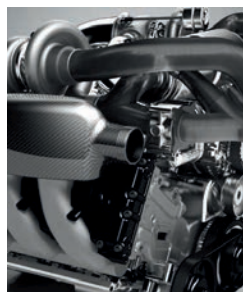
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## British GT suspends Code 80 after debut

BRITISH GT ORGANISERS HAVE postponed the use of the controversial full-course yellow Code 80 rule until further notice after a troubled debut at Brands Hatch last weekend.

The series adopted the system, which is commonly used in European GT racing, for the season opener in Kent, but has been shelved following confusion and criticism from teams.

Code 80 was required for the first time after Motorbase's Phil Dryburgh crashed heavily at Pilgrims Drop.

The rule replaces the use of a traditional safety car period by restricting all cars on the track to 80km/h (around 50mph) when an accident has occurred. Cars are tracked by a delta lap time to ensure they stick to the speed limitation, but there were multiple instances of drivers and teams misinterpreting the rule last weekend.

After the race, British GT manager Benjamin Franassovici held a meeting with officials, teams and timekeepers and has decided to revert to using a safety car until further notice.

He said: "We knew there would be gremlins, but there were too many aspects outside of our control last weekend so we will not use it again until we can fully control it. Full-course yellow is the way forward, and everybody was happy we introduced it, but we have to refine it.

"We need to work out systems on the technological side, both in the cars and on timing, and we also need clear rules of when and how to behave during it. Hopefully we can have those issues sorted and we can run it again before the end of the year."

Rick Parfitt Jr was leading the race in his Team Parker Racing Bentley

Dryburgh's shunt caused Code 80 to be enforced, but the rule has now been dropped

Continental GT3, but lost a lot of time during the caution period.

He said: "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?"

Century Motorsport Ginetta G55 GT4 driver Nathan Freke added: "Some cars weren't going fast enough and there were big differences in lap times. Plus these cars only have one speed limiter, which is 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 clear clarification of how it works to make it fair."

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UK MOTORSPORT

## UK BOSSES BEMOAN SCHEDULE 'SCANDAL'

TOCA boss Alan Gow and Donington Park manager Christopher Tate have called for better calendar coordination between UK and international series in the future.

Last weekend the Donington British Touring Car Championship round clashed with the World Endurance Championship event 60 miles south at Silverstone, while the British GT season kicked off at Brands Hatch. That squeezed resources such as volunteer marshals and medics, and diluted crowds.

"We did our calendar last July," said Gow. "if other championships could be as efficient we wouldn't have clashes."

Tate added: "We are in danger of looking amateurish compared to other sports - a whole series of other major sporting events are announced at least two years in advance."

"It's scandalous that the international governing body is unable, because of the delays in fixing the Formula 1 calendar, to announce the dates for all of its other series until the December World Motor Sport Council meeting."

British GT manager Benjamin Franassovici said "there wasn't much we could do" because Brands GP's limited availability and SRO's need to factor in its other series dates meant "you take what you can get".

BRITISH GT

# No Caymans for Lanan in GT

THE LANAN RACING TEAM WILL NOT FIELD Porsche Caymans in this year's British GT Championship after all due to a dispute with the manufacturer.

*Autosport* understands that Porsche has exercised an option within its contract with Lanan to terminate its deal to deliver two of the new Cayman Clubsport GT4 cars. Porsche's decision comes after two UK-based Cayman GT4s were posted for sale on a motorsport classifieds website.

Lanan, which had already signed up Joey Foster and Alex Reed to race the first car in British GT, has categorically denied that it placed the advert or that it concerns the team's cars.

Lanan head Graham Johnson said: "It's ridiculous and came out of the blue. We knew the cars were delayed

but I've been checking regularly with Porsche about delivery dates and now this.

"There is no way we would sell our Caymans. We had one seat already sold and registered for a British championship so it would make absolutely no sense to do that. I don't know who placed the advert, but we feel like we've been thrown under the bus.

"We'll continue with a Ginetta in British GT until further notice."

Porsche GB declined to comment on the matter when approached by *Autosport*.

A Porsche Cayman Clubsport GT4 will appear in British GT later this year for Nick Jones and Scott Malvern to race. It is expected to be ready in time for round three of the season at Oulton Park at the end of May.

MSA FORMULA

## F4 name-change timeframe played down

FORD MSA FORMULA CHIEF Sam Roach has downplayed suggestions that the category could be imminently renamed as British Formula 4.

FIA Single Seater Commission president Stefano Domenicali told *Autosport* last week that such a move would happen "within a couple of days"

after Jonathan Palmer was understood to have relinquished the F4 naming rights following his series being rebranded as BRDC British Formula 3.

But Roach said that a name change would not happen yet.

"We are just waiting for decisions from the MSA," he

said, adding that there are a number of questions that need to be answered before the series can be renamed.

Domenicali said that the category becoming British F4 would make the UK's single-seater ladder clearer. "Last year [in Britain] there was great confusion," he added, "and we received a

request from the MSA [Britain's governing body of motorsport] to find a solution.

"I consider the UK as one of the most important markets in motorsport, and this was an acceptable compromise for the British federation to be aligned with the FIA strategy."

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## HISTORICS

# Nash-Healey to make racing return

THE THIRD-PLACED NASH-HEALEY from the 1952 Le Mans 24 Hours will return to racing at Silverstone this weekend.

The 4-litre machine, raced at Le Mans (above) by Leslie Johnson and Tommy Wisdom, will be entered in the Tom Cole Trophy race for sports-racing, production sports and GT cars of the 1946-59 era by historic racer Sam Stretton. It is believed that the VSCC outing will be the car's first race in the UK since 1951.

"It seems a typical, stable 1950s car," said Stretton, who has driven the car on the road.

"I'm looking forward to racing it – it's got a lot of torque. I've no idea where we'll be, but the nice thing is to get the car out."

Stretton added that he is hopeful of making further appearances later in the year if the car runs well at Silverstone. Other leading entries include Darren McWhirter's Lagonda V12, Christopher Keen's Kurtis 500S and Steve Boulton's Aston Martin DB3S.

## IN BRIEF



### SELECT ROUNDS FOR SECOND BENTLEY

Team Parker Racing will add a second Bentley Continental GT3 for two British GT rounds. Ian Loggie, who won the Blancpain Endurance AM Trophy with the team last year, will be partnered by Callum MacLeod at Silverstone and factory Bentley driver Steven Kane at Spa.

### NEAL JOINS BIG BROTHER IN MINIS

Will Neal, the youngest son of three-time BTCC champion Matt Neal, will make his full debut in the Mini Challenge this weekend at Donington Park. Neal will drive the Cooper Class car formerly driven by elder brother Henry, who steps up to the F56 JCW class.

### EJM TO ENTER SAKER IN GT CUP

Alan Pubrick and David Brise, nephew of '70s F1 driver Tony Brise, will campaign a Saker Rapx in GT Cup this year. The car is one of two owned by the EJM Preparation team, which will also take in select Dutch Supercar Challenge events.

### FILES FLIES IN GERMAN TCR OPENER

British tin-top ace Josh Files was the star of the inaugural TCR Germany round at Oschersleben last weekend, winning both races in his Target Competition SEAT. Files now tops the points from Benjamin Leuchter and Blancpain GT race winner Hari Proczyk.

### BIG ENTRY FOR FORD SILVERSTONE

The National Formula Ford 1600 championship will have a 31-car entry for the series' first standalone round at Silverstone this weekend. It follows the decision to partner with the Mazda Road to Indy scheme, which enters the champion into a shootout for a fully-funded season racing in USF2000 in 2017.

### WATTS SEALS F3 CUP RETURN

Multiple Monoposto champion Robbie Watts will return to the F3 Cup with Team Fox Racing. The Silverstone-based squad will run an ex-Hitech Racing Dallara F308 fitted with a VW engine for Watts (below), who has lifted the Mono 2000 title three times between 2013 and '15.



## BRDC FORMULA 3

# Clutch issues investigated by MSVR

MOTORSPORT VISION RACING will conduct a full review of the clutch and transmission systems used in BRDC F3 following a series of setbacks at Brands Hatch last weekend.

A number of frontrunning cars, including those of Toby Sowery and Enaam Ahmed, were among those affected.

MSV group head of

operations Giles Butterfield pledged that any repeated technical issues would be investigated and taken seriously by MSVR, but maintained that there is no inherent problem with the car.

"We understand that it is frustrating for people to have issues, and we don't want to see drivers non-scoring or retiring due to technical

issues," he explained. "But not all problems last weekend were clutch-related. Some were traced back to be electrical or hydraulic upon further inspection by teams.

"We as a company have tried and tested these clutches," Butterfield added. "We wouldn't have fitted them if we didn't see them as up to the job."



## GINETTA JUNIOR

# Extra race pays off for Juniors

TEAMS PRAISED THE NEW THREE-RACE Ginetta Junior format after it was used for the first time at Donington Park last weekend.

Instead of drivers having their traditional Saturday morning free practice session an extra race took place, featuring a partially reversed grid.

HHC Motorsport's Jodie Hemmings said: "There was only an hour and a half between the second and third races so it makes them think more about what they are doing. In the long term it will make better drivers of them."

Three races will also take place at Croft, Knockhill, Rockingham and Silverstone.

# A dad-and-lad success story

Mittell Cars became a champion constructor in last year's 750 Motor Club RGB Championship. And the fledgling home-builder is going from strength to strength

By Marcus Pye, Special Contributor

🐦 @Autosport



**A**s Jack Brabham discovered when he landed his third Formula 1 title half a century ago, the satisfaction of winning a racing championship in a car bearing your own name is priceless. That overwhelming sense of achievement, against the odds, is no less at club level, where more than four years of graft by father and son Ian and Scott Mittell were rewarded with the 750 Motor Club's Road Going Bike-engined crown last season.

Low-cost motorsport pioneers since its eponymous formula for Austin 7-derived cars was Britain's first formal club-racing championship in 1950, the 750MC has focused a host of great designer/manufacturers including Major Arthur Mallock (U2), Eric Broadley (Lola), Colin Chapman (Lotus), Len Terry (Terrier), Mike Pilbeam, Tony Southgate and Adrian Reynard. Current phenomenon Radical also debuted its Nick Walford-penned Kawasaki-engined Clubsport with the club in '97.

Introduced in 2001, in Robin Knight's reign as 750MC competition boss, RGB is appealing on many levels. Core among these is the stunning performance of cost-effective lightweight 1000cc motorcycle engines, to which the formula has moved exclusively, and open-chassis regulations that allow designers free expression with front or rear engines. While cottage-industry road-car manufacturers such

as Paul Nightingale's Spire concern have specialised increasingly here, the Mittells are among a number of home-builders who have risen to the challenge.

The Hampshire-based dad-and-lad are not typical 'men in sheds': Loughborough University graduate Ian tinkered with cars from an early age, learning initially from his father, an apprentice motor engineer when the Second World War broke out. A disciple of Clive Trickey's writings in *Cars and Car Conversions*, he raced highly-stressed Mini Sevens and a self-built Formula Ford Reynard — acquired as a bare frame and an assortment of parts and drawings post-Sabre Automotive's workshop fire of 1977 — but carved his formal career in education, teaching Creative Design and Technology to generations of teenagers.

Scott, 31, always shared his dad's passion for racing and won a club karting championship on a tight budget. Having earned his engineering degree, also at Loughborough, and 750MC Locost crowns in 2010-11, the father of two is head of maths at a secondary school. Analytical minds, complementary skillsets, relevant qualifications, years of experience and a burning motivation to win make this hands-on duo better qualified than most to build race cars.

The frightening cost of progressing to higher-level karting prompted the Mittells to switch to cars. Having discovered 1300cc Ford-powered Locosts, their four-year odyssey started in 2008 with a scruffy used example. A new chassis, bought from



CV

SCOTT MITTELL

- 2008** 4th in Locost
- 2009** 2nd in Locost  
*2 wins*
- 2010** Locost champion  
*3 wins*
- 2011** Locost champion  
*4 wins*
- 2012** 11th in RGB with MC-51
- 2013** 4th in RGB with MC-52,  
new chassis using  
predecessor's  
running gear
- 2014** 5th in RGB with MC-52B  
*1 win*
- 2015** 1st in RGB with MC-52B  
*9 wins*
- 2016** RGB with MC-53 – new  
car, two completed to  
date. Third on order;  
parts in production  
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JONES

Procomp, enabled Scott to hit the front in year two and finish runner-up to reigning champion David Bartholomew.

Mittell Jr rose above the slipstreaming hordes seven times over the subsequent seasons, winning the championship in 2010 and successfully defending it the following year, in which he finished every round, only once lower than fifth. Hungry for change, but longer on technical than financial resourcefulness, the pair studied viable options. RGB ticked the boxes for performance, design freedoms and sustainability, so they resolved to go it alone for 2012.

Starting by making jigs on flat plywood formers, fabricating tubular steel bulkheads then linking front and rear 'boxes with longerons, all nickel bronze-welded with oxy-acetylene, the Mittell MC-51's spaceframe chassis soon took shape, with unequal length double-wishbone suspension and Lotus Elise Mk1 uprights and brakes at each corner. AB Performance supplied the Honda Fireblade engine and the skeleton was clothed in an inelegant fibreglass body whose wings were moulded from cut-and-shut ADR panels.

"When it was finished we couldn't decide whether we'd been clever or stupid," says Scott.

"We could have bought a Spire and had change for what it cost us to make and develop," adds Ian. "With 170bhp at the rear wheels and a minimum weight of 560kg, including driver, we underestimated the importance of aerodynamics. The MC-51 was simply too big." >>



Ian and son Scott are both of an engineering mind

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JONES



The first Mittell creation showed the father-son combo how much work was required

A best finish of fifth attested to that, while Tim Gray won all 14 rounds in Paul Nightingale's works Spire. Having learned from every mistake on a steep upward curve, the Mittells' successor was a much better package.

"To reduce the frontal area we made a new MIG-welded chassis [MC-52], taking two inches out of each side, matching it with an entirely new and more slippery body," continues Ian. It was a lengthy process from which a veritable swan emerged.

Second in the opening championship round at Brands Hatch – a result Scott repeated three times mid-season en route to fourth in the points – indicated things were moving in the right direction. Rivals now regarded them as serious opposition. Team Mittell bunkered down over the winter of 2013 and reappeared with a refined MC-52B.

The 2014 campaign was largely frustrating, trying to counter the Spires of dominant champion Matt Higginson and John Cutmore again. While Mittell slipped to fifth overall, the breakthrough victory came in the penultimate round of the series at Cadwell Park.

"That was an incredible day for us," beams Scott at the memory. "We'd been so close before, but now we'd finally achieved something special."

It is often said that the first win is the most difficult, but the floodgates didn't open immediately last term. Cutmore won both Brands Indy openers in a Spire GT3 patched up after a mid-week testing shunt, Al Boulton took the third round in a similar car, but victories in nine of the remaining 11 races confirmed Mittell Jr as thoroughly deserving RGB champion in the spectacular MC-52B. The result resonated in hardcore 750MC circles, where the DIY ethos still runs deep.

There is never room for complacency in racing, for both Spire and Mittell have striking new cars this season, each marque pushing the technical regulations' boundaries. Two ultra-low MC-53s were ready for the championship opener at Oulton Park

MAMPA SPORT



MC-52B took Scott to a deserved RGB title in 2015

## “Having won the championship the great thrill is how to beat Spire again”

earlier this month, Vincent Randall having bought the first to hit the tracks for protege Oliver Hewitt and ordered another.

With torquier 1000cc Suzuki engines – 2007-08 GSXR units are the latest permissible – sourced from technical expert Mike Hayman and longer-wheelbase chassis, clad in the first Mittell bodies to be sub-contracted out, early tests have been promising. "Our aims for the MC-53 were to be half a second a lap quicker and hit 140mph," says Ian. "Oli has already pulled 141mph in his, which is encouraging. Our MC-51 only reached 126mph, which demonstrates how far we've come in four years."

Oulton didn't go well for Scott. Having charged from 29th to fourth in the first race after an ignition wire came adrift in wet qualifying, he was slicing through the pack again when a spinning rival cannoned his car into the Old Hall barriers. The car was returned to base with a buckled rear corner and wrecked bodywork.

"It could have been much worse, but race two was cancelled so I'm still third in the [rear-engined] points," he admits. Hewitt lies sixth and Dan Larner eighth having graduated from MC-52 to MC52B.

Happily, the stout modular chassis wasn't damaged, and with new panels and repaired nose they will be back in the fray at Brands this weekend. "The cars [which now feature Wilwood brake calipers and ventilated discs among the bought-in hardware] may sound expensive at around £30k, but by making so much ourselves repairs are more sustainable," asserts Ian.

"RGB is a brilliant championship. It's a surprise that more people don't do it. Once you have a reliable car running costs are low. We used three sets of [Yokohama Ao48R] tyres at £400 per set last year, but you could get by on two, and 750MC race entry fees are kept realistic."

"Having realised our ambition to win the championship the great thrill for us is how to beat Spire again. It's tough but we love the competition.

"Making racing cars by hand, in your garage at home, is not a way to make money, but now that we are offering customer chassis Mittell Cars has been registered a limited company. I'm designing a Bikesports car [MC-54], evaluating concepts for the next RGB [MC-55] and enjoying every second of retirement!" ❄



# 50 years of nostalgia, fun and camaraderie

By Marcus Pye, the voice of club racing

[@Autosport](#)

**BORN OUT OF RACER BETTY HAIG AND HALLOWED** motorsport photographer Guy Griffiths' pilot event within the reformed Frazer Nash Car Club race meeting at Castle Combe on May 14, 1966, the Historic Sports Car Club has come a long way in 50 years. Initially a vehicle to rekindle interest in obsolete 'historic' cars – many of which were sitting idle, being cannibalised or sold abroad – the 'Griffiths Formula' proved popular and led directly to the HSCC's formation.

Now one of Britain's most successful motor clubs, it boasts a membership of more than 1000, a global following and a portfolio of well-supported championships for post-war machinery catering for all tastes and pockets. Promoted over a dozen or so domestic meetings, with the occasional foray into continental Europe, these have long spanned traditional owner-driver sportscar categories and international formulas.

With an evolving demographic and ever-increasing circuit hire costs to cover, the club's focus – under the direction of former racer, sporting triallist, BARC competition boss and Chevron Cars sales manager Grahame White – continues to be on core classes and values. In recent years, however, reflecting the need to embrace subsequent eras as they become 'historic', this has been expanded to reach as far as the two-litre Super Touring cars of the '90s.

To celebrate the HSCC's Golden Jubilee, White, the club's staff and journalist/historian/PR guru Paul Lawrence invited veterans of the inaugural Griffiths Formula race to return to Castle Combe last weekend. Delighted honourees included Bernard Worth (Ferrari 166 Mille Miglia) and Ian Dussek (HRG 1500) who still own the gallant cars in which they competed.

Fred Damodaran was delighted to be reunited with the now Massimo Bettati-owned Allard J2X – in which he competed for

almost 30 years – joining fellow pioneers Stephen Curtis, Chris Drewett, Frank Mockridge, Ivan Sharrock, Geoff Thomas and Mike Ward on track as Penny Griffiths, Guy's daughter, flagged the parades away, as she had done the 1966 race.

While Neil Corner's winning D-type was unavailable, Jaguar sent a sister car to grace the circuit alongside the Malcolm Paul-owned Lotus-Bristol MkX in which Chris Warwick Drake finished second half a century ago, Brian Classick's ex-Betty Haig Frazer Nash Le Mans Replica and representatives of Aston Martin, Austin-Healey, Healey (Silverstone), Jowett and Porsche marques. The daily grid walkabouts and short runs not only pleased enthusiasts of a certain age and educated newbies, but also gave this landmark event an authentic flavour.

The racing over the weekend was superb – a memorable season-opener given that Easter Monday's showpiece fell victim to flooding. Contrary to expectation on the day, I'm happy to report that the Castle Combe Racing Club (which celebrates its 10th anniversary this year) has been able to negotiate a replacement date, thus the second May Bank Holiday race meeting has been doubled-up to become Sunday-Monday 29-30, with the frenetic National Mini Seven and Miglia Championships among those rebooked.

Among my HSCC event highlights – of which, commentating as Ian Titchmarsh's number two with old stager Tony Allen as spotter, there were many – one stands out. Both Ian and I went to Castle Combe for the first time in 1967 (I've been back dozens of times, he hadn't!) but his tales of working as 'gofer' on London-domiciled Dutch florist Klaas 'Jimmy' Twisk's Tulip Stable Brabham BT2 (ex-Jean Moench) in '63 always amuse. Cameron Jackson winning in FJ-4-62, albeit in different colours, made Ian's weekend too. ❧



STEVE JONES

## FIRST BRABHAM BT2'S UK DEBUT

The first production Brabham BT2 Formula Junior car, supplied to Briggs Cunningham in 1962, made its UK racing debut at Castle Combe on Saturday. Acquired from the USA by Robs Lamplough, FJ-1-62 was rebuilt by Jeremy Bennett of Nemesis Racing in Tetbury and is presented in its '63 livery as raced by Augie Pabst for Texan John Mecom.



MAWP-SPORT

## EAGLING'S POIGNANT F3 RETURN

Forty three years after his last F3 race, a one-off in Mo Harness's Team Modus March 733 at Thruxton in October 1973, Glenn Eagling won Classic F3's 1600cc class at Castle Combe on Sunday in Harness's early-season Ensign LNF3. Since acquiring the Ensign last year, Eagling has rebuilt the car at son Dan's Lifetime Racing concern.



STEVE JONES

## TILLEY STARS IN HISTORIC FF1600

Benn Tilley, 16, left a big impression on his HSCC Historic Formula Ford debut at Castle Combe on Saturday, finishing third with fastest lap in one of the 'twin finals' put on to satisfy the 37-strong entry. Racing Amanda Hadfield's Merlyn Mk20 for only the second time, he qualified third overall and showed great composure under pressure.

## RESULTS

**FIESTA ST (14 LAPS) 1 Dave Maguire;**  
2 Graham McDonnell +9.475s; 3 Brendan Fitzgerald; 4 Hugh McEvoy; 5 Kevin Doran; 6 Hugh Grennan. **Pole** Maguire. **RACE 2 (11 LAPS) 1 McDonnell;** 2 Mark Turley +4.819s; 3 Doran; 4 Fitzgerald; 5 Maguire; 6 John Denning. **P** Maguire.

**GINETTA JUNIOR IRELAND (9 LAPS) 1 William Harron;** 2 Darragh Denning +1.108s; 3 Samuel Harron; 4 Hollie Byrne; 5 Megan Campbell; 6 Robbie Parks Jr. **P** Denning. **RACE 2 (13 LAPS) 1 Samuel Harron;** 2 Morgan Quinn +8.131s; 3 William Harron; 4 Denning; 5 Byrne; 6 Campbell. **P** Denning.

**IRISH SPORTSCARS (15 LAPS) 1 Des Bruton;** 2 Alan Watkins +8.589s; 3 Roger Welaratne; 4 Dave Griffin; 5 Des Meehan; 6 Peter Auerbach. **FL** Bruton. **P** Bruton. **RACE 2 (14 LAPS) 1 Watkins;** 2 Bruton +2.196s; 3 Welaratne; 4 Auerbach; 5 Darren Griffin; 6 Michael Ward. **P** Bruton.

**FORMULA SHEANE (16 LAPS) 1 Brian Hearty;** 2 Paul McLoughlin +17.139s; 3 Richard Kearney; 4 Andrew Murphy; 5 Robbie Allen; 6 Mark Dunleavy. **P** Hearty. **RACE 2 (11 LAPS) 1 Hearty;** 2 Allen +4.254s; 3 McLoughlin; 4 Kevin Sheane Jr; 5 Dunleavy; 6 Kearney. **P** Hearty.

**HRC A HISTORICS (15 LAPS) 1 Jackie Cochrane (Sunbeam Tiger);** 2 David Kelly (Lotus Elan) +0.777s; 3 Val Thompson (TMC Costin); 4 Tommy Doherty (Ford Capri); 5 Mark Russell (Jaguar XJS); 6 Clive Brandon (Lotus 47). **P** Kelly. **RACE 2 (12 LAPS) 1 Cochrane;** 2 Steve Griffin (MG Midget) +3.424s; 3 Thompson; 4 Doherty; 5 Brandon; 6 Wolfgang Schnitger (MG Midget). **P** Kelly.

**SUPERCAR (15 LAPS) 1 Andy O'Brien;** 2 Alan Dawson +13.415s; 3 Peter Barrable; 4 Philip Jones; 5 Bob Cameron; 6 John Cardoo. **P** O'Brien. **RACE 2 (12 LAPS) 1 O'Brien;** 2 Sam Moffett +11.100s; 3 Cardoo; 4 Cameron; 5 Alan Kessie; 6 Dan Rooney. **P** Barrable.

**SEAT SUPERCUP IRELAND (16 LAPS) 1 Niall Murray;** 2 Niall Quinn +3.327s; 3 Rob Butler; 4 Rod McGovern; 5 John Farrelly; 6 Brian Berry. **P** Murray. **RACE 2 (12 LAPS) 1 Murray;** 2 Erik Holstein +1.431s; 3 Farrelly; 4 Berry; 5 McGovern; no other finishers. **P** Holstein.

**BOSS IRELAND FORMULA LIBRE (17 LAPS) 1 Jonathan Fildes (Ralt RT4 Mounttune);** 2 Noel Robinson (Tatuus F Renault) +39.629s; 3 Cian Carey (Tatuus F Renault); 4 Barry Rabbitt (Tatuus F Renault); 5 Eamonn Matheson (Mission T5); 6 Fergus Faherty (Tatuus F Renault). **P** Carey. **RACE 2 (14 LAPS) 1 Fildes;** 2 Robinson +25.580s; 3 Matheson; 4 Faherty; 5 Colm Hynes (Reynard 88D); 6 Martin Daly (Tatuus F Renault). **P** Carey.

**FUTURE CLASSICS (13 LAPS) 1 Timothy Duggan (Seat Ibiza Cooper);** 2 Martin Moore (Honda Civic) +0.970s; 3 Brendan Travers (Fiat Punto); 4 Ken Byrne (MG Maestro); 5 Tommy Byrne (Punto); 6 Paul Flanagan (Punto). **P** Ken Byrne. **RACE 2 (11 LAPS) 1 Duggan;** 2 Dunne +0.271s; 3 Aidan Byrne (Punto); 4 David Hammond (Fiat Uno); 5 Moore; 6 Ken Byrne. **P** Eoghan O'Brien (Punto).



Maguire was first winner in new Fiesta ST series

## Maguire romps clear of rivals as new Fiesta series begins

DAVE MAGUIRE QUALIFIED ON POLE FOR THE Fiesta ST race and when the lights went out, that was the last anyone saw of him. Newcomer Graham McDonnell was second with Brendan Fitzgerald holding off Hugh McEvoy for third.

In race two, there was confusion with the lights and ITCC regular Kevin Doran grabbed a lead he wouldn't lose from the second row. Poleman Maguire piled the pressure on but Doran was not to be denied, with McEvoy right with them in third. After jump start penalties were applied, McDonnell won from Mark Turley, Doran relegated to third.

Darragh Denning was beaten away from pole in the Ginetta Junior Ireland race by Samuel Harron but William Harron drove round the outside of both at the Esses to take the lead – and the win. In race two, Samuel took the honours with Morgan Quinn soaking up pressure to hold off William for second.

Des Bruton drove superbly to take a dominant Irish Sportscar win ahead of reigning champion Alan Watkins. Watkins reversed the order for race two, but Bruton kept the pressure on throughout.

Brian Hearty took an easy Formula Sheane win from pole, with Paul McLoughlin holding off Richard Kearney for second. Hearty did the double in race two, but it might have been a different story had

Robbie Allen not started at the back. The RGA-backed driver charged to second with fastest lap, with McLoughlin third.

Jackie Cochrane made his usual tardy start in the HRC A race before charging back to take the win from David Kelly's Elan and Val Thompson's TMC Costin. In race two, Cochrane got to the front early but a slight misfire, coupled with a late charge from Steve Griffin, meant he was glad to see the flag.

Andy O'Brien was untouchable in the opening Supercar race, crossing the line over 10 seconds ahead of class returnee Alan Dawson, with Peter Barrable in third. Barrable retired from race two, leaving O'Brien to do the double.

Niall Murray returned to the SEAT Supercup series and made no mistakes to win from pole. Niall Quinn was the only one able to keep him in sight, while debutant Rob Butler won a great fight for third from Rod McGovern and John Farrelly. In the reverse grid second race, Erik Holstein led until contact from Murray sent him sideways and cost him the lead. Murray won, while Holstein hung on for second ahead of Farrelly.

Despite starting from the pitlane, Jonathan Fildes blasted his Ralt RT4 to the front of the BOSS Ireland field, chasing the lap record as he pulled away. Barry Rabbitt had led the early laps after an incredible start from the third row of the grid but gradually fell back. Noel Robinson and Cian Carey completed the podium. Fildes again charged through to win race two, from Robinson and Eamonn Matheson.

Having had his SEAT Ibiza remapped to suit the Future Classics barrier time, Timothy Duggan didn't put a foot wrong on the way to an impressive race one win. Marty Moore was second while Brendan Travers charged to third. In race two, Duggan just held off Adrian Dunne for the double, while Aidan Byrne pipped the giant-killing David Hammond's Uno on the run to the line for the final podium spot.

LEO NULTY



**DONINGTON PARK**  
GINETTA GT4 SUPERCUP APRIL 16-17

# Wrigley surges clear with hat-trick feat

TOM WRIGLEY JOINED A VERY ELITE group of Toms at Donington Park. He is now only the third driver to win all three Ginetta GT4 Supercup races in a weekend since the category switched to its current format, matching the achievements of his namesakes Ingram and Sharp.

During the whole of 2015, Rob Boston Racing driver Wrigley managed two victories. He has now trebled that already this year with his impressive hat-trick, added to a win at Brands Hatch last time out.

The first two wins were relatively straightforward as he was able to lead away from pole, but he was still required to deal with safety cars eroding his advantage in both contests.

In the first race stranded Amateur driver John Wall caused a caution at one-third distance, but Wrigley made a good restart to head home his main title rivals, Jamie Orton (Triple M) and Will Burns (Douglas Motorsport).

Second time around it was Mark Davies who caused the safety car with a spin at Redgate mid-race, but again Wrigley was able to pull an advantage when the green flags waved. Orton and Burns duelled for much of the early stages but the battle for second was settled when Orton made a small mistake at the Old Hairpin.

Wrigley started fifth for the partially reversed-grid finale but that didn't



Wrigley's hat-trick was only the third achieved in Supercup

stop him from completing a memorable hat-trick.

He made a couple of excellent moves to pass front-row starters Carl Boardley and Tom Hibbert through the Craner Curves and Redgate respectively to take another win.

"That was amazing — it's not been done for three years," he beamed. "I was hoping for a podium in race three but in the back of my mind I knew I had a chance as I'd been dominating."

Wrigley's path to glory was made a bit easier by Orton hitting into Burns at Redgate, with the former team-mates dropping to the tail of the field after Orton suffered another spin. Their struggles meant Wrigley left Donington with a massive 50 point lead over Burns.

The collision between Burns and Orton paved the way for Ben Green to take a brilliant maiden podium after passing Hibbert on the brakes into McLeans. "The plan was to push for podiums in the second half of the season

so I'm really happy," he said after finishing third behind Boardley.

Colin White had achieved an Amateur hat-trick at Brands but couldn't match that this time. A last-lap collision with James Guess denied him in the opener, handing the win to Grahame Tilley. White made amends in the second race after a mistake from Fraser Robertson on the penultimate lap allowed him to win, and he followed that up with another triumph.

**STEPHEN LICKORISH**

**RESULTS**

**RACE 1 (15 LAPS) 1 Tom Wrigley;** 2 Jamie Orton +1.096s; 3 Will Burns; 4 Carl Boardley; 5 Tom Hibbert; 6 Mark Davies. **Class winner** Grahame Tilley. **Pole** Wrigley. **RACE 2 (17 LAPS) 1 Wrigley;** 2 Burns +1.645s; 3 Orton; 4 Boardley; 5 Hibbert; 6 Ben Green. **CW** Colin White. **P** Wrigley. **RACE 3 (16 LAPS) 1 Wrigley;** 2 Boardley +2.764s; 3 Green; 4 Hibbert; 5 Rob Wheldon; 6 Callum Pointon. **CW** White. **P** Hibbert. **POINTS 1 Wrigley 199;** 2 Burns 149; 3 Orton 147; 4 Boardley 114; 5 Wheldon 104; 6 Hibbert 101.

**DONINGTON PARK**  
MSA FORMULA APRIL 16-17

# Fewtrell on top with first victory

ALEX QUINN, SENNAN FIELDING AND MAX Fewtrell shared the spoils at Donington, but it was Fewtrell who was happiest after claiming the points lead.

A hailstorm just before the start of the opener threatened to create chaos, but all the drivers survived the opening lap.

Despite his lack of experience, Quinn made a good start from pole and the Fortec driver led throughout from Arden's Luis Leeds and Carlin racer Fewtrell.

But just as Quinn was starting to come under increasing pressure, the red flag was thrown with Patrik Matthiesen off at Coppice.

Jamie Caroline could have featured after a remarkable opening lap during which he climbed from 15th on the grid to sixth. But his progress was shortlived as he went off at Redgate on lap two and finished eighth.

JHR Developments racer Fielding started on pole for the reversed-grid race and led throughout to win from Carlin duo Petru Florescu and Fewtrell.

"I thought 'oh no' when the safety car came out but I managed to nail the restart," said Fielding.

Fewtrell rounded off a strong weekend with his maiden victory in the finale, holding off Leeds and Ross Martin to secure his first win.

"I knew I needed to make a good start," said Fewtrell, "and when I did I wanted the race to end as soon as it started."

**STEPHEN LICKORISH**



Two podiums and win for Fewtrell moved him to top of standings

**RESULTS**

**RACE 1 (11 LAPS) 1 Alex Quinn;** 2 Luis Leeds +0.599s; 3 Max Fewtrell; 4 James Pull; 5 Devlin DeFrancesco; 6 Petru Florescu. **P** Quinn. **RACE 2 (15 LAPS) 1 Sennan Fielding;** 2 Florescu +1.486s; 3 Fewtrell; 4 Rafael Martins; 5 Jamie Caroline; 6 Billy Monger. **P** Fielding. **RACE 3 (15 LAPS) 1 Fewtrell;** 2 Leeds +1.063s; 3 Ross Martin; 4 Pull; 5 Fielding; 6 Quinn. **P** Fewtrell. **POINTS 1 Fewtrell 89;** 2 Florescu 76; 3 Fielding 76; 4 Pull 69; 5 Leeds 68; 6 Quinn 55.

## DONINGTON PARK

CLIO CUP APRIL 16-17

# AWE and shock after exclusion

DAN WHORTON-EALES THOUGHT he was a double winner at Donington Park, only for exclusion from race two for a technical infringement to hand victory to series veteran Paul Rivett.

Max Coates, who had secured his first pole, made errors on both his initial start and the restarted race

after the red flags were shown for Dan Zelos rolling at the Old Hairpin and WDE Motorsport team-mates Charlie Ladell and Rory Green colliding.

A strong second start by Whorton-Eales moved him into second behind Lee Pattison, with Rivett in close company behind. The trio went three abreast heading into the Esses, with Rivett seizing the lead of the race on the inside line, though Whorton-Eales passed Pattison on the outside to regain second.

A move into the Esses on lap five gave Whorton-Eales his first victory of the season, in a race that ended three laps early due to another red flag as Senna Proctor also rolled his car.

The second contest was comfortable for Whorton-Eales, who reclaimed the lead after initially losing out to Pattison off the start. Rivett then demoted



Pattison to third as they closed out the opening lap, while four drivers including George Jackson were penalised for false starts. Pattison's poor luck continued as he spun after contact with Ladell.

Whorton-Eales doubled up on wins on the track, ahead of Rivett and Ladell, who claimed a first podium finish in the series. But Whorton-Eales's exclusion ensured Rivett inherited the win, and extended his championship lead.

**DAMIAN MEADEN**

**RESULTS – RACE 1 (6 LAPS) 1 Ant Whorton-Eales;** 2 Lee Pattison +0.568s; 3 Paul Rivett; 4 Max Coates; 5 Mike Bushell; 6 George Jackson. **P** Coates.

**RACE 2 (14 LAPS) 1 Rivett;** 2 Charles Ladell +3.083s; 3 Paul Streater; 4 Coates; 5 Bushell; 6 Daniel Rowbottom. **P** Whorton-Eales.

**POINTS 1 Rivett 110;** 2 Streater 95; 3 Pattison 92; 4 Bushell 85; 5 Coates 76; 6 Whorton-Eales 68.

## DONINGTON PARK

GINETTA JUNIORS APRIL 16-17

# Harper puts himself in the hunt

DANIEL HARPER WAS THE STAR OF the triple-header at Donington Park as he claimed a hat-trick of podium finishes – including the final race win – on a near-perfect weekend for the Douglas Motorsport driver.

In the opening contest, Lewis Brown fended off competition from Stuart Middleton to claim victory, while Harper completed the podium. Brown and Middleton rekindled their battle in race two, but Brown tumbled down the order and presented Harper with the chance to take the fight to Middleton, which he duly obliged with a successful pass with five minutes to go. But Middleton was able to fight back and repassed Harper to claim the honours.

In race three, Harper claimed the lead from Will Tregurtha into Coppice at

two-thirds distance after passing Geri Nicosia at Redgate and later Middleton following a safety-car restart. A seven-car train contested the lead, with Brown squeezing into second down the Craner Curves, but eventually he lost out to Tregurtha as Harper finished the weekend on top having visited each step of the podium.

**DAMIAN MEADEN**

**RESULTS – RACE 1 (9 LAPS) 1 Lewis Brown;** 2 Stuart Middleton +1.382s; 3 Daniel Harper; 4 Dave Wooder; 5 William Tregurtha; 6 Tom Gamble. **P** Brown.

**RACE 2 (9 LAPS) 1 Middleton;** 2 Harper +0.628s; 3 Wooder; 4 Tregurtha; 5 Geri Nicosia; 6 Cameron Roberts. **P** Brown. **RACE 3 (10 LAPS) 1 Harper;** 2 Brown +0.282s; 3 Tregurtha; 4 Wooder; 5 Roberts; 6 Max Bird.

**POINTS 1 Middleton 149;** 2 Wooder 126; 3 Harper 125; 4 Tregurtha 123; 5 Brown 114; 6 Roberts 80.

## SILVERSTONE

PORSCHE CARRERA CUP GB APRIL 16-17

# Cammish takes a brace (once again)

EVEN WITH RAIN IN FREE PRACTICE, QUALIFYING cancelled thanks to snow and two races held in variable conditions, it proved impossible to break the pattern in the Porsche Carrera Cup. Just as in the Brands Hatch season opener, Dan Cammish led home Dino Zamparelli in both races – the only difference was that the Yorkshireman retained both of his wins, having lost one at Brands for a track-limits violation.

By the time the first race got under way, uncertainty over whether to run slicks or wets had subsided and the track dried. Unfortunately for second-row starters Tom Sharp and Stephen Jelley, they had headed out for the rolling start on wets, unlike the rest of the frontrunners, and opted to condemn themselves to a pitlane launch by switching to slicks.

That left the way clear for Cammish and Zamparelli to continue their private battle. Or rather, it should have done, had Zamparelli not got caught up in a scrap with Charlie Eastwood that cost time.

By the time Zamparelli had made Eastwood defend into Stowe and then cut back inside to take second, Cammish was over seven seconds to the good. There were a few moments when it seemed that Zamparelli might be able to close in but, thanks to his storming early laps in tricky conditions, Cammish always had the race under control.

Sharp and Jelley came through to seventh and eighth respectively, while Tom Oliphant recovered from spinning at the first corner to take fifth behind Jonas Gelzinis.

It was a similar story in race two, which was held in far warmer conditions on Sunday morning. Cammish held the lead from pole, but this time Zamparelli held on to second. For much of the race Cammish's advantage floated between a second and a second and a half, but he was never seriously threatened even though the gap at the chequered flag was just under seven tenths.

Instead, the battle for fourth behind Eastwood was the star attraction. Oliphant won on the road after passing both Jelley and Sharp on the last lap, although he was hit with a penalty for overtaking while exceeding track limits. This gave fourth to Sharp, who passed Jelley at the last corner.

**EDD STRAW**

**RESULTS**

**RACE 1 (21 LAPS) 1 Dan Cammish;** 2 Dino Zamparelli, +6.207s; 3 Charlie Eastwood; 4 Jonas Gelzinis; 5 Tom Oliphant; 6 Lewis Plato. **P** Cammish. **RACE 2 (15 LAPS) 1 Cammish;** 2 Zamparelli, +0.626s; 3 Eastwood; 4 Tom Sharp; 5 Oliphant; 6 Stephen Jelley. **P** Cammish. **POINTS 1 Cammish, 81;** 2 Zamparelli, 77; 3 Eastwood, 56; 4 Sharp, 51; 5 Oliphant, 50; 6 Jelley, 44.



**BRANDS HATCH**

BRITISHGT APRIL 16-17

# Bentley shines on return but Adam's Brands run continues

TF SPORT TOOK VICTORY AT Brands Hatch after a clever strategy avoided a packed pitlane and gave Jonny Adam and Derek Johnston the win in an eventful British GT season opener.

It was almost a perfect return for Bentley that stole the show, until a series of incidents turned the race on its head.

While TF Sport gambled and won, for the majority of the weekend it looked like the Team Parker Continental, in the hands of Rick Parfitt Jr and Seb Morris, would end Aston's Kentish dominance.

Returning with a factory-backed entry and over 8,000km testing behind them, both Parfitt and Morris starred in qualifying as they took pole in their respective sessions for the top slot.

"The Bentley is so easy to drive and has so much mechanical grip," said Parfitt. "My first two laps in qualifying were a mess and I'm still adapting to driving with a turbo. I apologised to the team and they told me to shut up as I was on pole!"

Adam and the Aston Martin marque had won the last three races at the Kent track, but the Bentley started strong.

Parfitt led the way from the off and he quickly built up a lead of more than 10 seconds, aided by the retirement of his closest challenger, the Barwell Lamborghini Huracan of Jon Minshaw. Contact with the GT4-class Team Hard Ginetta of Wilson Thompson forced Minshaw to return to the garage with rear suspension damage.

But Parfitt's lead soon collapsed as the Bentley fell victim to the race incidents. Its decline began when a serious accident for Motorbase's Phil Dryburgh forced a lengthy full-course yellow.

Dryburgh was caught up in GT4



ALL PICTURES BY HAWKINS

traffic, running close to Nick Jones' Ginetta and Matty Graham's Aston as the trio ran along Pilgrims Drop. There was contact and Dryburgh's Aston was sent into the barriers before rolling violently. All three were unharmed.

The enforcement of the new Code 80 rule, which restricts cars to an 80km/h speed instead of calling the safety car, left Parfitt furious. "The Code 80 started and I had a 10-14s lead and when I pitted it was a one-second lead," he raged.

To make matters worse Team Parker opted to pit as the window opened, and was caught up in the traffic then lost further time when the Ebor GT Maserati blocked access to its fuel rig. The delays

Adam continued his fine form at Brands Hatch with fourth successive Kent win

meant Morris dropped to fourth when he rejoined.

The full-course yellow ran through the opening of the pitlane, and while most of the field poured in to stop, Johnston was the only frontrunner not to stop at the first chance and, on an empty track, moved from third to the lead.

The TF Sport strategy came to fruition when Adam took over and rejoined in the lead four seconds clear of the second Barwell Lambo of Fabio Babini, who had taken over from Liam Griffin, and the AMD Tuning BMW Z4 with Joe Osborne at the wheel.

Osborne dived past Babini at the restart for second, but the timing of his move raised questions for the stewards as it was made in a yellow flag zone.

With scrubbed tyres Osborne put the pressure on Adam at the restart, but when Adam's brand new Pirellis bit after a few laps, the battle was over.

"We saved a new set of tyres for me and they took a lap or two to come in," said Adam. "The car had a nice balance. We decided to stay out and wait for the lane to clear. It worked well and it's good to start the season with a good result."

With Adam clear up the road, it was down to Osborne to defend second. Morris's Bentley had skipped past Babini and began to hunt down the older BMW



Dryburgh shunt caused controversial Code 80 full course yellow



Z4. Osborne was forced to defend hard, but not for as long as he should have.

With 20 minutes to run, the Tolman Ginetta G55 GT3 of Luke Davenport caught fire after crashing and brought the race to a red-flagged conclusion.

Osborne held second at the flag, but was hit with a 10-second penalty post-race for his early pass on Babini, dropping him to fourth and elevating Parfitt/Morris to second and Babini/Griffin to the podium.

“We have an older car so we lacked the whack on the straights so I was probably the happiest man to see the red flag,” beamed Osborne. “We won’t make excuses; we were only going to go

backwards not forward.”

Optimum Motorsport’s Graham Johnson and Mike Robinson laid down GT4 title credentials with victory.

The Century Motorsport Ginetta of Nathan Freke and Anna Walewska had taken pole, but they led for just two laps.

Johnson and Robinson held the lead through the full-course yellow, and stretched it further when the Beechdean car made an error. Jack Bartholomew ran second but team-mate Jordan Albert went straight on at Paddock Hill, handing Freke/Walewska back P2. The second Team Hard Ginetta of William Phillips and Jordan Stilp was third.

**TOM ERRINGTON**

The Parker-run Bentley of Morris and Parfitt led early on and was second once the AmD BMW was penalised

## RESULTS

**GT3 (50 LAPS) 1 Derek Johnston/Jonathan Adam (Aston Martin Vantage);** 2 Rick Parfitt/Seb Morris (Bentley Continental), +7.339s; 3 Liam Griffin/Fabio Babini (Lamborghini Huracan); 4 Lee Mowle/Joe Osborne (BMW Z4); 5 Andrew Howard/Ross Gunn (Aston Martin); 6 Mark Farmer/Jon Barnes (Aston Martin).

**POINTS 1 Johnston/Adam, 37.5;** 2 Parfitt/Morris, 27; 3 Griffin/Babini, 22.5; 4 Mowle/Osborne, 18; 5 Howard/Gunn, 15; 6 Farmer/Barnes, 12. **GT4 (48 LAPS) 1 Graham Johnson/Mike Robinson (Ginetta G55);** 2 Anna Walewska/Nathan Freke (Ginetta), -1 lap; 3 Jordan Stilp/William Phillips (Ginetta); 4 Jamie Chadwick/Matthew George (Aston Martin Vantage); 5 Jordan Albert/Jack Bartholomew (Aston Martin); 6 Ciaran Haggerty/Sandy Mitchell (McLaren 570S).

**POINTS 1 Robinson/Johnson, 37.5;** 2 Freke/Walewska, 27; 3 Stilp/Phillips, 22.5; 4 Chadwick/George, 18; 5 Albert/Bartholomew, 15; 6 Haggerty/Mitchell, 12.



**BRANDS HATCH**  
BRDC F3 APRIL 16-17

# Sowery announces title credentials



ALL PICS: HAWKINS

TOBY SOWERY BEGAN HIS BRDC British Formula 3 season with an insecure budget and a one-round entry, but celebrated his season-long deal with Lanan Racing with victory and a podium at Brands Hatch to take the series lead.

Sowery was one of the weekend's most consistent performers as other title contenders struggled to string together more than one strong result, surely to the delight of the absent Lando Norris, who was busy assuming the points lead in the Formula Renault Eurocup.

After finishing second to Matheus Leist in the opening race, Sowery charged from sixth to first in race two. He was able to dive past polesitter Enzo Bortoleto on the opening lap and never looked back, easing clear to take a comfortable victory ahead of Tarun Reddy, who was the only other driver able to pass Bortoleto as the Brazilian began arguably the drive of the weekend.

Brands Hatch is famous for being a track where overtaking is at a premium, but Bortoleto still had to provide a showcase of defensive positioning as he successfully contained a 10-car train.

But there was more to that race than positioning, with the fastest lap time setting the grid for the finale, meaning drivers either had to opt to battle their way up the train of cars, or back off and



push for the fastest lap to secure pole.

Sowery did enough to earn third on the grid for the weekend's finale, but there his weekend was soured slightly as he entered the pitlane with a clutch problem before the start, rejoined at the back and finished 13th.

With Norris slipping to 10th in the points, Ricky Collard has taken up the mantle of Carlin's chief title challenger.

**Herta fought back from a difficult qualifying to beat team-mate Collard in race three**

Two podiums and a fourth marked a much better points haul for the son of British Touring Car ace Rob, who now trails Sowery by 19 points.

Collard's stand-in Carlin team-mate Colton Herta succeeded where he failed by securing a victory, helping absentee Norris' title ambitions in the process by taking points off his rivals.

After starting the weekend with a



Sowery took the championship lead with race-two win

disastrous qualifying that didn't yield a time after technical trouble, Herta ended Sunday with a dream victory.

Bizarrely, the success came from his own misfortune in the second race, as broken steering forced the American into the pits early in race two. A team member had to sprint to the support paddock and grab the replacement parts as the race continued.

A quick-fire change sent Herta out in a distant last place. Using all the track in front of him, he then set the fastest lap and secured pole for the third race to give him the perfect platform to challenge for a win.

"My weekend started off with tears in qualifying but ended in smiles," said Herta. "And my race two issues were perhaps a blessing disguise."

He then perfectly epitomised the inconsistency of the weekend, leading the finale from start to finish as he completely turned around his fortunes.

Leist's weekend went downhill rapidly after his lights-to-flag win in race one was followed by two retirements. They left him 35 points adrift of Sowery, equal with Enaam Ahmed who, after coming into the weekend as points leader, could only muster a best finish of 14th after a mix of mechanical problems and contact.

**TOM ERRINGTON**

## SERIES ROUND-UP

**DOUBLE MINI MIGLIA CHAMPION BILL SOLLIS** made a fairytale return to the series at Brands Hatch, claiming victory in a thrilling race two after Shayne Deegan took the spoils in the first contest.

With the Miglia and Seven drivers competing together on the Grand Prix circuit, over 40 Minis took to the track in both races, providing a glorious spectacle. Race one poleman Deegan, racing the car prepared by seven-time Miglia champion Peter Baldwin, powered ahead of Kane Astin on the opening tour and never looked back, pulling out a nine-second gap by the finish.

Reigning Miglia champion Astin held second throughout ahead of the duelling Rupert Deeth and Aaron Smith, with Sollis finishing a distant fifth. Ashley Davies was the first of the Seven drivers home, fending off the challenge of Max Hunter.

Deegan's hopes of a double were dashed at the start of race two when he bogged down on the line and then spun into the Paddock gravel, as Sollis quickly moved up the field from fourth on the grid. Grabbing the lead at the end of the opening tour, he then had to fend off the close attentions of Deeth, Astin, Smith and Colin Peacock.

As the race neared its conclusion, Deeth looked set to attempt a pass on Sollis. However, hopes of a grandstand finish were scuppered by a late caution period, enabling Sollis to claim a famous success. Davies was victorious again in the Sevens ahead of Hunter, as Andrew Deviny battled through to third.

Rod Birley was another veteran racer to enjoy success as two wins in the *Motorsport News* Saloons/Cannons Tin-Tops double header

extended his tally of Brands Hatch wins to 200.

Malcolm Wise was runner-up in both races, with Gavin Thomson and Dan Cowan taking a third each.

Both Caterham Superlight R300 races were hampered by startline shunts. Aaron Head held off the close attentions of Lee Wiggins and Jack Sales to win a curtailed race one. All three drivers, along with Danny Winstanley, were at the centre of a fraught battle for the lead in the second race too.

Head kept his cool to claim his second win of the weekend from Winstanley, who had exchanged positions with Wiggins on several occasions, with Sales claiming fourth. Just over a second covered the top four at the flag.

The opening seconds of the first Ginetta GT5 Challenge race were disrupted by a crash as the red lights went out. Unfazed, Ollie Chadwick got his championship campaign off to the perfect start with a crushing win, while Nick Zapolski and the slow-starting Jack Minshaw fought their way through to fill the final podium slots. Chadwick also won race two ahead of Ryan Hadfield, before Hadfield emerged the victor of race three ahead of the impressive Matt Chapman.

The sole Aston Martin GT Challenge/Intermarque race was dominated by the BMW M3 GT4 of Jeremy Cooke and Mike Dowd, with the pair leading the entire race aside from the mandatory pit-stop period. A combination of rapid laps at mid-distance, plus a late pitstop, helped Tom Black take the runner-up spot in his Aston Martin Vantage GT4 ahead of Chris Kemp's similar car.

**MARK LIBBETER**

## RESULTS

**MINI MIGLIA/SEVENS (10 LAPS) 1 Shayne Deegan (Miglia); 2 Kane Astin (Miglia) +9.409s; 3 Rupert Deeth (Miglia); 4 Aaron Smith (Miglia); 5 Bill Sollis (Miglia); 6 Colin Peacock (Miglia). CW Ashley Davies (Seven).**

**FL Deegan. P Deegan. RACE 2 (8 LAPS) 1 Sollis; 2 Deeth +0.789s; 3 Astin; 4 Smith; 5 Peacock; 6 Dan Wheeler (Miglia). CW Davies. FL Deeth. P Deegan.**

**MOTORSPORT NEWS SALOONS/TIN TOPS (8 LAPS)**

**1 Rod Birley (Ford Escort WRC); 2 Malcolm Wise +11.715s; 3 Gavin Thomson (SEAT Leon Supercup); 4 Dan Cowan (Ford RS500); 5 Tony Skelton (Renault Clio); 6 Pantelis Christoforou (Ford Escort). CW Skelton; Andy Woods-Dean (Honda Civic Type-R); Andy Pipe (Ford Escort Mk1); Steve Cassar (Honda Civic Type-R); Robert Hosier (SEAT Leon). FL Cowan. P Cowan. RACE 2 (6 LAPS)**

**1 Birley; 2 Wise +2.484s; 3 Cowan; 4 Thomson; 5 Skelton; 6 Christoforou. CW Skelton; Mark Cripps (BMW E36 M3); Pipe; Woods-Dean; Cassar; Ken Angell (BMW 328i); Chris Bicknell (Citroen Saxo). FL Cowan. P Birley.**

**CATERHAM SUPERLIGHT R300 (10 LAPS) 1 Aaron**

**Head; 2 Lee Wiggins +0.719s; 3 Jack Sales; 4 Jon Mortimer; 5 William Smith; 6 Danny Winstanley. FL Sales. P Wiggins. RACE 2 (14 LAPS) 1 Head; 2 Winstanley +0.276s; 3 Wiggins; 4 Sales; 5 Smith; 6 Clive Richards. FL Sales. P Head.**

**GINETTA GT5 CHALLENGE & GRDC+ (7 LAPS) 1 Ollie**

**Chadwick; 2 Nick Zapolski +7.498s; 3 Jack Minshaw; 4 Rob Keogh; 5 Andrew Richardson; 6 Matt Palmer. CW Richard Evans. FL Chadwick. P Chadwick. RACE 2**

**(6 LAPS) 1 Chadwick; 2 Ryan Hadfield +6.302s; 3 Matt Flowers; 4 Palmer; 5 Matt Chapman; 6 Jonny Hadfield. CW Evans. FL Chapman. P Chadwick. RACE 3 (9 LAPS) 1 R Hadfield; 2 Chapman +2.454s; 3 Palmer; 4 Chadwick; 5 J Hadfield; 6 Flowers. CW Evans. FL Chadwick. P Dan Collinson.**

**ASTON MARTIN GT CHALLENGE/INTERMARQUE (28 LAPS) 1 Jeremy Cooke/Mike Dowd (BMW M3 GT4); Tom Black (Aston Martin Vantage GT4) +12.563s; 3 Christopher Kemp (Vantage GT4); 4 James Hilliard (Porsche 968CS); 5 Steve Atkinson (Porsche 968CS); 6 Steven Birley/Jerry Bailey (Aston Martin N24). CW Black; Hilliard; Lee Moulden/Vance Kearney (Ferrari 355); Nicholas King (Aston Martin DB4). FL Kemp. P Cooke/Dowd.**



Mini legend Sollis made a successful return

**CASTLE COMBE**HSCC/CSCC 50<sup>TH</sup> APRIL 16-17

# Golden oldies turn HSCC clocks back

BACK WHERE IT ALL STARTED IN May 1966 with the inaugural 'Griffiths Formula' race – designed to reinvigorate fabulous sports cars of bygone eras – the Historic Sports Car Club's 50th Anniversary celebration provided a feast of nostalgia in golden sunshine.

Under ringmaster Grahame White, top quality racing underlined the brand's passion and enduring popularity.

The Historic Formula Ford committee's decision to alternate qualifiers into two points-paying 'finals' was bizarre, but the first was stunning. Mark Shaw and Dan Eagling – debuting Andy Langridge's Lotus 61 – made the pace either side of a safety car period. Former F3000 racer Shaw pipped Eagling, with 16-year-old Benn Tilley a remarkably mature third on his championship debut.

A jump start penalty for Shaw's Classic Team Merlyn co-equipier Ben Tusting unfortunately defused the sequel, but he bounced back to second behind former champion Callum Grant. Benn Simms flung Chris Helliwell's Jamun to third as Ensign F1 veteran Tiff Needell slipped to seventh in his beloved Lotus 69FF.

James Schryver mirrored Tusting's faux pas in Sunday's Chevron-rich Guards Trophy contest. Simon Hadfield and [uncle] Michael Schryver didn't need the 10 second bonus to streak to victory in the latter's B6. Charlie Allison was a strong third, ahead of Arnie Black's Crossle 7S, started by Rob Wainwright. TVR Griffiths ruled the GT roost, Peter Thompson surging to within 2.5s of Dan Cox in Mike Gardiner's example.

UK-based Kiwi Warren Briggs snared tin-top gold on his first visit for 22 years [pre-chicanes!], his Ford Mustang sounding glorious under acceleration. Chris Sanders (Lotus Cortina) kept him honest as Greg Thornton (Mustang) and Chris Clarkson (Falcon) bullied their way to third and fourth.

Roger Godfrey (Cooper S) aced wet qualifying and finished eighth behind the Cortinas of Oliver Ford and John Spiers, who robbed Antiguan Jimmy Fuller's rasping Alfa of sixth at the last gasp.

Despite Charles Barter driving his Datsun 240Z off the grid with a second broken fan belt and series debutant James Dodd parking his Lotus Europa before the Esses when its gear lever pulled out, the 70s' Road Sports brigade provided an entertaining season-opener.

Ninth in a devilishly soggy practice,



champion Jim Dean (Europa) was second inside a lap, splitting Peter Shaw (TVR Tuscan) and Julian Barter (in Iain Daniels' Elan). Barter needed five laps to outbrake Dean into Tower then four to pass Shaw into Quarry, settling the order. Surprised polesitter Will Leverett's Porsche 911 fell to fourth, as father Mark (Elan) just kept recovering spinner Howard Payne behind.

Gifted "breathing space" in Sunday's bumper Historic Road Sports field when pursuer Tim Pearce spun his Morgan +8 out of Quarry, Shaw won convincingly with his Elan. Pearce regained second with Richard Plant's +8 in his slipstream after Kevin Kivlochan pulled up.

Monaco-bound Ray Mallock proved his U2's agility by winning the front-engined Formula Junior round. The fabled engineer outran reigning champion Andrew Tart (Bond) and wet pole bagger Stuart Roach (flying in Tom de Gres' Stanguellini) in a Ford v BMC v Fiat-engined contest.

A stoppage to recover Steve Jones's Cooper T67, off at Quarry, probably cost runaway leader Roach (Alexis Mk4) rear-engined victory. His battery died after the restart, thus top qualifier Cameron Jackson – who initially started his Brabham BT2 from the pits with a sticking clutch bearing – landed a fortuitous win over feisty Lotus duo Greg Thornton and Nick Fennell.

From fourth on the 1000cc F3 grid, Andrew Hibberd scythed a second from Michael Scott's lap record before his ex-Chris Irwin Brabham BT18's MAE stuttered with suspected fuel pump failure. Peter Thompson (BT21) and

**Shaw pipped Eagling to win the first Historic Formula Ford final**

Simon Armer (March 703) gratefully took top honours from Ewen Sergison (BT21), whose third erased memories of last October's leg-breaking shunt at Quarry.

Richard Trott opened Classic F3's 30th anniversary season by shattering the lap record in a storming victory. Simon Jackson made it a Chevron B43 one-two with URS FF2000 standout Ian Pearson forging his Van Diemen RF82 into third ahead of Tony Hancock's Lola T670.

Nursing a gearbox issue, Mark Charteris set off gingerly in the Classic Clubmans race before engaging Spencer McCarthy and early leader Malcolm Jackson – a devotee of the formula since 1966 – in a fine fight. Once in front, Charteris slashed three seconds from his 2011 lap record.

Mark Hales did the late David Childs' Centaur proud, rocketing from last to fourth, ahead of Formula Vee racer Peter Belsey's Haggispeed. Clive Wood, class of the FF1600-engined division, completed the top six, chased by the earlier Mallocks of Barry Webb (back in period Delapena Honing livery) and Adam Wheeler.

The commitment of Andy Park and Nelson Rowe duelling abreast through Old Paddock, with Benn Simms in tow, characterised a wonderful Historic FF2000 lead scrap.

Park made his car very wide before Rowe spun at the Esses, promoting Simms. With Sunday's 1800 curfew fast approaching, the CRC sextet was amalgamated, Andy Jarvis (Palliser) and Irishman Brian Cullen (Crossle 19F) finishing 3.6s apart.

**MARCUS PYE**

# Orgee profits from Moyers' misfortune in FFord 1600

MICHAEL MOYERS AND CHAMPION ROGER ORGEE were barely separable at the front of the the deferred FF1600 opener when Moyers, lapping 79-year-old Pete Diccox at Camp, was tagged. Moyers' Spectrum flew across the timing line first, only to be excluded as the innocent victim of a race-stopping incident.

Orgee was declared winner, from Ben Norton and Luke Cooper who also cut fastest lap in the new Swift Cooper.

Josh Smith imperiously lapped the Sports Racing field in his Wiltshire College-run Radical PR6, Norman Lackford – on his 45th wedding anniversary – resisting

until the final lap. Darcy Smith, Josh's dad, completed the all-Radical podium.

Gary Prebble had just regained his Saloon practice supremacy when early leader Charles Hyde-Andrews-Bird (Renault Megane) squeezed Tony Hutchings' Audi TT at the Hammerdown kink. Both spun across the infield before nailing poor Prebble's Seat into the Tower tyrewall.

Ahead as reds flew, James Winter (Megane) defended mightily at the restart to repel champion Mark Wyatt's Vauxhall Astra, Simon Norris' lofty Mitsubishi Colt and Dave Scaramanga's VW Scirocco

for an unexpected maiden victory. Race debutant Haydn King (ex-Adrian Slade Peugeot 106 GTi) drove brilliantly to a class C-winning fifth. Will di Claudio won D from the pits having mislaid his gloves!

Barry Squibb's Mitsubishi Evo 9 led the GTs for eight laps before breaking this time, freeing constant shadow David Krayem (Ginetta G50). He growled home clear of Oliver Bull's tubeframe Vauxhall Tigra, whose lightning-starting silhouette rival Steve Hall's Audi TT retired, and Ben Scrivens' G50. Adam Prebble (Rover Tomcat) downed the Seat Leons of Ilsa Cox and Chris Vinnall in an epic class battle.



Moyers' exclusion handed victory to Orgee in FF1600

## RESULTS

**HSCC HISTORIC FF1600, RACE A (15 LAPS) 1 Mark Shaw (Merlyn Mk20);** 2 Dan Eagling (Lotus 61) +0.510s; 3 Benn Tilley (Merlyn Mk20); 4 James Buckton (Elden Mk10); 5 Will Nuthall (Jamun T2); 6 Danny Stanzl (Elden Mk10). **Pole Shaw.**

**HSCC HISTORIC FF1600, RACE B (17 LAPS) 1 Callum Grant (Merlyn Mk20A);** 2 Ben Tusting (Merlyn Mk20) +14.485s inc 10s penalty; 3 Benn Simms (Jamun T2); 4 Simon Toyne (Lola T200); 5 Rob Tusting (Lola T200); 6 Chris Lillingston-Price (Merlyn Mk11). **P Grant.**

**HSCC GUARDS TROPHY (31 LAPS) 1 Simon Hadfield/Michael Schryver (Chevron-BMW B6);** 2 James Schryver (Chevron-BMW B8) +16.125s; 3 Charles Allison (Chevron-BMW B8); 4 Robert Wainwright/Arnie Black (Crossle-t/c 7S); 5 Daryl Taylor (Chevron-BMW B8); 6 Philip Nelson (Chevron-BMW B8). **Class Winners** Wainwright/Black; Mike Gardiner/Dan Cox (TVR Griffith); Brian Casey (Lenham-t/c P69); Paul Tooms (Lotus Elan); Tom Smith (MGB); Peter Adams (Turner-Climax). **P J Schryver.**

**HSCC/HRSR BYBOX HISTORIC TOURING CARS (15 LAPS) 1 Warren Briggs (Ford Mustang);** 2 Chris Sanders (Ford Lotus Cortina) +5.001s; 3 Greg Thornton (Ford Mustang); 4 Chris Clarkson (Ford Falcon); 5 Oliver Ford (Ford Lotus Cortina); 6 John Spiers (Ford Lotus Cortina). **CW Sanders;** Jimmy Fuller (Alfa Romeo Giulia Sprint); Roger Godfrey (Austin Cooper S); Adam Gittings (Ford Anglia 105E); Steve Platts (Singer Chamois); Peter Crewes (Austin Cooper S). **P Godfrey.**

**HSCC 70S ROAD SPORTS (15 LAPS) 1 Julian Barter (Lotus Elan S4);** 2 Peter Shaw (TVR Tuscan) +2.372s; 3 James Dean (Lotus Europa); 4 Will Leverett (Porsche 911SC); 5 Mark Leverett (Lotus Elan); 6 Howard Payne (Lotus Europa). **CW Shaw;** Mark Oldfield (Lancia Beta Monte Carlo); Chris Fisher (MG Arkley). **P W Leverett.**

**HSCC HISTORIC ROAD SPORTS (15 LAPS) 1 Peter Shaw (Lotus Elan S1);** 2 Tim Pearce (Morgan +8) +22.144s; 3 Richard Plant (Morgan +4); 4 John Davison (Lotus Elan S3); 5 Frazer Gibney (Lotus Elan S1); 6 Patrick Ward-Booth (Lotus Elan). **CW Pearce;** John Shaw (Porsche 911); James Owen (Triumph TR5); Dick Coffey (Turner Mk1). **P Shaw.**

**HSCC/FJHRA SILVERLINE FORMULA JUNIOR, FRONT-ENGINE (16 LAPS) 1 Ray Mallock (U2 Mk2);** 2 Andrew Tart (Bond FJ) +1.052s; 3 Stuart Roach (Stanguellini); 4 Mike Walker (Bond FJ); 5 James Owen (Elva 100); 6 Crispian Besley (Elva 100). **CW Roach;** Graham Barron (Gemini MkII). **P Roach.**

**HSCC/FJHRA SILVERLINE FORMULA JUNIOR, REAR-ENGINE (10 LAPS) 1 Cameron Jackson (Brabham BT2);** 2 Greg Thornton (Lotus 20/22) +1.257s; 3 Nick Fennell (Lotus 27); 4 Andrew Wilkinson (Lynx T3); 5 Alex Morton (Lightning Envoyette); 6 Laine Martin (Lotus 20). **CW Wilkinson;** Crispian Besley (Cooper T56); Simon Durling (Lotus 18); Tom de Gres (Cooper T59). **P Jackson.**

**HISTORIC F3 (16 LAPS) 1 Peter Thompson (Brabham BT21);** 2 Simon Armer (March 703) +9.950s; 3 Ewen Sergison (Brabham BT21); 4 Leif Bosson (Brabham BT28); 5 Marcus Mussa (Tecno 69); 6 Robs Lamplough (Brabham BT2). **P Armer.**

**CLASSIC F3 & URS FF2000 (18 LAPS) 1 Richard Trott (Chevron B43);** 2 Simon Jackson (Chevron B43) +2.843s; 3 Ian Pearson (Van Diemen RF82); 4 Tony Hancock (Lola T670); 5 Paul Smith (Martini MK31); 6 Marcus Mussa (March 763). **CW Pearson;** Graham Ridgway (Reynard SF78); Andrew Smith (Royale RP27); Glenn Eagling (Ensign LNF3). **P Trott.**

**CLASSIC CLUBMANS (17 LAPS) 1 Mark Charteris (Mallock Mk20/21);** 2 Spencer McCarthy (Mallock Mk20B) +25.011s; 3 Malcolm Jackson (Mallock Mk21); 4 Mark Hales

(Centaur 14DC); 5 Peter Belsey (Haggispeed Mk10); 6 Clive Wood (Mallock Mk20B). **CW Wood. P Charteris.**

**HISTORIC FF2000 & CLASSIC RACING CARS (17 LAPS) 1 Andrew Park (Reynard SF81);** 2 Benn Simms (Reynard SF77) +6.491s; 3 Nelson Rowe (Reynard SF79); 4 Graham Ridgway (Reynard SF78); 5 Andrew Smith (Royale RP27); 6 David Walton (Royale RP27). **CW Andy Jarvis** (Palliser-t/c WDB2); Brian Cullen (Crossle-BDA 19F). **P Rowe.**

**CCRC FF1600 (8 LAPS) 1 Roger Orgee (Van Diemen RF00);** 2 Ben Norton (Spectrum 010b) +1.573s; 3 Luke Cooper (Swift SC16); 4 Nathan Ward (Spectrum 011c); 5 Josh Fisher (Van Diemen JL14); 6 Felix Fisher (Van Diemen RF02). **CW David Vivian** (Swift SC92); Mark de Rozarieux (Van Diemen RF88). **P Michael Moyers** (Spectrum 011c).

**CCRC SPORTS RACING (19 LAPS) 1 Josh Smith (Radical PR6);** 2 Norman Lackford (Radical PR6) +1 lap; 3 Darcy Smith (Radical SR4); 4 Mark Nicholson (Radical SR3RS); 5 Brent Hill (Radical SR3); 6 Chris Child (Radical Prosport). **CW D Smith. P J Smith.**

**CCRC SALOONS (8 LAPS) 1 James Winter (Renault Megane Turbo);** 2 Mark Wyatt (Vauxhall Astra) +0.681s; 3 Simon Norris (Mitsubishi Colt Ralliart Turbo); 4 Dave Scaramanga (VW Scirocco); 5 Haydn King (Peugeot 106 GTi); 6 Ayrton Anderson (Ford Fiesta). **CW Wyatt;** King; Will di Claudio (Citroen Saxo). **P Gary Prebble** (Seat Leon Cupra 20v Turbo).

**CCRC GT (15 LAPS) 1 David Krayem (Ginetta G50);** 2 Oliver Bull (Vauxhall Tigra Silhouette) +15.205s; 3 Ben Scrivens (Ginetta G50); 4 Martin Thomas (BMW M3); 5 Adam Prebble (Rover Tomcat Turbo); 6 Ilsa Cox (Seat Leon Cupra). **CW Bull;** Thomas; Prebble; Michael Harris (Peugeot 205 GTi). **P Krayem.**

# WHAT'S ON



## Dario Franchitti puts away his poker face

DARIO FRANCHITTI TURNED TO media work after being forced to end an incredible IndyCar career. Now well into his second season alongside Jack Nicholls in the Formula E commentary booth, he's enjoying the experience.

### How have you found dealing with drivers now you're part of the media?

There is a respect there. That's nice, but it's a tough line because if somebody screws up I have to say it. I'm not going to needlessly give them a hard time. It's a weird one – it feels a bit strange being on the other side; that's a tightrope and it's been difficult to get used to.

### You've got a good relationship with Jack, which must help...

We're getting there. I hate to say it and I hope he's not reading it, but Jack is very good. When he's talking I don't want to interrupt him, so I will point at something on the screen and let him know. One thing I've been learning is when to speak up, when to do my bit. I'm still learning exactly what my job is and what works best. We do a debrief with

Mike [Scott, producer] and the guys over what works. Driving a racing car was instinct – I've been doing it since I was a kid. This is not my instinct, I'm learning it – and I enjoy it, I get a real buzz. But it's not an easy thing. I would sit at home as a race fan and say, 'Ah, what are you doing that for?' and now I'm doing the job I realise how difficult it actually is.

### How do you work out what you do?

I wanted to bring genuine enthusiasm for what we're doing, and make it like you're sitting at home watching on TV and you're in a room with Jack and I. It's like you're with two mates who know a lot about racing [Nicholls walks into the room moments before this and interjects with "except we're not mates"] and it's that feeling of making it easy-going. It's fun. We want to educate them a wee bit, but help them enjoy the race more.

### That enthusiasm seems exactly that – genuine...

Oh yeah, and the thing is we joke about it – one of my things is when I get excited I show it. My job for the last however

IndyCar star Franchitti finds sharing his emotions the hardest part of his new role as race commentator

many years was to hide my emotions. If I'm having the best day, leading the Indy 500, you have to keep your emotions in check because it didn't help you do your job any better. It was part of your mind management. Now I've got to show it, so it goes against years of training putting on my poker face. It helps that the product's good – the racing's good, it's very rare there's no action out there. The interesting thing about commentating on other types of racing is sometimes you can shut up and let the engines 'talk' for a bit – we don't really have that!

### In Buenos Aires you talked live to drivers for the first time. How was it?

It's a lot of responsibility. I hated people, like my spotter, talking to me in the braking zone on the track, or the entry phase in the corner. I wanted to be careful that we didn't screw anybody's race up. You've got to be respectful. Sam [Bird], speaking while leading the race, brought the viewer closer to what the driver's going through. It gives us a big insight, so that's mission accomplished.

SCOTT MITCHELL

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## HOT ON THE WEB THIS WEEK

YouTube FORMULA E GOES FLIPPING CRAZY

**Search for:** Leap Of Faith: Damien Walters Backflip

Prepare to utter an involuntary expletive, for publicity stunts are rarely more tongue-loosening than this: freerunner, gymnast and Hollywood stuntman Damien Walters attempts a blind backflip over a speeding Formula E car. Bonkers idea, but kudos to Formula E for making it happen.

## INTERNATIONAL MOTORSPORT

### RALLY ARGENTINA WORLD RALLY CHAMPIONSHIP

Rd 4/14

Villa Carlos Paz, Argentina

April 21-24

WATCH ON TV

Live: BT Sport 2, Friday 1600, Sunday, 1300, Sunday, 1600

### INDYCAR

Rd 4/15

Barber Motorsports Park, Alabama, USA

April 24

WATCH ON TV

Live: BT Sport/ESPN, Sunday 2030

### INDY LIGHTS

Rd 3/12

Barber Motorsports Park, Alabama, USA

April 23-24

### FORMULA E

Rd 7/10

Paris, France

April 23

WATCH ON TV

Live: ITV4, Saturday 1400

### WORLD TOURING CARS

Rd 3/12

Hungaroring, Hungary

April 24

WATCH ON TV

Live: Eurosport 1, Sunday 1300, Eurosport 2, Sunday 1600

### EUROPEAN FORMULA 3

Rd 2/10

Hungaroring, Hungary

April 23-24

WATCH ON TV

Live: Motors TV, Saturday 1005, Saturday 1350, Sunday 1005

Live: BT Sport Europe, Saturday 1015, Saturday 1400, Sunday 1015

### FORMULA V8 3.5

Rd 2/9

Hungaroring, Hungary

April 23-24

WATCH ON TV

Live: BT Sport Europe, Saturday 1230, BT Sport/ESPN, Sunday 1400

### BLANCPAIN ENDURANCE CUP

Rd 1/5

Monza, Italy

April 24

WATCH ON TV

Live: Motors TV, Sunday 1330

### SUPER FORMULA

Rd 1/7

Suzuka, Japan

April 24

### JAPANESE FORMULA 3

Rd 1/8

Suzuka, Japan

April 23-24



### TCR INTERNATIONAL

Rd 2/11

Estoril, Portugal

April 24

WATCH ON TV

Live: Motors TV, Sunday 1110

Delayed: Sunday 1730



### EUROFORMULA OPEN

Rd 1/8

Estoril, Portugal

April 23-24

WATCH ON TV

Live: Motors TV, Saturday 1530

Delayed: Sunday 1815

### INTERNATIONAL GT OPEN

Rd 1/7

Estoril, Portugal

April 23-24

WATCH ON TV

Live: Motors TV, Saturday 1600

Delayed: Sunday 1915

### NASCAR SPRINT CUP

Rd 9/36

Richmond, Virginia, USA

April 24

WATCH ON TV

Live: Premier Sports, Sunday 1730

### MOTOGP

Rd 4/18

Jerez, Spain

April 24

WATCH ON TV

Live: BT Sport 2, Sunday 1245

## UK MOTORSPORT

### KIRKISTOWN 500MRCI

April 23

FF1600, Legends, Saloon and GT, Road Sports

### SILVERSTONE VSCC

April 23

HGPCA, Morgans, Pre '61 Racing Cars, Frazer Nashes, 1950s Sports, Pre '31 Racing Cars, Pre-War Sports, Itala Trophy, FISCAR

### PRESCOTT HILLCLIMB

April 23-24

British Hillclimb Championship

### BRANDS HATCH 750MC

April 23-24

Formula Vee, Locost, Toyota MR2, RGB, 750 Formula, Bike Sports, Civic Cup, Sport Specials, Classic Stock Hatch, MX-5 Cup, M3 Cup, Super Cooper

### DONINGTON PARK MSVR

April 23-24

F3 Cup, Lotus Elise, Lotus Cup, GT Cup, MINI Challenge, VAG Trophy, Racing Saloons, Production BMW



### SILVERSTONE BRSCC

April 23-24

FF1600, Sports 2000 Duratec, Sports 2000 Pinto, Sports 2000 Historic, Ford Fiesta, Ford Fiesta

Junior, 206 GTi, Coupe Trophy, Deutsche Marques, Toyota MR2, Nippon Challenge, Tricolore Trophy, V Racing, Intermarque, Sevensesque Sports, Karts

### CROFT BARC

April 23-24

Clubmans, 2CV, MaX5, MGOC, CNC Heads Sports/Saloons, Northern Saloon & Sportscars

### PEMBREY BARC

April 23-24

Trucks, Clio Cup, Welsh Sports and Saloons, Junior Saloons, Legends



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## KRIS MEEKE

**T**he 2012 season doesn't have a long entry in Kris Meeke's CV. Mini's withdrawal from the World Rally Championship left him on the sidelines, bar some testing and a dominant win on the eight-stage Lurgan Park Rally in an independent Mini Countryman.

Despite the stagnation of his career, which has since revived in style thanks to his Citroen deal and the breakthrough Rally Argentina victory last year, 2012 checked an item off Meeke's bucket list.

"I've always loved motorbikes and when a mate of mine, Davy Patterson, did the Baja 1000 on a bike, he couldn't stop talking about it," he says. "I wanted a bit of that. I'd done the Dawn to Dusk race in Wales earlier that year and won the clubman's class. But nothing, like *nothing*, prepares you for racing 1121 miles through the desert, non-stop, on your own."

The Baja 1000, which takes place on Mexico's Baja California Peninsula, is a test of endurance that makes Rally Mexico's bucking-the-sprint-trend, 50-mile Guanajuato stage look like child's play.

"When I started I was full of adrenalin and really on it," says Meeke. "That feeling stays for a good 12 or 14 hours. Just as it started to hit dusk, I flicked the bike's 10-inch spotlight on and rode this beautiful section for around 80 miles or so. That was just epic."

Meeke finished 18th in class, in a time of 40 hours, 38 minutes and 20 seconds. The night, he remembers, was an eye-opening challenge.

"I came across a quad-bike without a rider," he says. "I stopped and found the guy hunched over. He didn't speak any English, but his bike was broken and he didn't want to move. I could hear a trophy truck coming full-gas in the distance. I hauled the guy out of there just in time for the truck to come over the crest."

"He didn't lift for the quad; I'm not sure he even saw it. He left it in three pieces! I gave the guy all the food I had, a bottle of water and left him to report his position at the next checkpoint. Around then I thought, 'Never again...'

"When I got home I had the full tendonitis thing – couldn't turn a key in a lock for six months. But looking back... I'll definitely have another go." ■

DAVID EVANS



The lure of the Baja 1000 was too great for Meeke (gearing up for the event above and, top, in full flight)

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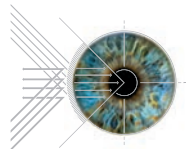
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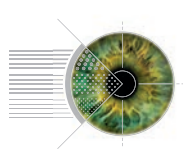
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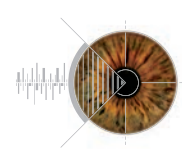
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