

LE MANS 24 AND EUROPEAN GP SPECIAL

# AUTOSPORT

DRAMA AT LE MANS

# TOYOTA'S HEARTBREAK JINX STRIKES AGAIN ON LAST LAP



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# One of the cruellest moments in sport

COMMENTATORS OFTEN USE THE CLICHE ABOUT things not being over until they're over, but rarely are the possibilities of last-gasp failure realised. And in the long and dramatic history of the Le Mans 24 Hours, you'd be hard pushed to think of a more unbelievable storyline than Toyota's.

The company's apparent jinx has been talked about for years, particularly since the impressive but ultimately unsuccessful GT-One of the late 1990s, but last weekend's events took things to a whole new level. The Anthony Davidson/Sebastien Buemi/Kazuki Nakajima TS050 lost the lead with 3m21s left on the clock after an epic battle with Porsche. That has to stand as not only one of *the* hard-luck stories in the enduro's history, but also one of the most dramatic moments ever in sport.

When the plucky privateer Porsche 962 of Oscar Larrauri/Jesus Pareja/Walter Brun lost second place to engine failure in the final 15 minutes of the 1990 Le Mans, rivals were united in expressing their sympathy. Although in competition with each other, every team knows that the real battle is against the race, and genuine empathy with Toyota's plight has not been hard to find.

Although the 2016 Le Mans will be remembered as the race Toyota lost, Porsche's success should not be overlooked. The 919 Hybrid moved the sportscar goalposts last year and was a key part of a great contest. Let's just hope that Davidson and co are back next year to take them – and the jinx – on once again.



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Moy/XPB Images; Dunbar/LAT

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**Porsche steals Toyota's**



MAUGER/LAT

# race

By Gary Watkins, Special Contributor [@gazzasportscars](#)



Distraught Nakajima sits in #5 TS050, which wasn't even classified

**T**oyota's Le Mans 24 Hours hoodoo struck again last weekend. Not in the penultimate hour, as in 1994 and '98. Not even at the beginning of the final hour, as in '99. This time the Japanese manufacturer lost victory with five minutes to go. Which meant Porsche left the Circuit de la Sarthe with the winner's trophy and everyone else wondering just what Toyota has to do to win this race.

Toyota appeared to be home and dry as the end of the double-points round of the World Endurance Championship approached. The #5 TS050 HYBRID shared by Sebastien Buemi, Anthony Davidson and Kazuki Nakajima had come out on top in a hard-fought and often thrilling battle with the Porsche 919 Hybrid driven by Neel Jani, Romain Dumas and Marc Lieb during the final six hours.

The result – and a first Toyota victory in its

14th factory participation at Le Mans – looked a foregone conclusion even before Nakajima's half-minute advantage was doubled when Jani had to bring the Porsche into the pits with a slow puncture with 10 minutes remaining. Five minutes later, the Toyota suddenly slowed with an undisclosed engine problem.

Nakajima parked on the start-finish straight almost adjacent to the Toyota pit, was passed by Jani, recycled the electronics, and got going again. In a final ignominy, his last lap was outside the six-minute minimum, which meant second place on the road was scrubbed out and the car was classified among the retirements.

"No one would believe a movie if it ended like this," said Davidson. "To actually live through the

**Davidson:  
"No one  
would  
believe  
a movie  
like this"**

experience is pretty hard to take."

Victory for Toyota in the 84th running of the 24 Hours would have been the perfect way to bury past disappointments at the Circuit de la Sarthe. This was a classic Le Mans in which Toyota and Porsche were scrapping all the way, a race that would have been remembered even without the final twist.

The battle at the front came together after the fourth and final safety car of the race at the

end of the 17th hour. Buemi had passed teammate Mike Conway in the #6 Toyota he shared with Stephane Sarrazin and Kamui Kobayashi straight after the race went green, while Jani was less than a couple of seconds behind in third.

It was in the 20th hour that the #5 Toyota began to take a grip on the race. Lieb had moved

## Hour by hour 15:00-23:00

### Hour 1

The first safety-car start in the history of the Le Mans 24 Hours neutralised much of the first hour, but Toyota's Conway took the lead from Jani's #2 pole Porsche when racing began. With the circuit drying, LMP2 and GTE runners changed to slick tyres.

### Hour 2

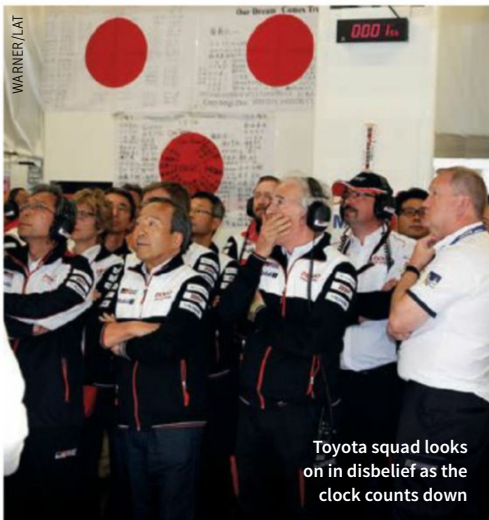
An early switch to slicks helped the Audi crews and the #1 Porsche, as the #7 Audi took the lead, but Lotterer was forced to pit to change a turbocharger. Hartley took the lead (after swapping with Jani), and Conway's #6 Toyota jumped Duval's #8 Audi for second.

### Hour 3

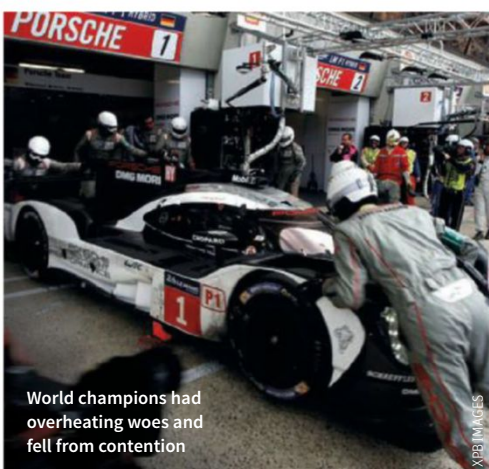
The lead trio stayed fairly static at the front but Toyota stretched Conway's stint to 14 laps. Hartley kept ahead after the pitstops, with Duval dropping time in third. Merhi stretched the Manor's lead in LMP2, and Sausset started his first stint in his Morgan-Nissan.

### Hour 4

Hartley stretched the #1 Porsche's lead before handing to Webber, who increased the car's advantage at the start of his first stint in the 919 Hybrid. Davidson had to return his #5 Toyota to the pits one lap into his first stint after complaining about a vibration.



Toyota squad looks on in disbelief as the clock counts down



World champions had overheating woes and fell from contention

into the lead after Davidson took over the TS050 from Buemi, but the Briton overhauled the Porsche before the next round of pitstops.

Davidson pulled away, helped by a series of slow zones, as Lieb struggled on four-stint-old tyres. Polewinner Jani got back in the Porsche with just over three hours to go, made small inroads into the leader's advantage and then closed to within 29s when Nakajima took over the TS050 for the final two stints. That was as close as it got until those fateful final minutes.

The Toyota had the advantage when it mattered on Sunday. The Porsche had been quicker during the night, but as the temperatures rose in the morning the two cars were equally matched, with the TS050 at least equal to the 919, if not a tad faster. In combination with Toyota's strategy of going 14 laps on a tank of petrol compared with its rival's 13, that turned the tide and forced Porsche to change its tactics.

"When it became clear that it was going to >>

## QUALIFYING

Jani was once again the pacesetter as 919s locked out front row



XPI IMAGES

PORSCHE AND NEEL JANI made it two pole positions in two years in a damp squib of an affair that was qualifying. The forecast of rain turned the battle for pole into something of a lottery, but the two Porsche 919 Hybrids still came out on top as expected, the Swiss driver pipping team-mate Timo Bernhard by just under half a second.

The whole affair was largely done and dusted less than an hour into the start of the opening session on Wednesday, thanks to the forecast of rain for Thursday. The two Porsches and the pair of Toyota TS050 HYBRIDS were on track immediately in the mad 20 minutes of remaining daylight, but

so was much of the rest of the 60-car field.

That meant it was always going to be about who could find a clear lap in the traffic. Jani didn't manage it on his first lap, but on the second of his opening run he found a gap. He had a moment passing a GTE car at Mulsanne Corner and was also baulked out of the Porsche Curves, but he stopped the clocks at 3m19.733s.

That was nearly seven tenths up on Bernhard's first run, but the German driver was given another shot after a short red-flag interruption at the end of the opening hour. He knocked two tenths off with a 3m20.203s.

"Last year was a real

banger, but the circumstances were a bit different this time," said Jani after qualifying was finished on Thursday. "We knew rain was possible today, which is why we went out straight away yesterday. We all had to take risks in traffic, and I guess I managed it best, or lost the least time."

Stephane Sarrazin set a 3m20.737s in the best of the Toyota TS050 HYBRIDS to seal third on his first flier, which left him three tenths off Bernhard after the first runs. The two Audis weren't on track at the beginning of qualifying - the #7 undergoing set-up changes and #8 having its hybrid gearbox changed - and ended up fifth and sixth.

### Hour 5

Kobayashi stabilised his deficit to Webber and led in the #6 Toyota at the hour-end, thanks to Webber's stop. In GTE, Briscoe closed on Ford team-mate and Pro class leader Hand, while the #88 Abu Dhabi-Proton Porsche retook the Am class lead.

### Hour 6

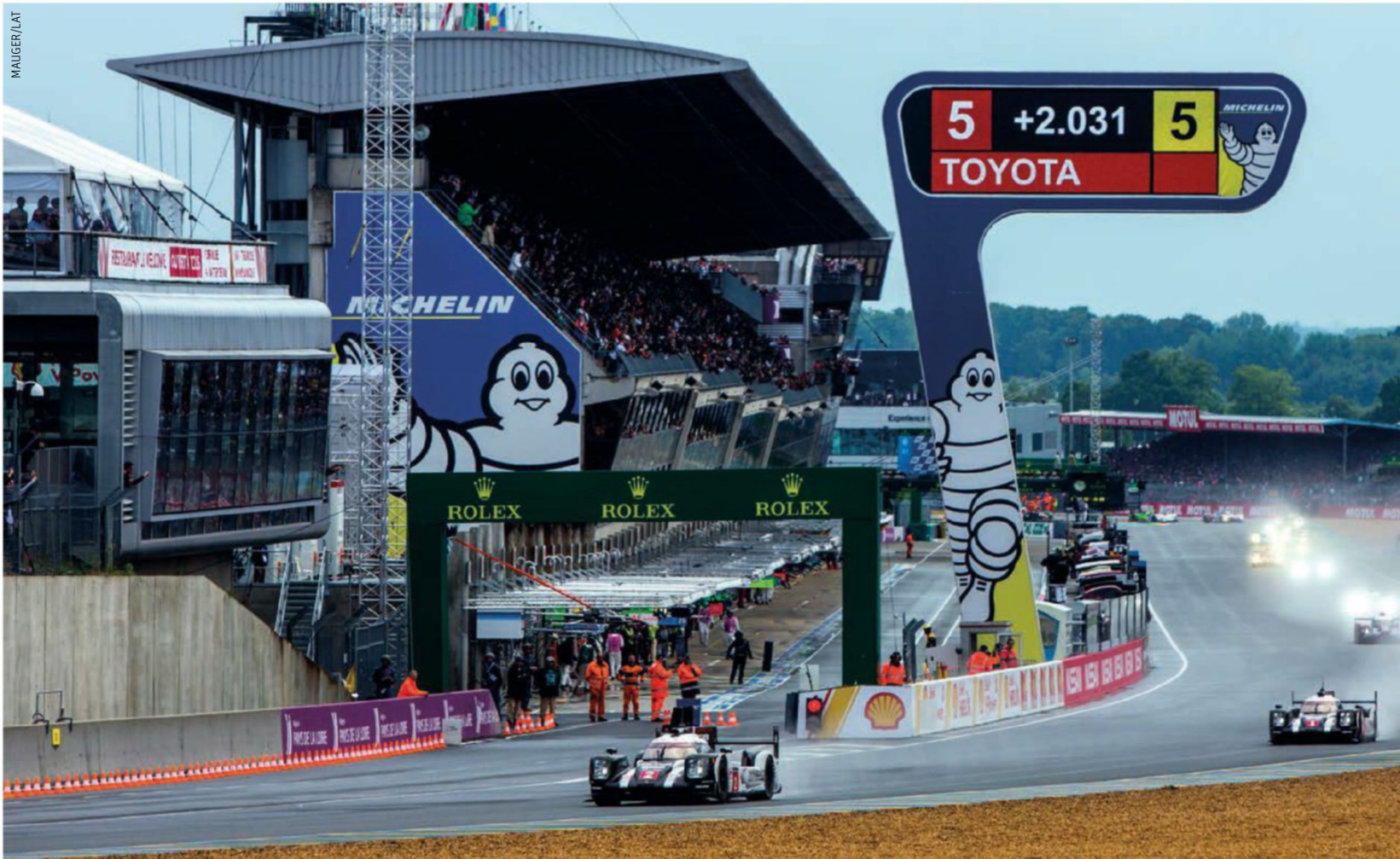
Risi's Malucelli took control of the GTE Pro battle after all four leading cars had stopped for driver changes, with three Ford GTs ending the hour within 20s of the class pacesetter. Toyota held onto its overall lead, with Kobayashi pitting and emerging ahead of the #1 Porsche.

### Hour 7

The #6 Toyota held onto the lead after its stop coincided with the start of a slow zone. Despite a driver change, Sarrazin rejoined ahead of the lead Porsche, thanks in part to a lock-up for Bernhard, who just avoided the wall. In LMP2, Manor was forced to pit for repairs.

### Hour 8

Sarrazin stretched out the gap at the front as the light went down, but behind, the #2 Porsche - with Jani at the wheel - got back ahead of its sister car for second. Audi's #8 R18 went a lap down, thanks in part to a three-minute pitstop.



be difficult to beat the Toyota, we had to try everything possible strategy-wise,” said Porsche LMP1 team principal Andreas Seidl.

That meant quadruple-stinting its Michelin tyres in the hotter temperatures of the day for the first time, and moving to a 14-lap fuel strategy for the last portion of Lieb’s stint. The latter was a must if the #2 Porsche was going to avoid a late-race splash-and-dash. And it came with an inevitable penalty in pace.

“I had to save a lot of fuel to stretch a stint to 14 laps, but it was our only chance,” said Jani. “We couldn’t beat them if we had to make a splash.”

The ability of the ultra-low-drag Toyota to do the extra lap in normal running was ultimately a factor that Porsche could not overcome. Its hope was that shorter pitstops for 13-lap stints would close the deficit, but that didn’t work out.

“The problem was,” said Jani, “that we didn’t gain enough with the short fill.”

The Toyota also gained during the local-yellow

slow zones in which speeds are limited to 80km/h (50mph). Or rather, it lost less than the Porsche.

“There were a lot of slow zones in the Porsche Curves and that’s where we make our time, whereas the Toyotas were fast down the straights,” said Lieb.

The two cars that ultimately fought out this race both endured slow starts once the contest went green after 51 minutes behind the safety car following a heavy shower.

Buemi lost power almost immediately, courtesy of an issue with a sensor that needed to be turned off to get the TSO50 back up to speed. Jani was left out too long on wets after the track began to dry and then a wheelnut jammed when he handed over to Dumas, the cumulative loss of

**Seidl: “We had to try everything possible, strategy-wise”**

time leaving him 38s behind race leader Andre Lotterer’s Audi R18 e-tron quattro.

The #2 car also suffered a minor delay at the end of hour 16 when a puncture brought an early end to a quadruple stint from Lieb. Jani, who had been due to get in the car, wasn’t ready, so Dumas was sent out on old rubber and then brought back in during a safety car 10 laps later for a swap to Jani.

Buemi wasn’t happy with his car during his opening run, and nor was Davidson when he took over in the fourth hour. The Brit was straight back into the pits for a new set of tyres.

“I had the biggest vibration ever,” he said. “I thought it was going to shake the car and me to pieces. I really thought we were out of

## Hour by hour 23:00-07:00

### Hour 9

Porsche experienced a bittersweet hour, as the #2 car finally regained the lead of the race, but the #1 dropped out of contention with high water temperatures. Jani muscled his way into the lead past Conway at the first Mulsanne chicane.

### Hour 10

Conway fought back to reclaim the lead, stretching enough of a margin before his stop to rejoin in front of Dumas. Vilander took the GTE Pro lead from the #68 Ford when Muller stopped under an end-of-hour safety car, triggered by incidents for the Algarve Pro Ligier and #91 Porsche.

### Hour 11

With the #2 Porsche and #5 Toyota of Buemi stuck in different safety-car queues, Conway extended the #6 Toyota’s lead over Porsche’s Dumas to over a minute. The safety car bunched up the LMP2 cars, with the #36 Signatech Alpine leading at the end of the hour.

### Hour 12

Conway handed over to Kobayashi after extending the #6’s lead, and after Dumas pitted the #2 Porsche. The #7 Audi briefly got by the #13 Rebellion for fifth, before Fassler returned the Audi to the pits. There was better news for the #1 Porsche, which finally rejoined the race.





Jani took lead after safety car belatedly let the field loose



Audi endured an odd event, but still ended up with a podium



Conway starred in the #6 Toyota that ultimately took second

it. We were a minute behind, and with high temperatures and a green track we were struggling to keep the tyres alive.

“It all changed when I got in for the second time [in hour 12]. The car had switched back on and suddenly it was alive.”

Davidson revealed that after getting out of the car following that triple stint, he gave Buemi a pep talk.

“Seb had been getting really frustrated with the car, but I woke him up and said, ‘Don’t dare doubt yourself,’” explained Davidson. “When he got back in the car, he was straight on it.”

“We rolled our sleeves up and started fighting. I’m proud of the way we turned it around.”

The #6 car had initially been Toyota’s frontrunner, swapping positions with the #1 Porsche shared by Mark Webber, Timo Bernhard and Brendon Hartley for the first eight hours, and then battling with the sister Porsche. The second TSO50 was still in contention as the race

entered its final quarter despite losing 30s to body repairs in the night. It wasn’t, however, the pacesetter that it had been.

“We lost some pace,” said Conway, “but we were still good enough to fight the Porsche and keep it behind.”

Conway and co lost any realistic chance of a win in the 21st hour when Kobayashi spun on the exit of the final right-left flick out of the Porsche Curves. The team opted to bring the car in for further body repairs. Nine minutes were lost, but the car still resumed in a safe third place.

Before that, the Webber/Bernhard/Hartley Porsche dropped out of contention in the ninth hour with overheating. The water pump was changed with the loss of more than an hour. Hartley then managed one slow lap before another even longer stop to replace the rest of the water system, which had been contaminated after the initial problem.

Their 919 Hybrid eventually made it home

in 13th, but it was definitely a case of what might have been for last year’s runners-up.

“It definitely seemed like we had the pace early on,” said Hartley, “and looking at the graphics after we were out of it, we were faster than the leaders.”

The best of the Audi turbodiesels, the R18 shared by Loic Duval, Lucas di Grassi and Oliver Jarvis, ended up third by dint of the removal of the #5 Toyota from the results. It was a strange way for a marque that had never finished off the podium since its entry into the Le Mans arena in 1999 to continue the run, but then it was a strange race for Audi Sport Team Joest. Lotterer had taken the lead in the #7 car shared with Benoit Treluyer and Marcel Fassler after the belated green flag, courtesy of an early change to slicks. But he was back in the pits with major engine problems only four laps later.

There were times when the Audi R18s, particularly the #8 car, could at least >>

### Hour 13

Scuderia Corsa’s Bell took the lead in the GTE Am class after reeling in the #88 Porsche in the only big change of the hour. A driver and tyre change delayed the Porsche LMP1 team, but Lieb closed to the leading #6 Toyota with a series of fast laps near the end of the hour.

### Hour 14

A baulked stop for the #6 Toyota, with the crew having to gaffer-tape damage, allowed Lieb to take the lead in the #2 Porsche after his pitstop. His joy was short-lived, as he picked up a slow puncture and returned to the pits five laps later. Davidson closed on the lead.

### Hour 15

Toyota spent most of the hour in front, but the #2 Porsche ended it in the lead. Sarrazin swapped for Kobayashi near the start of the hour, before handing the lead back to Lieb’s Porsche with a second stop. In LMP2, Lapierre extended his Signatech Alpine’s lead to two minutes.

### Hour 16

Dolan was punted out in the second G-Drive entry by the #98 Aston Martin. As Sarrazin reclaimed the lead of the race in the #6 Toyota, Vilander took the fight to the Fords in GTE Pro and retained the class lead after resisting Bourdais in the lead Ford.

Mixed feelings: Toyota and Audi crews flank the Porsche winners



match the Toyotas and Porsches, others when they seemed completely out of it. Duval overtook Hartley for the lead on lap 16, lost it two laps later and then fell off the pace during the final third of his triple stint on a set of Michelin slicks. It wasn't until Sunday morning that the car returned to anything approaching competitiveness.

"It was a disaster," said Joest boss Ralf Juttner. "We got it right at the test day [when di Grassi was quickest] and we thought we were happy with the balance, but come the race we had no grip."

Audi had problems keeping its Michelins in the right operating window. When they were, Audi had the speed, as di Grassi's run to the finish proved.

"The pace at the end was very good," he said. "We were the fastest car on track, quicker than Jani. The Toyota and the Porsche were faster, but it wasn't that we weren't competitive."

Di Grassi even suggested that, without a

myriad of problems that left his car 12 laps down at the finish, he and his team-mates might have been able to take the fight to their rivals.

"It would have been difficult to challenge, but maybe we could have done it with a perfect race and a perfect strategy," he said. "Our problem was that we spent too much time in the pits."

The third-placed Audi lost time having an illuminated number panel and door replaced, but it was within two laps of the leaders until the 20th hour when a change of front brakes was required.

The #7 car needed its turbocharger changing after what was described as "a material problem" by Audi Sport engine boss Ulrich Baretzky.

"If it had been dry for qualifying on Thursday

**Juttner:  
"It was a disaster. Come the race we had no grip"**

[before which Audi installed its race engines], we would have found the problem," said Baretzky. "We never put it under full charge because it was wet. It is as stupid as that."

The #7 car was five laps down by the end of the second hour. It would also need a new number panel and a change of brakes on the way to finishing 17 laps down in fourth place.

The delays for the Audis might have given the Rebellion Racing privateer squad a chance to at least equal its fourth-place finish from 2014. Ultimately it wasn't in a position to exploit it.

The #13 AER-engined Rebellion driven by Alexandre Imperatori, Dominick Krahamer and Matheo Tuscher was still ahead of the delayed #7 car at the end of the 13th hour when a tip

## Hour by hour 07:00-15:00

### Hour 17

Both Toyotas were called to the pits when a safety car was deployed after a spate of incidents. That cost them the lead, but the #5 and #6 inherited first and second when Jani pitted two laps after the restart. Buemi passed Conway on the first lap out of the pits.

### Hour 18

The hour belonged to Buemi. Having got by Conway towards the end of the previous hour, the Swiss extended his advantage in the #5 Toyota to half a minute ahead of the sister car, with Porsche taking the opportunity to put Lieb back in the #2.

### Hour 19

Second-place Rast fought back onto the lead lap in LMP2 in the G-Drive ORECA, while in GTE Pro Muller tore into the #82 Ferrari's lead after his drivethrough in the #68, three seconds separating the pair. Buemi kept ahead of team-mate Conway in the #5 Toyota, with Lieb in third.

### Hour 20

Toyota took the opportunity to swap both of its drivers, with Davidson and Kobayashi replacing Buemi and Conway respectively. Davidson rejoined in second but gradually reeled in Lieb before passing the German with just over four hours of the race remaining.



XPB IMAGES

broke off an injector, resulting in instant retirement. The #12 Rebellion did, however, make the finish to give the team its customary LMP1 privateer victory, albeit behind the top three in GTE Am in a distant 29th position.

Nick Heidfeld, Nicolas Prost and Nelson Piquet Jr had a troubled run that included a sensor failure in the first hour and a clutch change. There was then a precautionary change of injectors after the problems encountered by both the sister car and, four hours later, the ByKolles CLM-AER P1/01, which had been blighted by engine issues throughout.

But everyone was thinking about the late failure of the Toyota, which was heart-rending, and not just for the TMG squad. Even Juttner felt sympathy when he saw Nakajima slow.

“You don’t want to see that,” he said. “Porsche had been beaten fair and square — that was the state of the race.” ❄

### Hour 21

The #5 began to take control of the race as Davidson stretched its advantage to a minute over the #2 Porsche, which lost time through a slow zone as Davidson pitted. Kobayashi spun the #6 Toyota and was lucky to be able to get out of the gravel at the Porsche Curves.

### Hour 22

The three-horse race for victory became a two-horse one as the #6 Toyota pitted to repair damage picked up in the night, dropping three laps behind. The #6 rejoined in a comfortable third, with the leading Audi 10 laps off the pace. In GTE Pro, Dixon chased down the #82 Ferrari.

### Hour 23

Nakajima stabilised the #5’s lead at half a minute, as the #2 Porsche began to stretch its stints to 14 laps, with the LMP2, GTE Pro and Am battles having settled down. Taittinger caused a slow zone when her Pegasus Morgan-Nissan caught fire as she returned to the pits.

### Hour 24

Toyota’s first Le Mans 24 Hours win was cruelly denied when Nakajima slowed on his penultimate lap, crying “I have no power” over the radio. The #5 Toyota pulled up on the start/finish straight at the end of that lap as Jani raced past and into the lead.

## A GOAL ACHIEVED



XPB IMAGES

FREDERIC SAUSSET achieved the unthinkable at the weekend. The quadruple amputee fulfilled his dream of competing in the Le Mans 24 Hours, and did it in style. Not only did the 47-year-old finish the race in his specially adapted Morgan-Nissan LMP2, but he posted lap times that would have been credible for an able-bodied driver.

Sausset, who shared the OAK-run SRT41 Racing Morgan with Christophe Tinseau and Jean-Bernard Bouvet, improved on his best lap of the Le Mans test day in qualifying, getting down to a 4m01.138s. It wasn’t quite within the 110% of the LMP2 pole time for which he had been aiming, but then the Morgan was neither a state-of-the-art P2 machine nor on the weight limit. In fact, it was 85kg overweight. He lowered his best time



MAUGER/LAT

around the Circuit de la Sarthe to 4m00.650s over the course of a race in which he drove five proper stints before taking the wheel to complete an emotional four-lap run to the finish. There were hiccups along the way. Sausset revealed that he had picked up a minor skin infection ahead of the race and then the centrifugal clutch required changing on the way to 38th position.

“I’m happy with my performance,” said Sausset after the race. “I proved today that I could do what

I set out to achieve.”

Sausset received plaudits from every corner, but perhaps most significantly from his peers. The compliments he received from some of the LMP1 factory drivers were the ultimate accolade.

“He was one of the drivers who didn’t pose us any problems,” offered Porsche driver Romain Dumas. Sausset’s “race intelligence” was praised by Loic Duval. “Many drivers who have a lot more experience were not up to his level,” he said.

What’s next for Sausset? He’s hinted that he has thoughts of another big project, but he insists that he is going to remain involved in motorsport.

“I’m going to start thinking about my plans for the future soon,” he said, “but I’m sure I’m not finished with the world of racing and cars.”

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# As wrong as rain

The decision to keep the safety car out for 51 minutes after the start of Le Mans this year is bad for the sport

By Gary Watkins

[@gazzasportscars](#)

**THE ENDURING IMAGE OF THE 84TH** running of the Le Mans 24 Hours has to be Kazuki Nakajima stopping under the famous clock at the Circuit de la Sarthe as it ticked towards three o'clock on Sunday afternoon. It wasn't the end anyone wanted to a super-competitive thriller of a race, but then we didn't get the start we wanted either.

I'm not complaining about the race starting behind the safety car, even if it was a first for the event. The shower shortly before the start was pretty heavy and the track conditions not exactly great. My objection is that the safety car stayed out for so long.

My understanding has always been that safety-car starts are undertaken to allow the drivers to acclimatise to the conditions. I recognise the 24 Hours at Le Mans is a special case given that the start can't really be delayed. That might offer a reason for an extended period of yellows, but the conditions on Saturday didn't warrant it.

So improved were they by the time the race went green after 51 minutes and seven laps of the 8.47-mile Circuit de la Sarthe that half the LMP2 field – at least those who run on Dunlops – had changed to intermediates. So what the hell was the safety car still doing out on track?

Safety should always be paramount, but the track conditions were in no way dangerous after two or three laps behind the safety car. Tricky – yes; dangerous – no. Isn't dealing with wet and rainy conditions part of the challenge of our sport in general and sportscar

racing in particular? And nowhere is that more true than at Le Mans.

Four-time Le Mans winner Henri Pescarolo, a man never to pull his punches, was particularly outspoken about the decision to leave the safety car out. "Scandalous" was the word he used, and I tend to agree.

"Some of the most fantastic endurance races have taken place in the rain and fog," he offered. "If you come to Le Mans, you have to be prepared to drive in all sorts of conditions, day and night. If you don't want to, don't race here."

The legend of Le Mans is built on the unique challenge of the place, and that challenge isn't just about the Mulsanne Straight, the Porsche Curves and Tertre Rouge. It is also about the conditions the place throws at the drivers.

Some have built reputations on their prowess in the rain at Le Mans. The chase of the winning Rondeau by Jacky Ickx aboard the Joest Porsche 908/80 in 1980 is part of the legend of the man.

There's also an irony that the man behind the wheel of the safety car, another four-time winner in Yannick Dalmas, claimed victory in the very wet 1995 running of the 24 Hours. The giant-killing antics of Dalmas, JJ Lehto, Andy Wallace and Derek Bell in their McLaren F1 GTRs against the prototypes is one of

the reasons why it is regarded as a classic.

I'm now going to throw something else out there. Imagine if the downpour just before the start on Saturday arrived exactly 24 hours later.

Those who remember Le Mans 2007 might understand why I've raised this. What I recall most vividly is race leader Marco Werner screaming over the radio for the race to be stopped as he slithered round behind the safety car in his Audi R10 TDI. Instead, the green flags

were waved and we got a few minutes of green-flag 'racing' in the run-up to the finish.

I know that Le Mans is unlikely ever to be red-flagged. I've been promised by one senior official at the Automobile Club de l'Ouest that it never will. I've always suspected that the race organiser also doesn't want the stigma of the 24 Hours finishing behind the safety car. That's a fair assumption on the evidence of 2007, I reckon.

**“The legend of Le Mans is built on the unique challenge of the place”**

I know we are in a different era now that Le Mans is part of the reborn World Endurance Championship and we have a permanent race director from the FIA. But I've wondered for some years now what might happen if there was a repeat of the conditions of 2007. If we didn't get a safety-car period – and one that ran right to the chequered flag – it would smack of double standards, given Saturday's events.

Pescarolo suggested that the prolonged safety car was "very bad for our sport". He's absolutely correct on two counts: it diminishes the status of the event founded on the unique challenge it offers and it's a turn-off for the fans.

That much was clear from the boos coming across from the grandstands and spectator terracing opposite the pits during the safety-car period. And what about the viewers watching at home on TV? What were they thinking? About something else altogether I should imagine, because they'd probably switched over or gone out.

Long-distance sportscar racing is a hard enough sell in an age of instant gratification without giving people a reason to turn off. I just hope the fans left Le Mans on Sunday evening talking about the amazing racing rather than the charade of the opening hour. ✨

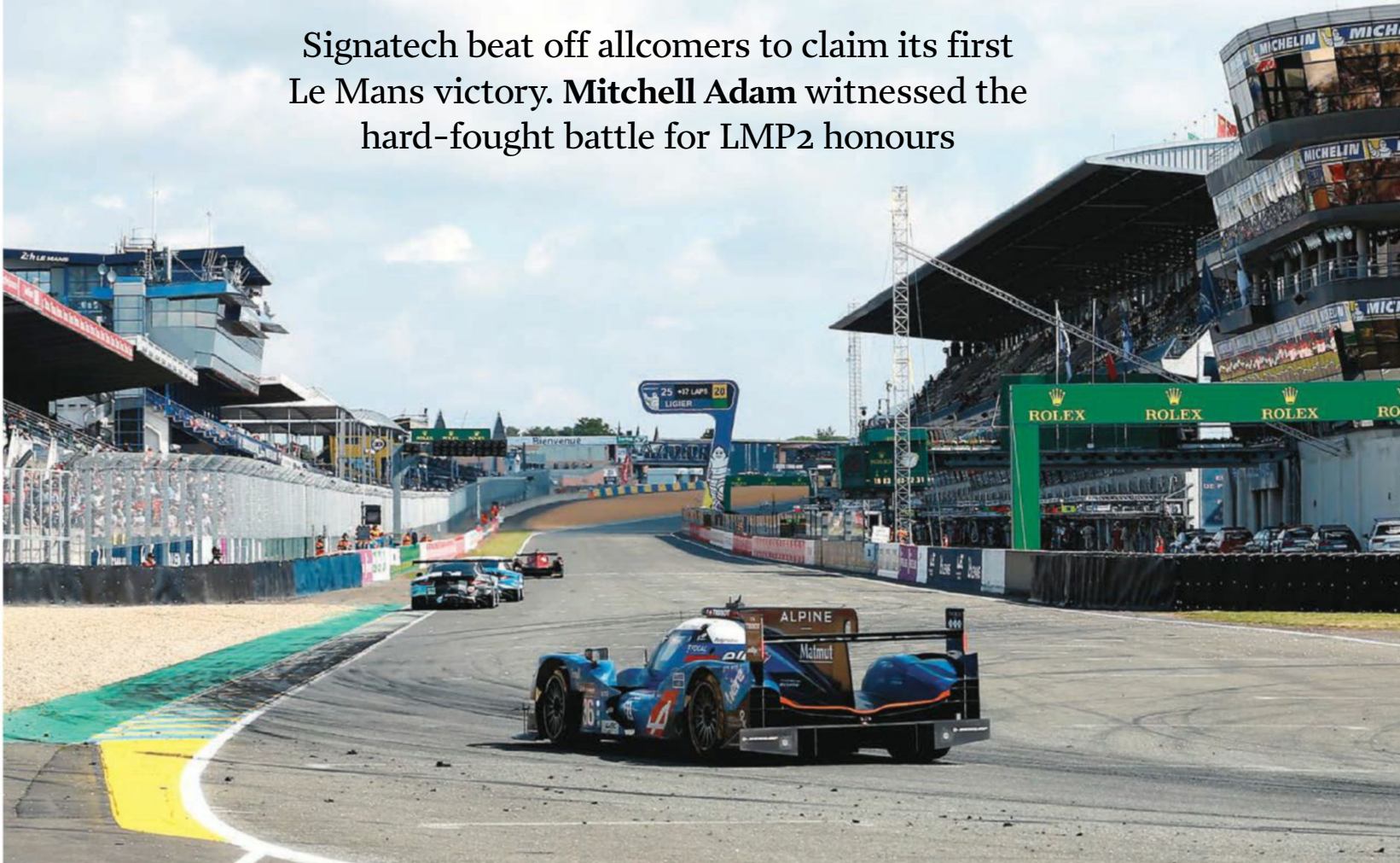


The field followed the safety car for so long that the fans booed

WARNER/LAT

# Signatech Alpine climbs the peak

Signatech beat off allcomers to claim its first Le Mans victory. Mitchell Adam witnessed the hard-fought battle for LMP2 honours



**L**MP2 sits in a unique position in the three tiers of sportscar racing. It does not have manufacturers spending big money on emerging technologies as in LMP1, nor does it have manufacturers trying to play the Balance of Performance game as in the GT ranks.

But what it does have is a relatively level playing field across a strong paddock. Its 23 cars from largely independent and savvy teams made it the biggest class at Le Mans, and all had something to play for compared to the non-hybrid LMP1 privateers. So that makes entertaining the notion of a favourite difficult when it comes to any race, let alone the biggest and longest of the year.

Five different teams had occupied the six podium positions of the year's first two World Endurance Championship events at Silverstone and Spa. At Le Mans itself, in sessions defined by rain but also yellow flags and traffic, the top

10 in qualifying had been covered by 2.865 seconds. And that did not include the Silverstone WEC winner, or the 2014 LMP2 Le Mans victor, which had also finished second last year.

So there were few clues to point to the winners before Saturday afternoon – the class was there to be won, rather than lost, by any one of a small handful of competitors.

Signatech didn't necessarily 'win' the race in the same way that Toyota should have in LMP1, or in the way that Porsche picked up the pieces in that class, but there is an element of crossover, with the truth being somewhere between the two. The Signatech Alpine ORECA was genuinely strong and led 231 of the 357 laps it completed – including the last 196 – and it lapped everybody but the second-place finisher.

But it was far from being the only contender in a genuine battle of endurance.

Nicolas Lapierre, Gustavo Menezes and Stephane Richelmi took control of the race

by stealth, during the dark of Saturday evening and Sunday morning. They had already worked back into contention after dropping from the lead to outside the top 10 early on, when Lapierre was left on rain tyres too long once racing started and others switched to intermediates.

Timing that move to perfection showed Le Mans debutant Manor was a contender. Roberto Merhi was drafted into the line-up amid a late shuffle of

LMP2 drivers that led to Will Stevens joining G-Drive for the event. Merhi had originally done his Manor deal for its second car, which had been added after the Le Mans entry list was set.

**“Merhi bolted to lead by 20 seconds at the end of hour two”**

Signatech Alpine fought back after falling out of top 10



Having switched to intermediates at the end of the first racing lap, Merhi bolted to lead by 20s at the end of hour two, essentially the first of the race given the safety-car start. One hour later he was 45s clear and, when he handed the ORECA over to Matt Rao during the fourth hour, the buffer was one minute.

From there, Manor's race unravelled. Rao spun while defending the class lead, and pitted several hours later with a slow puncture having hit a bollard, but the team was unable to restart the car. That cost the entry 11 laps and meant Merhi, Rao and Tor Graves were driving for scant reward – although Merhi did set the fastest LMP2 lap, 3m36.259s, on Sunday afternoon – until bodywork tucked under the front wheels on the run to Porsche Curves, sending Rao straight on and into the barriers in the 21st hour.

Manor had lost the lead early on Saturday evening to the Thiriet by TDS Racing ORECA, which had Ryo Hirakawa behind the wheel following Mathias Beche's first stint. Toyota >>

## MIXED FAREWELL FOR ROADSTERS

G-Drive Gibson ran in fourth until a collision sidelined the car



A CHAPTER OF LE MANS history concluded in the 84th running of the race, which was in all likelihood the last time that open-top cars will appear for the foreseeable future.

Since the new-for-2014 LMP2 formula mandated closed cockpits, the writing has been on the wall, and in the last year before another new generation of cars arrive, six teams – five in LMP2 and the Frederic Sausset 'innovation' car – raced older, open-top offerings from Gibson, ORECA and Morgan.

For Jota Sport it marked the last Le Mans with a car it has come to know as the 'mighty 38'. Jota bought the Gibson 015S (then called a Zytek Z11SN) in 2011 and it has been central to its LMP2 programmes since.

While it has its new partnership with G-Drive and an ORECA 05 this year, Giedo van der Garde and Jake Dennis joined Jota to race the Gibson with team co-owner Simon Dolan in the Spa and Le Mans WEC rounds and the European Le Mans Series.

Dolan was in the line-up when Jota won LMP2 at Le Mans in 2014 with Oliver Turvey and Harry Tinncknell, and again last year with Turvey and Mitch Evans, when it recovered from losing three laps early in the race to finish second.

The trio lined up 12th in class, but showed decent pace as van der Garde and Dennis got their first taste of racing at Le Mans. By Sunday morning the Gibson was in fourth, running behind the sister ORECA that had qualified

on pole position, and a podium looked more than possible.

But in the 16th hour, with Dolan at the wheel, it found the wall at the Ford chicane. Dolan reported being hit by the #98 GTE Am Aston Martin that "just punted me straight into the wall", labelling the move "disgusting" in the immediate aftermath.

He got the car back to the garage where the Jota mechanics worked for several hours on the front-end damage to get it back into the race, before ultimately bringing the campaign – and the Gibson chassis' time at Le Mans – to a close.

Strakka fared better, finishing a strong fourth in what Nick Leventis called "a fitting send-off for the Gibson".



Strakka Racing's Gibson 015S finished in fourth place

G-Drive ORECA of Rast, Rusinov and Stevens took second



protege Hirakawa slashed Rao's advantage, took the lead and waltzed away at the front of the field.

Pierre Thiriet led Lapierre by about three minutes at midnight, aided by safety-car and pitstop timing. But the next stop went the other way, paired with a slow, four-minute stop for TDS, which shifted the balance in Signatech's favour.

Together with the polesitting Jota-run G-Drive ORECA – which led the way in LMP2 in qualifying for the third time in as many races this year – the three cars swapped the lead early on Sunday morning as they pitted, before rookie Menezes pounced, the Californian starting to build a lead in the 11th, 12th and 13th hours. Lapierre took over as dawn approached.

In the 17th hour, Thiriet crashed out of the race from second at Mulsanne corner. Nelson

Panciatici had qualified second and just ahead of Lapierre in the other Alpine ORECA – run under the BAXI DC Racing banner – but went off in the same phase of the race at the first Mulsanne chicane while running fourth.

Suddenly, two of Signatech's three clear rivals were gone, its lead up to nearly a lap. The race was now its to lose. Lapierre and single-seater graduates Menezes and Richelmi kept the advantage around that margin, never quite romping away but always doing enough to keep their opponents at arm's length, even when one pitstop was seriously slowed by wheelnut issues on the left-rear corner.

The win adds the Alpine A460 to the list of Le Mans LMP2 class winners, but also adds to the 2015 victory claimed by ORECA with its 05 model, given Signatech's rebranding

agreement with the French constructor.

The team finished 2m40s clear at the top, managing just one lap fewer than Lapierre did when he won LMP2 with KCMG 12 months earlier, despite the field spending most of the first hour behind the safety car due to the wet conditions.

For Lapierre, back-to-back victories in LMP2 at Le Mans shows there is life after a factory LMP1 drive. In the 2014 race, his second crash cost the lead Toyota an hour in repairs and any hope of victory, and essentially ensured his cards were marked. Lapierre was dropped soon afterwards, mid-season, from the Anthony Davidson and Sebastien Buemi entry.

Alongside Menezes and Richelmi, he is part of an all-new line-up for Signatech this year, one that is now leading the LMP2 WEC standings after three of the nine legs.

The 2015 Le Mans winner's chances ended early. KCMG qualified ninth, and Richard Bradley and Matt Howson had moved up to and

**“Suddenly, two of Signatech's three clear rivals were gone”**



SMP Racing's BR01-  
Nissan claimed the  
last podium place



MAUGER/LAT

Signatech's Richelmi,  
Menezes, team owner  
Sinault and Lapierre



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consolidated third place during the first six hours, but the ORECA stopped on Mulsanne straight with Tsugio Matsuda behind the wheel in the eighth hour and would not restart.

What was later deemed to have been debris hitting a safety system cost the team 21 laps and, when it did rejoin the pack, Bradley was sent into the gravel at Porsche Curves by another electrical issue, ending its campaign in the 10th hour.

All of this essentially left the G-Drive ORECA as Signatech's last challenger standing. Pole qualifier Rene Rast started the car, but lost ground early with a slow puncture and an unscheduled pitstop. Two penalties later in the race – one a drivethrough for turning the engine on during refuelling at a pitstop and the other a one-minute stop-go for speeding in a slow zone – prevented Rast, Stevens and Roman Rusinov from getting closer, instead settling for second.

Stevens surmised that the line-up was “always having to try to play catch-up”; Rast that they had “the fastest car all day on average”. For the

next round at the Nurburgring, Stevens will return to Manor, and G-Drive says it has a full-time replacement lined up for Nathanael Berthon, with whom it split in early June.

SMP Racing's BR01 is still a work in progress compared to the ORECA's or Ligiers, but the #37 entry led by Vitaly Petrov completed the podium. Petrov, who shared the car with Victor Shaytar and Kirill Ladygin, put the car into third position during his last two stints on Sunday, moving past the Strakka Gibson of Danny Watts, Jonny Kane and Nick Leventis, which encountered a slow puncture.

Le Mans debutant Eurasia Motorsport grabbed fifth with Tristan Gommendy, Nick de Bruijn and Pu Jun Jin, ahead of Berthon, Memo Rojas and Julien Canal for Greaves Motorsport, the best of the Ligier runners.

That the top six cars were covered by nine laps said a lot about the race. Survival was the key, and Signatech was able to pair that with speed to secure its biggest moment in sportscar racing. 🏆

## IN BRIEF

### NISSAN DOMINATES SWANSONG

In its last Le Mans 24 Hours before the control Gibson engine is introduced next year, Nissan claimed its fifth LMP2 win in six attempts, and powered the top eight finishers.

### EXTREME SPEED-LIMITED

Extreme Speed Motorsports arrived at Le Mans as the winner of the Daytona 24 Hours and Sebring 12 Hours this year, but the best finish for its Ligiers in France was 11th with Scott Sharp, Johannes van Overbeek and Ed Brown. The lead car of Pipo Derani, Ryan Dalziel and Chris Cumming was quick but finished 16th, heavily delayed when Cumming spun entering a slow zone. That led to a puncture and suspension damage, then a vibration linked to a broken right-rear rocker.

### VANTHOOR/SHANK OUT OF LUCK

Audi GT regular Laurens Vanthoor qualified the Michael Shank Racing Ligier in fifth, the best of the non-ORECA (including Alpine) runners. But the team found a crack in the oil pan of its Honda engine, which required a change that incurred a five-minute penalty. That was served early, after Vanthoor had a slow puncture, but the team salvaged ninth.

### MORAND TOPPLED FROM TOP

RGR Sport by Morand led the LMP2 points before Le Mans but its campaign started with a Bruno Senna crash in practice. Senna, Filipe Albuquerque and Ricardo Gonzalez did finish 10th, after engine issues on Saturday afternoon and a puncture.

### LMP2 SPEED GAINS...

Despite the limitations of rain-hit qualifying sessions, Rene Rast's pole time was 1.427 seconds faster than Richard Bradley's 2015 mark.

### ...AND WEATHER WOES

Five teams were sent to the rear of the grid after the weather hampered qualifying plans. Maurizio Mediani did not turn the mandatory five night laps in the #27 SMP Racing BR01, while Remy Striebig (Pegasus Racing Morgan), Ed Brown (#30 ESM Ligier), Erik Maris (SO24! Lombard Ligier) and Tracy Krohn (Krohn Ligier) failed to record laps within 110% of Rast's pole time.

### BARTHEZ BEATS HOY

Fabien Barthez won the 'second sporting life' honours over Sir Chris Hoy. Both the former French national goalkeeper and British cycling legend made their debuts in the race. Barthez's Ligier (below) was eighth, Hoy and Algarve Pro Racing 12th.



MAUGER/LAT

# Ford beats the old rival

Le Mans was launched back into the 1960s as Ford defeated Ferrari. **Scott Mitchell** relates how Sebastien Bourdais, Dirk Muller and Joey Hand took victory for the American manufacturer





XPB IMAGES

Ford's GT gave the Blue Oval a special anniversary present

**T**here were plenty of new elements to the GTE battle in this year's Le Mans 24 Hours. The best part, though, was something old – something that hadn't been seen for almost half a century: Ford versus Ferrari.

From first qualifying on Wednesday night it became clear that the ultra-competitive GTE class would be the domain of two titans of yesteryear at Le Mans. That tag maybe does Ferrari, a regular protagonist in the class in recent times, a disservice. But it had been a long time since the Italian manufacturer went toe to toe with Ford for honours in the 24 Hours.

Despite a GTE Pro grid that was larger than ever, with 14 entries across five manufacturers, the story of the 2016 GTE battle was all about Ford and Ferrari.

Ford's return to Le Mans was always going to be a dominant storyline. With four brand-new GTs across the Chip Ganassi Racing operation's UK and US arms, the American marque set out its stall early: it was coming back, on the 50th anniversary of the GT40's first success, to win.

Nobody knew before Le Mans what Ford's chances *really* were. A fuel-mileage victory in the IMSA SportsCar Championship aside, it hadn't shown its hand in the States or the World Endurance Championship. But there were suspicions it had something up its sleeve – no way had a programme with such a high level of investment, and the sort of corporate pressure that comes with it, produced a new car as average as its test-day pace suggested.

Of course it hadn't. First qualifying showed as much – five seconds found, just like that, and pole (a one-two!) secured. The WEC-conquering Ferrari 488 GTE, another new model for this year's scrap, albeit one very much based on tried-and-tested GT cars of years gone by, was humbled.

Humbled but not out of the picture. While Porsche, Aston Martin and Chevrolet toiled by

## **Bourdais: “What a script! Ferrari vs Ford, 50 years later”**

comparison, Ferrari was very close to Ford's level. And that level was so high that even a Balance of Performance change between qualifying and the race – unprecedented (in the WEC era) – failed to bring

the two marques back within touching distance of the rest of the field.

“What a script,” said Sebastien Bourdais. “Ferrari versus Ford all over again, 50 years later. It's so good to be part of it.”

Bourdais and his team-mates in the #68 Chip Ganassi Racing Ford GT – Dirk Muller and Joey Hand – were not just part of that script. Emerging as victors, they were central characters.

A jumbled opening couple of hours, thanks to the early rain, dropped the #68 and #69 Fords from the front row into the middle of the GT pack, but it wasn't long before Richard Westbrook had the #69 in the lead, and Muller made up plenty of ground in the pole-claiming #68 as well.

The #69's stint in the lead was a short one, »



Le Mans addicted



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and after 37 laps the race's shifting sands were halted. For the final 300 laps, the lead of the class was controlled by two cars – the #68 Ford and the #82 Risi Competizione Ferrari.

Ferrari's Le Mans honour was upheld by the customer 488, not the two factory AF Corse entries. Having been unable to match the works Ferraris, let alone Ford, in qualifying, Risi produced a gallant effort in the race to keep the #68 crew guessing until the final three hours.

And Risi didn't just hang in there. With Giancarlo Fisichella magnificent, it directly took the fight to Ford. As the performance disparity neutered half the field and the factory Ferraris hit problems early on, the efforts of Fisichella, Toni Vilander and Matteo Malucelli saved the GTE fight from a dull whitewash.

There was no doubt that the #68 Ford was the quicker car on raw pace, but that attribute only gets you so far in 24-hour racing. What Risi demonstrated was genuine endurance. The Ferrari persistently dogged the two lead Fords in the early hours and split them in the sixth when Malucelli passed Scott Dixon, who struggled to get up to speed early in his stints in the #69 car as he acclimatised himself with a new car and a new circuit, having missed the test day.

As the #69 Ford slipped further back, Risi hounded the #68 relentlessly. The Ferrari fell almost half a minute behind – the result of an unfortunate bit of slow-zone timing – as the race moved into the night, but then vaulted into the lead when the Ford stopped just before the deployment of a safety car in the 10th hour.

Another safety car in the next hour bumped the Ferrari lead up to a minute. At this phase of the race, the #69 had cycled back in front of the sister Ford thanks to a brake change for the #68.

But it was still the #68 car that looked most dangerous. While Westbrook and Briscoe chipped away at Vilander and Malucelli in consecutive hours in the #69, the excellent Hand triple-stinted in the #68 and moved into second, a minute and a

## “The true pace of the Ford was revealed with six hours left”

half off the lead, when the #69 required its own brake change in hour 14.

A stellar service from Risi meant the Ferrari trio managed to maintain the lead as dawn broke, and thereafter

Vilander helped cement its victory credentials by withstanding Bourdais. Then, when the Frenchman handed over to Muller, an electronics failure meant the Ford GT's engine couldn't be switched off for the refuelling and a drivethrough penalty was dished out.

This is when the true pace of the Ford was arguably revealed. The penalty, picked up with six or so hours remaining, cost the #68 more than half a minute, but Muller obliterated Malucelli's advantage in the next hour.

When Muller moved aside for Hand, the American continued that fine work to pass Malucelli and edge clear with four hours to go.

While the Ferrari's resistance was broken, that did not remove it from the picture entirely – but >>

## GTE AM



Scuderia Corsa Ferrari took Am win after defeating Porsches

COMPARED TO THE glamour of Ford's return, its in-race squabble with Ferrari and the row about Balance of Performance in GTE Pro, the Am affair proved to be far simpler as Bill Sweedler, Jeff Segal and IndyCar journeyman Townsend Bell mastered the Scuderia Corsa Ferrari 458 to a crushing victory.

An unfancied pick, having only qualified ninth, there was little to suggest that victory was on the cards for the car during the opening couple of hours of the race as the Porsches swarmed into a 1-2-3-4 formation at the front.

But the first chinks in the Porsche armour were exposed when the #89 Proton Competition car crashed on the approach to the Dunlop chicane, retiring on the spot, and as the stranglehold weakened the

Ferrari worked its way into a prime position to pounce.

By the early hours of | the morning only the Abu Dhabi-Proton Racing Porsche stood between Bell and the lead of the race. Bell duly sliced into the 911's advantage, wiping out a two-minute deficit to Khaled Al Qubaisi before passing the Porsche – in which Al Qubaisi was joined by Patrick Long and David Heinemeier Hansson – and romping clear.

Any attempts by Proton to react were too late. Bell's devastating stints left the Porsche with a two-minute deficit, before Sweedler and Segal provided the sucker punch as they went a lap up on their nearest rival on Sunday morning.

The trio relented in their final shifts with such a healthy margin of insurance, eventually

winning by nearly three minutes to add a Le Mans win to their 2014 Daytona 24 Hours GTD victory.

Corsa's nearest challenger at the flag wasn't the Porsche either, as AF Corse's Emmanuel Collard was able to get his Ferrari around the Porsche in the final hour of the race.

The car, which Collard shared with Rui Aguas and Francois Perrodo, had gone off in the ninth hour but, having quickly been recovered to the pits, a similarly impressive recovery brought it back into play. With similar poise to that displayed by Bell, Collard secured a Ferrari one-two, with the Abu Dhabi-Proton Porsche completing the podium, a lap up on the Clearwater Racing Ferrari in which Rob Bell had claimed pole.

JACK COZENS



Abu Dhabi-Proton Racing Porsche took final podium place



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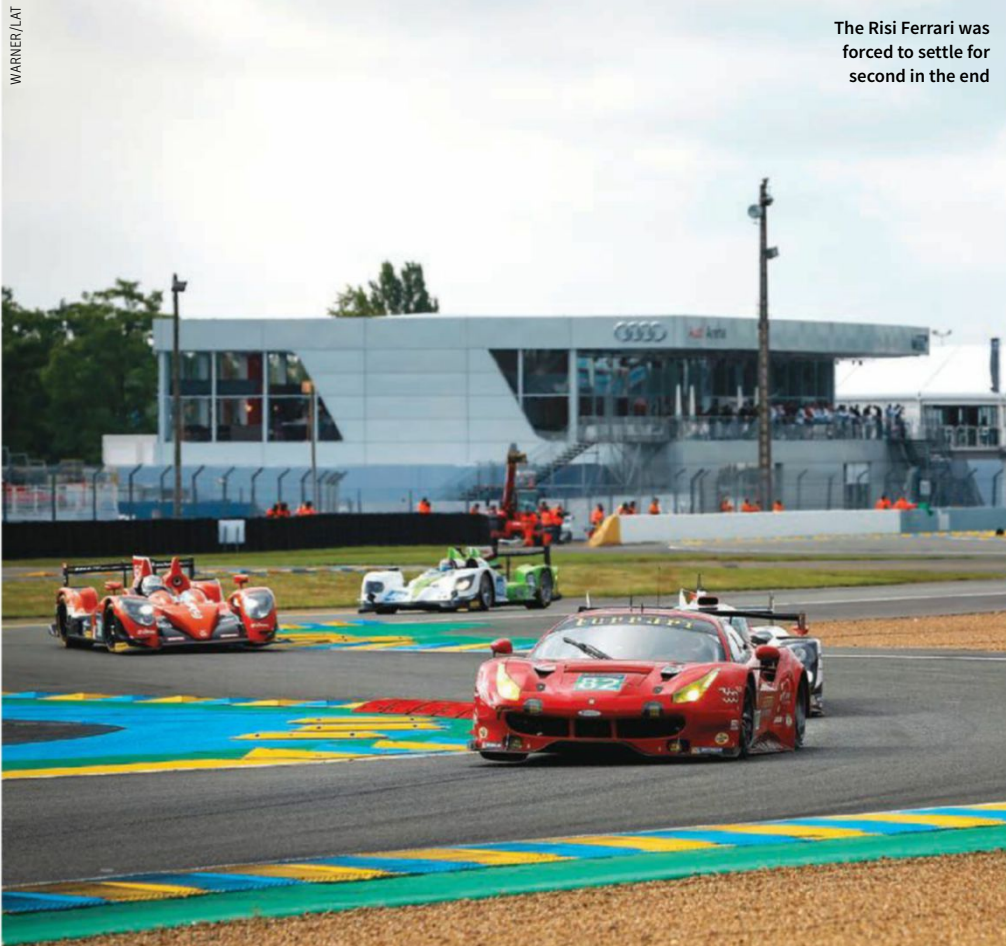
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The Risi Ferrari was forced to settle for second in the end

IN BRIEF

**FERRARI VERSUS FORD SOURED**

The top two finishers in GTE Pro protested one another and were both hit with post-race time penalties. The #68 Ford GT was given a 50-second penalty, for speeding in a slow zone, as a result of a protest from the second-placed Risi Competizione team, plus a 20-second penalty for a faulty wheel sensor. But the Ferrari squad was prevented from moving ahead of the Ford after getting its own 20-second penalty for not stopping to repair a broken leader light.

**BoP ROW OVERSHADOWS EVENT...**

The Ford-Ferrari domination of the race came despite both getting pegged back between qualifying and the race. The new turbocharged Ford GTs and Ferrari 488 GTEs blocked out the first seven positions in qualifying, 3.7s quicker than the next-best manufacturer. Ford was hit with a 10kg weight penalty and its engine power was also cut with a revised table of turbo-boost ratios, while Ferrari gained 15kg.

**...BUT CHANGES HAVE NO EFFECT**

Despite the BoP changes, the quickest Ford came close to matching the pole time in the race, with IndyCar legend Scott Dixon setting the fastest lap on a 3m51.514s. Three of the Fords were in the 3m51s in the race. The quickest representatives from Aston, Porsche and Chevrolet remained at least two seconds off the pace, despite the Astons and Chevys getting a restrictor break after qualifying.

**NO LUCK FOR FOURTH FORD**

While Ford secured a 1-3-4 on its return to Le Mans, its #67 car hit trouble before the race even started. A gearbox problem meant Andy Priaulx's GT was pushed off the grid and resumed two laps down. Further problems, including Marino Franchitti going off at Mulsanne Corner, left it 34 laps down on the winning car.

**REGULARS OVERSHADOWED**

The GTE race was never headed by a car eligible for World Endurance Championship points. The #68 and #69 Ford GTs, #82 Risi Competizione Ferrari 488 GTE and #91 and #92 Porsche Motorsport 911 RSRs are all regular competitors in the US-based IMSA SportsCar Championship. Risi led the most on 159, four more than the race-winning #68 Ford, while the #91 (below) headed the field for just two laps.



a spin from Vilander, who “overestimated my skills a little bit” while pursuing Hand, did. The rotation exiting the Porsche Curves dropped the car to almost a minute behind the Ford.

That, as Bourdais put it, was “the big game changer”. It allowed the #68 a free run to the end and forced Risi to focus instead on keeping the third-placed #69 at arm’s length, which it did despite a penalty (see panel, right).

“It’s hard to believe that 50 years after the big success of the Ford GT 40 in ‘66, we made it again,” said Muller, who took the flag. “The last few laps, to be honest, were crazy.”

Entertaining as that fight for the victory was (on-track, at least), the race was the poorer for the loss of the factory Ferraris. In practice, the #51 car that has been so rapid in the hands of Gianmaria Bruni and James Calado in the WEC’s opening two encounters set the pace. And it was strong in qualifying too, Bruni splitting the quartet of Fords.

Calado was a contender early on, running in the top three throughout the first two hours, but hit a kerb responding to a late call to pit and damaged the 488’s sump. Bruni took over, but returned to the pits a lap later, and the necessary repairs immediately dumped it out of contention. It eventually retired with overheating issues.

The #71 Ferrari won the opening two WEC rounds but Sam Bird and Davide Rigon, joined at Le Mans by Andrea Bertolini, weren’t as strong pace-wise. Boost-pressure problems in the race limited them to a frustrating scrap in among the recovering #66 Ford GT, which had lost a lap in

the early stages with an electrical issue, plus the lead Chevrolet and Aston. But its race came to an abrupt end overnight, when a rim failure pitched Rigon into the gravel.

Another element that made the GTE fight a reduced spectacle compared to previous seasons is that, for 24 hours, three of the world’s finest sportscar manufacturers were marginalised at best, and obliterated at worst.

The lead Aston clung onto the lead lap (or thereabouts), and Darren Turner, Nicki Thiim and Marco Sorensen deserve credit for that in a car that was, on average, three seconds a lap off the pace. Their reward should have been fourth and maximum points (with the top three finishers not WEC-registered), but a cruel puncture three hours from home dropped them behind the #66 Ford.

The factory Porsches shone brightly early on, with Frederic Makowiecki and Patrick Pilet hitting the front in their 911 RSRs. And when last year’s outright winners Earl Bamber and Nick Tandy took over the #92 and #91 respectively they held their own (although they did swap positions) before both hit problems. The #91 lost a lap when a holed radiator required a change, then retired with a blown engine. The #92 had its left-rear upright replaced, and later had a suspension pick-up point fail, forcing this car out too.

Chevrolet went with Aston for much of the race, but its lead car ended up in the wall on the approach to the Dunlop chicane after Tommy Milner lost control of the #64 Corvette C7.R and crunched nose-first into the tyres on the right-hand side. ❄

**“The race was poorer for the loss of the works Ferraris”**

Qualifying

POS	NO	DRIVER	CAR	CLASS	QUAL	GRID
1	2	Neel Jani	Porsche 919 Hybrid	LMP1	3m19.733s	1
2	1	Timo Bernhard	Porsche 919 Hybrid	LMP1	3m20.203s	2
3	6	Stephane Sarrazin	Toyota TS050 HYBRID	LMP1	3m20.737s	3
4	5	Anthony Davidson	Toyota TS050 HYBRID	LMP1	3m21.903s	4
5	7	Andre Lotterer	Audi R18 e-tron quattro	LMP1	3m22.780s	5
6	8	Lucas di Grassi	Audi R18 e-tron quattro	LMP1	3m22.823s	6
7	13	Dominik Kraihamer	Rebellion-AER R-One	LMP1	3m26.586s	7
8	12	Nelson Piquet Jr	Rebellion-AER R-One	LMP1	3m27.348s	8
9	4	Pierre Kaffer	CLM-AER P1/01	LMP1	3m34.168s	54*
10	26	Rene Rast	ORECA-Nissan 05	LMP2	3m36.605s	9
11	35	Nelson Panciatici	ORECA-Nissan 05	LMP2	3m37.175s	10
12	36	Nicolas Lapierre	ORECA-Nissan 05	LMP2	3m37.225s	11
13	44	Roberto Merhi	ORECA-Nissan 05	LMP2	3m38.037s	12
14	49	Laurens Vanthoor	Ligier-Honda JSP2	LMP2	3m38.837s	13
15	31	Pipo Derani	Ligier-Nissan JSP2	LMP2	3m39.366s	14
16	46	Mathias Beche	ORECA-Nissan 05	LMP2	3m39.375s	15
17	42	Jonny Kane	Gibson-Nissan 015S	LMP2	3m39.394s	16
18	47	Richard Bradley	ORECA-Nissan 05	LMP2	3m39.436s	17
19	23	Paul-Loup Chatin	Ligier-Nissan JSP2	LMP2	3m39.470s	18
20	33	Tristan Gommendy	ORECA-Nissan 05	LMP2	3m40.631s	19
21	38	Jake Dennis	Gibson-Nissan 015S	LMP2	3m40.685s	20
22	43	Filipe Albuquerque	Ligier-Nissan JSP2	LMP2	3m40.899s	21
23	27	Mikhail Aleshin	BRE-Nissan BR01	LMP2	3m41.132s	55*
24	28	Leo Roussel	Morgan-Nissan LMP2	LMP2	3m41.285s	56*
25	30	Johannes van Overbeek	Ligier-Nissan JSP2	LMP2	3m41.406s	57*
26	37	Vitaly Petrov	BRE-Nissan BR01	LMP2	3m41.776s	22
27	25	Andrea Pizzitola	Ligier-Nissan JSP2	LMP2	3m42.088s	23
28	41	Nathanael Berthon	Ligier-Nissan JSP2	LMP2	3m42.570s	24
29	48	Jeroen Bleekemolen	ORECA-Nissan 03R	LMP2	3m43.508s	25
30	34	Shinji Nakano	ORECA-Judd/BMW 03R	LMP2	3m43.590s	26
31	22	Vincent Capillaire	Ligier-Judd/BMW JSP2	LMP2	3m44.347s	58*
32	84	Christophe Tinseau	Morgan-Nissan LMP2	INNOV	3m45.178s	27
33	40	Nic Jonsson	Ligier-Nissan JSP2	LMP2	3m45.213s	59*
34	68	Dirk Muller	Ford GT	GTE PRO	3m51.185s	28
35	69	Ryan Briscoe	Ford GT	GTE PRO	3m51.497s	29
36	51	Gianmaria Bruni	Ferrari 488 GTE	GTE PRO	3m51.568s	30
37	67	Harry Tincknell	Ford GT	GTE PRO	3m51.590s	31
38	66	Olivier Pla	Ford GT	GTE PRO	3m52.038s	32
39	71	Sam Bird	Ferrari 488 GTE	GTE PRO	3m52.508s	33
40	82	Giancarlo Fisichella	Ferrari 488 GTE	GTE PRO	3m53.176s	34
41	92	Frederic Makowiecki	Porsche 911 RSR	GTE PRO	3m54.918s	35
42	95	Marco Sorensen	Aston Martin Vantage GTE	GTE PRO	3m55.261s	36
43	91	Nick Tandy	Porsche 911 RSR	GTE PRO	3m55.332s	37
44	97	Richie Stanaway	Aston Martin Vantage GTE	GTE PRO	3m55.380s	38
45	77	Michael Christensen	Porsche 911 RSR	GTE PRO	3m55.426s	39
46	64	Oliver Gavin	Chevrolet Corvette C7.R	GTE PRO	3m55.848s	40
47	61	Rob Bell	Ferrari 458 Italia	GTE AM	3m56.827s	41
48	98	Pedro Lamy	Aston Martin Vantage GTE	GTE AM	3m57.198s	42
49	88	Patrick Long	Porsche 911 RSR	GTE AM	3m57.513s	43
50	55	Matt Griffin	Ferrari 458 Italia	GTE AM	3m57.596s	44
51	83	Emmanuel Collard	Ferrari 458 Italia	GTE AM	3m57.742s	45
52	63	Antonio Garcia	Chevrolet Corvette C7.R	GTE PRO	3m57.967s	60*
53	50	Pierre Ragues	Chevrolet Corvette C7.R	GTE AM	3m58.018s	46
54	60	Mikkel Mac	Ferrari 458 Italia	GTE AM	3m58.760s	47
55	78	Wolf Henzler	Porsche 911 RSR	GTE AM	3m59.034s	48
56	62	Jeff Segal	Ferrari 458 Italia	GTE AM	4m00.008s	49
57	89	Leh Keen	Porsche 911 RSR	GTE AM	4m00.107s	50
58	86	Adam Carroll	Porsche 911 RSR	GTE AM	4m01.046s	51
59	57	Johnny O'Connell	Chevrolet Corvette C7.R	GTE AM	4m02.326s	52
60	99	Gary Hirsch	Aston Martin Vantage GTE	GTE AM	4m03.148s	53

\*PENALTIES The following cars were sent to the back of the grid, where they lined up in qualifying-pace order: #4 CLM (Trummer - did not meet minimum qualifying time or complete the five mandatory night laps); #27 BRE (Mediani - night laps); #28 Morgan (Striebig - qualifying minimum); #30 Ligier (Brown - qualifying minimum); #22 Ligier (Maris - qualifying minimum); #40 Ligier (Krohn - qualifying minimum); #63 Chevrolet (Garcia - night laps).

LMP1 Hour by hour chart / What happened, when

POS	HR 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	6	6	1	1	6	6	6	6	2	6	6	6	6	6	6	6	5	5	5	5	5	5	5	2
2	2	5	6	6	2	1	1	2	6	5	2	2	2	5	2	5	6	6	6	5	2	2	2	6
3	8	1	8	8	1	5	5	1	5	2	5	5	5	2	5	2	2	2	2	6	6	6	6	8
4	1	8	5	2	5	2	2	5	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7
5	5	2	2	5	8	8	8	8	13	13	13	13	13	7	7	7	7	7	7	7	7	7	7	1
6	7	13	13	13	13	13	13	13	7	7	7	7	13	12	12	1	1	1	1	1	1	1	1	12
7	13	4	12	12	7	7	7	7	1	12	12	12	12	12	13	12	12	12	12	12	12	12	12	
8	4	12	7	7	12	12	12	12	12	1	1	1	1	1	1	4	12	13	13	13	13	13	13	
9	12	7	4	4	4	4	4	4	4	4	4	4	4	4	4	13								

Le Mans in numbers

**11**  
Tracy Krohn and Nic Jonsson extended the record for most Le Mans starts as team-mates

**60**  
For the first time since 1955, a record 60 cars started the Le Mans 24 Hours

**44**  
Number of drivers who were classified finishers, breaking the previous Le Mans record of 42

**18**  
Jani's pole position was the 18th for Porsche in this event. Next-best, Audi, has eight

**277**  
Total laps led by Toyota out of a total race distance of 384 laps

**213.4**  
Top speed, in mph, in the race. This was set by Duval in the #8 Audi

**23...**  
Age, in years, of Andrea Pizzitola when he started his second stint in the #25 Ligier

**...24**  
Age, in years, of Andrea Pizzitola when he ended his second stint in the #25 Ligier

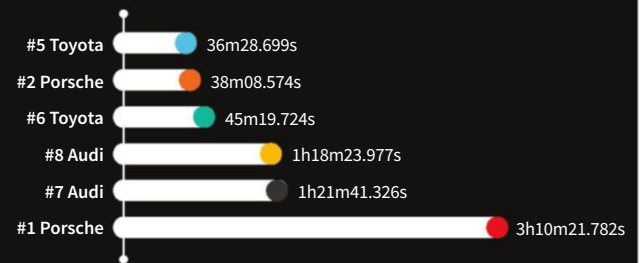
**37**  
Number of times the outright lead changed hands during the 24 Hours

**40**  
Number of rookies, including ex-F1 men Will Stevens, Giedo van der Garde and Roberto Merhi

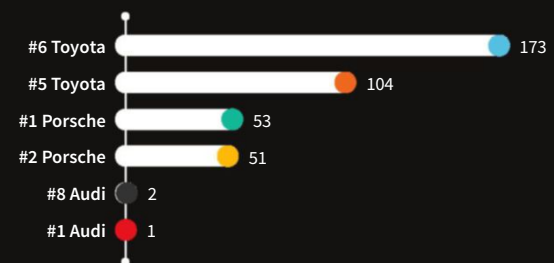
**64**  
At the age of 64, Mark Patterson in the #57 Chevrolet was the oldest driver in the race

**22**  
Emmanuel Collard was the most experienced driver this year, making his 22nd start

Time spent in pits (works LMP1)



Laps led (LMP1)





## Race results / World Endurance Championship Round 3/9, Le Mans – 384 laps, 3251.969 miles

POS	NO	DRIVERS	TEAM	CAR	CLASS	RESULTS
1	2	Neel Jani (CH)/Romain Dumas (F)/Marc Lieb (D)	Porsche Team	Porsche 919 Hybrid	LMP1	24h00m38.449s
2	6	Mike Conway (GB)/Stephane Sarrazin (F)/Kamui Kobayashi (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-3 laps
3	8	Loic Duval (F)/Lucas di Grassi (BR)/Oliver Jarvis (GB)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-12 laps
4	7	Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-17 laps
5	36	Nicolas Lapierre (F)/Gustavo Menezes (USA)/Stephane Richelmi (MC)	Signatech Alpine	ORECA-Nissan 05	LMP2	-27 laps
6	26	Rene Rast (D)/Roman Rusinov (RUS)/Will Stevens (GB)	G-Drive (Jota Sport)	ORECA-Nissan 05	LMP2	-27 laps
7	37	Vitaly Petrov (RUS)/Victor Shaytar (RUS)/Kirill Ladygin (RUS)	SMP Racing (AF Corse)	BRE-Nissan BR01	LMP2	-31 laps
8	42	Jonny Kane (GB)/Nick Leventis (GB)/Danny Watts (GB)	Strakka Racing	Gibson-Nissan 015S	LMP2	-33 laps
9	33	Tristan Gommendy (F)/Pu Jun Jin (PRC)/Nick de Bruijn (NL)	Eurasia Motorsport	ORECA-Nissan 05	LMP2	-36 laps
10	41	Nathanael Berthon (F)/Memo Rojas (MEX)/Julien Canal (F)	Greaves Motorsport	Ligier-Nissan JSP2	LMP2	-36 laps
11	27	Mikhail Aleshin (RUS)/Nicolas Minassian (F)/Maurizio Mediani (I)	SMP Racing (AF Corse)	BRE-Nissan BR01	LMP2	-37 laps
12	23	Paul-Loup Chatin (F)/Fabien Barthez (F)/Timothe Buret (F)	Paris Barthez Competition (Tech 1)	Ligier-Nissan JSP2	LMP2	-37 laps
13	1	Timo Bernhard (D)/Mark Webber (AUS)/Brendon Hartley (NZ)	Porsche Team	Porsche 919 Hybrid	LMP1	-38 laps
14	49	Laurens Vanthoor (B)/John Pew (USA)/Oswaldo Negri Jr (BR)	Michael Shank Racing	Ligier-Honda JSP2	LMP2	-39 laps
15	43	Filipe Albuquerque (P)/Ricardo Gonzalez (MEX)/Bruno Senna (BR)	RGR Sport by Morand	Ligier-Nissan JSP2	LMP2	-40 laps
16	30	Johannes van Overbeek (USA)/Scott Sharp (USA)/Ed Brown (USA)	Extreme Speed Motorsports (OAK)	Ligier-Nissan JSP2	LMP2	-43 laps
17	25	Andrea Pizzitola (F)/Michael Munemann (GB)/Chris Hoy (GB)	Algarve Pro Racing	Ligier-Nissan JSP2	LMP2	-43 laps
18	68	Dirk Muller (D)/Joey Hand (USA)/Sebastien Bourdais (F)	Ford Chip Ganassi Team USA	Ford GT	GTE Pro	-44 laps
19	82	Giancarlo Fisichella (I)/Toni Vilander (FIN)/Matteo Malucelli (I)	Risi Competizione	Ferrari 488 GTE	GTE Pro	-44 laps
20	69	Richard Westbrook (GB)/Ryan Briscoe (AUS)/Scott Dixon (NZ)	Ford Chip Ganassi Team USA	Ford GT	GTE Pro	-44 laps
21	66	Olivier Pla (F)/Stefan Mucke (D)/Billy Johnson (USA)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-45 laps
22	40	Nic Jonsson (S)/Tracy Krohn (USA)/Joao Barbosa (P)	Krohn Racing	Ligier-Nissan JSP2	LMP2	-46 laps
23	95	Darren Turner (GB)/Nicki Thiim (DK)/Marco Sorensen (DK)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-46 laps
24	97	Richie Stanaway (NZ)/Fernando Rees (BR)/Jonny Adam (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-47 laps
25	63	Antonio Garcia (E)/Jan Magnussen (DK)/Ricky Taylor (USA)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R	GTE Pro	-48 laps
26	62	Townsend Bell (USA)/Bill Sweedler (USA)/Jeff Segal (USA)	Scuderia Corsa	Ferrari 458 Italia	GTE Am	-53 laps
27	83	Emmanuel Collard (F)/Francois Perrodo (F)/Rui Aguas (P)	AF Corse	Ferrari 458 Italia	GTE Am	-53 laps
28	88	Patrick Long (USA)/Khaled Al Qubaisi (UAE)/David Heinemeier Hansson (DK)	Abu Dhabi-Proton Racing	Porsche 911 RSR	GTE Am	-54 laps
29	12	Nick Heidfeld (D)/Nicolas Prost (F)/Nelson Piquet Jr (BR)	Rebellion Racing	Rebellion-AER R-One	LMP1	-54 laps
30	61	Rob Bell (GB)/Mok Weng Sun (MAL)/Keita Sawa (J)	Clearwater Racing	Ferrari 458 Italia	GTE Am	-55 laps
31	77	Michael Christensen (DK)/Richard Lietz (A)/Philipp Eng (A)	Dempsey Racing-Proton	Porsche 911 RSR	GTE Pro	-55 laps
32	22	Vincent Capillaire (F)/Erik Maris (F)/Jonathan Coleman (GB)	So24 ! by Lombard Racing	Ligier-Judd/BMW JSP2	LMP2	-56 laps
33	86	Adam Carroll (GB)/Mike Wainwright (GB)/Ben Barker (GB)	Gulf Racing UK	Porsche 911 RSR	GTE Am	-56 laps
34	48	Jeroen Bleekemolen (NL)/Ben Keating (USA)/Marc Goossens (B)	Murphy Prototypes	ORECA-Nissan 03R	LMP2	-61 laps
35	60	Mikkel Mac (DK)/Johnny Laursen (DK)/Christina Nielsen (DK)	Formula Racing (AF Corse)	Ferrari 458 Italia	GTE Am	-65 laps
36	99	Gary Hirsch (CH)/Andrew Howard (GB)/Liam Griffin (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	-66 laps
37	50	Pierre Ragues (F)/Yutaka Yamagishi (J)/Jean-Philippe Belloc (F)	Larbre Competition	Chevrolet Corvette C7.R	GTE Am	-68 laps
38	84	Christophe Tinseau (F)/Frederic Sausset (F)/Jean-Bernard Bouvet (F)	SRT41 by Oak Racing	Morgan-Nissan LMP2	Innovative	-69 laps
39	57	Johnny O'Connell (USA)/Oliver Bryant (GB)/Mark Patterson (USA)	Team AAI (ProSpeed)	Chevrolet Corvette C7.R	GTE Am	-78 laps
40	67	Andy Priaulx (GB)/Marino Franchitti (GB)/Harry Tincknell (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-78 laps
41	78	Wolf Henzler (D)/Christian Ried (D)/Joel Camathias (CH)	KCMG (Proton)	Porsche 911 RSR	GTE Pro	-84 laps
42	31	Pipo Derani (BR)/Ryan Dalziel (GB)/Chris Cumming (CDN)	Extreme Speed Motorsports (OAK)	Ligier-Nissan JSP2	LMP2	-87 laps
43	34	Shinji Nakano (J)/Niki Leutwiler (CH)/James Winslow (GB)	Race Performance	ORECA-Judd/BMW 03R	LMP2	-87 laps
44	55	Matt Griffin (IRL)/Duncan Cameron (GB)/Aaron Scott (GB)	AF Corse	Ferrari 458 Italia	GTE Am	-95 laps
NC	5	Sebastien Buemi (CH)/Anthony Davidson (GB)/Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	+7m48.375s-final lap too slow
NC	28	Leo Roussel (F)/Ines Taittinger (F)/Remy Striebig (F)	Pegasus Racing	Morgan-Nissan LMP2	LMP2	292 laps-fire
NC	98	Pedro Lamy (P)/Paul Dalla Lana (CDN)/Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	281 laps-gearbox
NC	38	Jake Dennis (GB)/Simon Dolan (GB)/Giedo van der Garde (NL)	G-Drive (Jota Sport)	Gibson-Nissan 015S	LMP2	222 laps-accident damage
NC	13	Alexandre Imperatori (CH)/Matheo Tuscher (CH)/Dominik Kraihamer (A)	Rebellion Racing	Rebellion-AER R-One	LMP1	200 laps-fuel system
R	44	Roberto Merhi (E)/Tor Graves (GB)/Matt Rao (GB)	Manor	ORECA-Nissan 05	LMP2	283 laps-accident
R	46	Mathias Beche (CH)/Pierre Thiriet (F)/Ryo Hirakawa (J)	Thiriet by TDS Racing	ORECA-Nissan 05	LMP2	241 laps-accident damage
R	35	Nelson Panciatichi (F)/David Cheng (USA)/Ho-Pin Tung (NL)	Baxi DC Racing Alpine (Signatech)	ORECA-Nissan 05	LMP2	234 laps-accident
R	64	Oliver Gavin (GB)/Tommy Milner (USA)/Jordan Taylor (USA)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R	GTE Pro	219 laps-accident
R	4	Pierre Kaffer (D)/Simon Trummer (CH)/Oliver Webb (GB)	ByKolles Racing Team	CLM-AER P1/01	LMP1	206 laps-fire
R	51	James Calado (GB)/Gianmaria Bruni (I)/Alessandro Pier Guidi (I)	AF Corse	Ferrari 488 GTE	GTE Pro	179 laps-electrical
R	71	Sam Bird (GB)/Davide Rigon (I)/Andrea Bertolini (I)	AF Corse	Ferrari 488 GTE	GTE Pro	143 laps-wheelrim
R	92	Frederic Makowiecki (F)/Earl Bamber (NZ)/Jorg Bergmeister (D)	Porsche Motorsport	Porsche 911 RSR	GTE Pro	140 laps-engine
R	91	Patrick Pilet (F)/Kevin Estre (F)/Nick Tandy (GB)	Porsche Motorsport	Porsche 911 RSR	GTE Pro	135 laps-suspension pickup point
R	47	Richard Bradley (GB)/Tsugio Matsuda (J)/Matt Howson (GB)	KCMG	ORECA-Nissan 05	LMP2	116 laps-electronics
R	89	Leh Keen (USA)/Cooper MacNeil*(USA)/Marc Miller (USA)	Proton Competition	Porsche 911 RSR	GTE Am	50 laps-accident

\*MacNeil unwell before the race, so was unable to take part. No replacement was allowed. First-named driver started.

**Winners' average speed** 135.438mph. **Fastest lap** Kobayashi 3m21.445s, 151.342mph.

**LMP2** Merhi 3m36.259s, 140.975mph. **GTE Pro** Dixon 3m51.514s, 131.686mph. **GTE Am** M Griffin 3m56.634s, 128.837mph.

## WEC STANDINGS

### LMP drivers

1	Lieb/Jani/Dumas	94
2	Jarvis/di Grassi/Duval	55
3	Kobayashi/Conway/Sarrazin	54
4	Fassler/Lotterer/Treluyer	35
5	Tuscher/Kraihamer/Imperatori	30
6	Lapierre/Menezes/Richelmi	30

### LMP2 drivers

1	Menezes/Lapierre/ Richelmi	87
2	Rast/Rusinov	64
3	Senna/Albuquerque/ Gonzalez	53
4	Derani/Dalziel	44

### GTE drivers

1	Johnson/Pla/Mucke	60
2	Rigon/Bird	52
3	Turner/Sorensen/Thiim	51
4	Rees/Adam/Stanaway	45
5	Collard/Perrodo/Aguas	40
6	Priaulx/Tincknell/Franchitti	32

### GTE AM drivers

1	Collard/Perrodo/Aguas	93
2	Heinemeier Hansson/ Al Qubaisi	55
3	Ragues/Yamagishi	50
4	Lauda/Dalla Lana/Lamy	45

### LMP1 manufacturers

1	Porsche	127
2	Audi	95
3	Toyota	79

### GTE manufacturers

1	Aston Martin	112
2	Ferrari	103
3	Ford	98
4	Porsche	60



WORLD ENDURANCE CHAMPIONSHIP

## DRS among new LMP1

THE INTRODUCTION OF A DRAG reduction system is one of a raft of LMP1 rule changes announced during Le Mans 24 Hours week aimed at reducing the gap between the factory teams and the privateers.

Rear DRS is due to come on stream for the 2018 World Endurance Championship after an initial batch of changes in the rules for next season, including new aerodynamic freedoms, to increase the performance of non-hybrid P1 machinery. The moves follow a meeting called by rule-makers the FIA and Automobile Club de l'Ouest, organiser of the Le Mans 24 Hours, at which existing and prospective independent entrants were asked to put forward proposals.

Active aerodynamics were under discussion for '17, but the FIA and the ACO decided to wait a year rather than rush it through. ACO sporting director Vincent Beaumesnil explained that the introduction of DRS was agreed in principle, but that the details had yet to be worked out.

"There are many rules that need to be written because clearly there are many safety aspects that need to be considered," he explained. "We know that we want to do it because it offers a cheap performance gain, but exactly how

we do it still needs to be worked out."

It had been expected that a front DRS system working on the internal wings under the nose would be part of the plan, but Beaumesnil said that this was no longer on the table.

"The technical people at the FIA and the ACO are saying it would be too complex," he said. "For the moment we are working on rear DRS."

The aerodynamic rule changes for privateers next year will allow for a wider and deeper – and therefore more efficient – rear wing, and an extension of the front dive planes by 50mm on either side. The minimum weight of the cars will also be reduced from 858 to 838kg.

Next season's plans were welcomed by Bart Hayden, boss of privateer team Rebellion Racing.

"They couldn't have done more for next year, because DRS really needs to be studied hard before it's introduced," he said. "It is difficult to pluck a lap time gain out of the air for next year, but with the right amount of windtunnel work there could be two and a half seconds there."

"It could be that it offers us more at the sprint tracks [the venues at which the six-hour WEC races take place] than at Le Mans, because we have such a low-drag car."



XPB IMAGES

# rules to help privateer teams

There are also new engine rules that remove the limitation on the number of powerplants – currently set at five – used over the course of a season and a removal of the cubic-capacity limit of 5.5 litres for non-hybrids.

## Daytona prototype plan

The idea of allowing cars built to the Daytona Prototype international rules for next year's IMSA SportsCar Championship to race with the P1 privateers at Le Mans is gaining momentum.

"There is an opportunity for a DPi to compete as a privateer P1 at Le Mans; it doesn't seem to be a bridge too far," said IMSA boss Scott Atherton.

The original idea was that DPi cars, which will be based on the new-for-2017 generation of LMP2 machinery, would be able to race in P2 at Le Mans with engines developed by the manufacturers for North America, but without the bespoke bodywork allowed there. This has been canned because, in a compromise to allow

DPis into P1, IMSA has permitted free engine electronics rather than mandating the Cosworth management system of the one-make Gibson V8 to be used in P2 in the WEC.

## Factory aero changes

New aerodynamic rules are being introduced to slow manufacturer LMP1 cars next year. These will play a role in bringing the factories and privateers together, but the primary motivation is to keep a cap on speeds at Le Mans.

"The number one reason is safety," said Beaumesnil. "We need to control the performance of these cars in the fast corners."

The height of the front splitter will be increased by 15mm and the depth of the rear diffuser reduced by 50mm. This will also have the effect of making the cars less prone to take off in the event of a sideways moment.

The aero changes will be followed by another 7.5% reduction in the per-lap fuel allocation for the hybrids when the next P1 rulebook, which

will incorporate new cockpit safety measures, comes into force in 2018.

This will go hand-in-hand with the addition of a new upper hybrid sub-class allowing for a deployment of 10 megajoules of retrieved energy per lap at Le Mans and a percentage thereof for other tracks. Three rather than the current two hybrid systems will be permitted to allow the manufacturers to achieve this.

## Hydrogen power

Hydrogen-powered LMP1 cars will be admitted to the WEC in the future. A working group has been set up by the FIA and the ACO with the aim of announcing a start date for hydrogen fuel-cell cars this time next year.

"Hydrogen is a direction we want to follow," said Beaumesnil. "It has advantages in terms of zero emissions, performance, autonomy [the distance a car can travel on an amount of fuel] and short loading time."

Beaumesnil said that there were manufacturers interested in using hydrogen, but refused to reveal their identity. BMW is known to have evaluated a Le Mans entry with a hydrogen fuel-cell car.

GARY WATKINS

**Beaumesnil:  
"Hydrogen is  
a direction we  
want to follow"**

F1

# Baku praised despite teething problems



THE INAUGURAL FORMULA 1 GRAND PRIX on the streets of Azerbaijan's capital city Baku may not have been a thriller, but the venue and track were praised by the teams and the majority of the drivers at the end of the weekend.

Dubbed the fastest street track in the world, with Nico Rosberg's pole position lap averaging 130.768mph, Baku presented an intriguing challenge for teams with its fast, sweeping corners, long straight and a narrow twisty section through the picturesque old city.

On arriving in Baku, the dramatic layout, narrow runoffs and high-speed pit entry caused concern for drivers. Jenson Button claimed F1 had gone "backwards" in some aspects of safety.

"I do like the layout, it is exciting in some places but some things look like they need to be addressed," he said. "The bit I don't like is a few corners. We work so hard on safety, improving circuits all the time and we come here and we have corners like Turn 3, Turn 7 and Turn 14 that don't have any runoff at all. Turn 7 has three Tecpro barriers and then a concrete barrier at the edge of the circuit. There's not much you can do because there's a building in the way. It's a shame really."

There were also problems with the kerbs on Friday, some of which came loose during sessions. Some were strengthened while others were removed and replaced by painted areas that looked like kerbs. But there were always likely to be a few problems that needed ironing out once the cars hit the track for a proper test run.

When Valtteri Bottas drove over a loose drain grille in the pitlane during Saturday's final free

practice session, this exposed one such problem. Debris flew into the air from the impact as the Williams suffered bodywork and radiator damage.

"It's not acceptable that these things still happen," said Bottas. "I felt it when I was on it and it hit the car. Seeing the replay, I think the marshals were lucky [not to be hit by debris]."

Track designer Hermann Tilke said he plans to speak to the FIA regarding any modifications required for next year but, at this stage, he does not think too much needs changing. It is believed that the narrow runoffs will be one area looked into.

Not everybody was negative initially. Lewis Hamilton said drivers "moan so much" about tracks and he was very happy with the venue. "It's really bumpy down the main straight and you can't really see Turn 1 that well, the car's vibrating," he said. "It's really hard, but that's part of racing. These guys want it to be smoother than ever and no vibrations and no bumps. They want to take all the character and life out of these tracks."

Come the drivers' briefing on Friday evening, assurances were given on safety regarding modifying the pit entry and moving the line further back and to the left to reduce the speed into the chicane before the pitlane.

Teams were expecting a set-up dilemma because of the split requirement of straight-line speed and high downforce in the twisty section.

Some teams coped with this better than others. Red Bull struggled as it headed down a low-downforce route in a bid to boost straight-line speed. But that forced a costly compromise as the team ran into tyre-degradation problems very early in the race.

As the weekend progressed and tweaks were

made, the overriding view was one of positivity, with Mercedes boss Toto Wolff saying: "Baku is a spectacular track. It's just what we need in Formula 1, although I can understand that from the drivers' perspective it needs to be as safe as possible.

Nobody wants to see racing in supermarket car parks with runoff areas that are miles wide and where you can rejoin if you made a mistake. This

makes all the difference."

Toro Rosso's Daniil Kvyat echoed that view: "On this kind of track you need to be brave, you need to use your balls, so it's quite nice to see tracks where you need bravery, where you need to attack on your limit but knowing you can be punished very easily. Of all the modern tracks, this one is one we want to see more often."

Ferrari driver Sebastian Vettel enjoyed the challenge of the circuit but acknowledged the dangers of this track. He insisted drivers are able to judge what risks to take.

"A couple of months ago I had a very nice lunch with Sir Stirling Moss," he said. "Obviously

**Vettel: "In some turns, you don't want to think about if you get it wrong"**



Lack of runoff areas was another complaint of drivers



Bottas drove over a loose drain grille in Saturday free practice

XPERIMAGES

in 'their' time, you can argue it was very dangerous everywhere they went. He said it was a big part of the reason why he jumped in the car, because it was dangerous, otherwise anybody could do it. So the thrill of it was exactly that challenge. We had some corners in Baku where you don't want to think about what's happening if you get it wrong, very little room for mistakes and error, but then it definitely makes you more alert, you're awake.

Two wild GP2 races littered with safety cars, retirements and overtaking had raised

expectations of a chaotic and entertaining European Grand Prix, but in the event that failed to materialise, with the race running under green throughout, with no retirements due to accidents.

Rosberg suggested one reason for that was that drivers learned from the chaos in GP2. But Fernando Alonso, who is an ambassador for the event, remained confident that F1 could entertain more in Baku in future years.

"Some races will be more fun, some less," he said. "Maybe it will be different next year."

**LAWRENCE BARRETTO**

## IN THE HEADLINES



### GIBSON LANDS LMP2 ENGINE DEAL

Gibson Technology has won the contract to supply the one-make engine for the new 2017 LMP2 category. Technical details of the Gibson V8 (above), which will produce 600bhp with lower running costs than the current breed of P2 powerplant, will be announced at a later date.

### IMOLA POSSIBLE FOR ITALIAN GP

Bernie Ecclestone says Imola would be acceptable as a replacement for Monza as Italian Grand Prix venue, if that is what the national authorities choose. There remains an impasse over the future of Monza as the Italian GP host, while Imola is ready to host F1 again and has the requisite FIA Grade 1 Licence. Discussions have already taken place.

### CHANDHOK GETS WILLIAMS ROLE

Karun Chandhok has been named as an official driver for Williams's Heritage division, with his debut at this week's Goodwood Festival of Speed. Chandhok will carry out testing and public demos of the F1 team's historic cars.

### MECACHROME IN FORMULA E CHASSIS BID

TEOS Powertrain Engineering has lodged a bid to the FIA to be Formula E's control-chassis supplier from the 2018-19 season. The French firm has established a consortium comprising its parent company Mecachrome, ADESS and composite companies CDK Technologies and ECM.

### HILDEBRAND TAKES NEWGARDEN'S SEAT

JR Hildebrand will fill in for the injured Josef Newgarden at Ed Carpenter Racing in this weekend's Road America IndyCar race. Newgarden sustained a broken right clavicle and a fracture in his right hand in Texas earlier this month.

### KESELOWSKI TESTS INDYCAR

Former NASCAR Sprint Cup champion Brad Keselowski tested a Penske IndyCar at Road America on Wednesday last week. Keselowski drove Penske stablemate Simon Pagenaud's Dallara-Chevrolet during the test. There are no plans for him to make a switch to IndyCar.

### NORMA BECOMES SIXTH LMP3 MAKER

Norma Auto Concept has been granted a licence to build cars for LMP3. It joins Ginetta, Dome, ADESS, Ligier and Riley-Ave as the fifth and final company licensed to do so. It has released an image of its design (below).





# Rosberg hits back as Hamilton trips up

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





Rosberg made most of pole to control race from start

**THINGS WERE LOOKING SO GOOD FOR LEWIS HAMILTON UNTIL QUALIFYING FOR** the European Grand Prix came around. Formula 1's inaugural visit to Azerbaijan was shaping up to be a Hamilton victory parade. A super-high-speed street track with lots of tricky slow-speed corner entries seemed to be playing to his strengths under braking.

He'd topped every practice session despite refusing to walk F1's newest circuit, and completing only limited laps of Baku in the Mercedes F1 simulator beforehand.

But then qualifying happened. Usually so supremely adept in this department, Hamilton suffered a disastrous session, locking brakes, flat-spotting tyres, and running off the track repeatedly.

The Mercedes W07 Hybrid was comfortably the quickest car in the field here, so Hamilton still made Q3 despite these dramas. But after yet another off-track moment at Turn 15, he then crashed into the wall and ended the session a lowly 10th on the grid. Meanwhile, team-mate Nico Rosberg enjoyed an unchallenged run to pole.

Mercedes altered the set-up on both cars after Friday practice. It wouldn't say how, and neither would Hamilton, but he admitted the braking performance was different, and that he was unable to adjust his technique accordingly.

"It was something the team had to change on both cars," Hamilton said. "We just lost the brakes. I couldn't push and just went straight on most of the time."

From this we can deduce that the change wasn't one of driver preference — it was enforced for some reason. What's also clear is that it didn't disturb Rosberg's rhythm in the same way. "I was happy all weekend," he said.

Hamilton was actually nearly three tenths faster than Rosberg across the first sector of the lap (the first six turns on the course), and within a tenth from Turn 16, through the flat-out kinks to the start/finish line, and felt his car was still easily good enough for pole without those repeated errors in sector two, where there are undulations and the braking zones are trickier.

The potential for slipstream racing on Baku's enormous main straight, coupled with the likelihood of the sort of safety-car-inducing chaos witnessed in the GP2 support races, suggested Hamilton still had a chance of carrying the fight to Rosberg in the race, if he could make a good start and clear the slower cars in front.

Also encouraging for Hamilton was that recent challengers Ferrari and Red Bull were nowhere close to Mercedes at this circuit. Both the SF16-H and the RB12 struggled to get the super-soft Pirelli tyres working properly in the cooler conditions of practice two, but even in Saturday's warmer weather they were still more than a second adrift of Mercedes over a single lap.

Sebastian Vettel and Daniel Ricciardo set identical lap times in qualifying, but the Red Bull ran into tyre trouble early in the race, and by the start of lap six of 51 Vettel had drafted easily past his former team-mate to run second to Rosberg.

Vettel was 0.992 seconds per lap slower than Rosberg over the





DUNBAR/PA



SBLOXHAM/LAT

Neither Ferrari was able to stay with Rosberg's Mercedes

remainder of that opening stint, in the car that is clearly the second best to Mercedes this season.

Mercedes hasn't really enjoyed this sort of qualifying and race-pace advantage since 2014, so in theory Hamilton should have had ample scope for a damage-limitation drive to second place. But more of the unfortunate technical trouble that has plagued Hamilton's 2016 season lay in wait to thwart him. He made no progress over the first lap, and almost immediately the reigning world champion could feel something was wrong with his Mercedes. "It just felt like I had a lack of pace," he said. "I felt it particularly at the start of the straights. I was losing ground – therefore I was struggling to overtake people."

It wasn't clear initially whether this related to rear-tyre graining,

which became the limiting factor here thanks to low downforce and a propensity for sliding in the high-speed corners and wheelspin in the low-speed ones, or something else.

As it turned out, a particular engine setting related to Hamilton's Energy Recovery System was not performing correctly, giving him a derated amount of electrical energy deployment on the straights.

"We had a configuration-setting problem – an electronic-setting problem with engine modes, which occurred on both cars," explained Mercedes team boss Toto Wolff. "The settings were wrong because we had a messy Friday, where we couldn't configure it in the way we should have done, so it was preset in the wrong way."

Mercedes had lost a long run in first practice when Hamilton brushed the wall and flat-spotted a set of tyres, and in the second **>>**



session when Rosberg suffered an engine failure. That cost Mercedes valuable track time to tune its ERS settings. Hamilton's engine was put into this faulty mode from the start, while Rosberg found it later when he switched into the mode of his own volition.

The FIA's stringent restrictions on radio communications, introduced to prevent teams coaching their drivers while on track and to reinforce existing rules that state the drivers should drive the cars' alone and unaided, prevented Mercedes telling Hamilton exactly how to correct his engine settings.

But the team was able to inform its drivers of a problem with the mode they were in. Mercedes did this as soon as Rosberg switched into the offending setting, so he was able to intuitively correct it – within "just the one lap".

Conversely, Hamilton did not enjoy the benefit of having inflicted the loss of power on his own car with an adjustment, so could not simply reverse-engineer himself out of trouble.

"Nico was in the more fortunate situation that he did a switch change just before that kind of led him on the right path," added Wolff. "So within half a lap he went back into the right mode.

"Lewis, because he didn't have that right path, it took him a while to figure it out – 12 laps – and this for sure affected his race. We need to analyse how much [it cost]. As per the data it is 0.2 seconds per lap. But it must affect much more, because the engine was derating between Turn 2 and 3 where you expect the biggest boost."

Hamilton was carrying this ERS deficit from the start, reporting derating of the ERS as early as lap four, while running in traffic during the first part of the race caused his rear tyres to grain, which compounded his lack of pace.

He made solid progress during this time, passing Daniil Kvyat's Toro Rosso and Max Verstappen's Red Bull, jumping Daniel Ricciardo's Red Bull, Felipe Massa's Williams and Kimi

Raikkonen's Ferrari when they each made early pitstops, and overtaking the other Williams of Valtteri Bottas to rise to fourth by the end of lap 11.

The ERS issue only became evident to Mercedes once Hamilton started dropping back from Sergio Perez's Force India, following Hamilton's sole pitstop on lap 15.

From laps 17 to 22, Perez and Hamilton were busy fighting their way back past Massa and Ricciardo, who had pitted much earlier. From lap 23 to lap 40 (before he finally resolved his problem), Hamilton was an average of 0.724s per lap slower than the Force India. This is significantly more than the 0.2s-per-lap deficit indicated by Wolff after the race, but that's without considering the distraction of Hamilton making constant switch adjustments between Baku's unforgiving walls, at high speeds.

A frustrated Hamilton urged his team over the radio to solve the problem, but his engineers were bound by regulation and were unable to instruct him to make the simple switch change.

Hamilton grew more irate as his attempts to fix the ERS failed, and he felt the distraction of staring at his dash "every five seconds" during that portion of the race also hampered him severely, describing it as "dangerous".

"All they can tell me is there's a switch error," Hamilton added. "So I'm looking at every single switch thinking, 'Am I being an idiot here? Have I done something wrong?' I looked at it time and time again, looking through all the different switch positions, and there was nothing that looked irregular.

"I didn't know what the problem was so I didn't know if I had done anything to make the engine not work. I disabled something and it didn't change anything; I put it back on, it didn't change anything. In the end, I switched again and the engine power came back maybe 10 laps after that. I think there were nine laps to go, so I just turned the engine down." >>

## Hamilton: "So I'm looking at every switch thinking, 'Am I an idiot?'"



Perez and Hamilton fight their way back past Ricciardo

DUNBAR/LAT

## QUALIFYING



DUNBAR/LAT

IT'S BEEN A WHILE SINCE LEWIS HAMILTON PERFORMED SO poorly in a Formula 1 qualifying session while unaffected by obvious technical dramas outside his control.

He made a real hash of Austria 2014 – going off twice in Q3 and failing to set a time – but he didn't crash the car.

He did in Baku, clipping the inside wall at Turn 12 on his final flying lap in Q3, breaking the front suspension on his Mercedes and allowing team-mate Nico Rosberg to score a comfortable pole.

Hamilton had earlier set the fastest time of all in the first sector before outbraking himself and going off at Turn 15. He regrouped and tried again, matching Rosberg's pace in the first sector, but then came that crash, which caused the session to be red-flagged, and left Hamilton down in 10th on the grid, without having set a proper time in Q3.

"It was nothing to do with anyone else, it was just me not doing good enough," rued Hamilton, after a messy performance in which he went off during every segment. "I was four tenths up on both laps, so there's no question over whether I was quicker.

"The corner before was fine, I just turned in too early. It was a very sensible little tap but it was enough to stop the lap."

Hamilton topped the times in all the practice sessions, but failed to adapt properly to set-up changes before qualifying. "I wasn't able to brake in the same places as Friday and I didn't adjust to that and made a few mistakes," he added. "The car didn't feel the same as Friday, but still good enough for pole. It wasn't the car; I just couldn't get into a rhythm."

Rosberg glanced the wall during his own final qualifying run, but still did enough to claim top spot by nearly eight tenths of a second from the Force India of Sergio Perez.

Force India was the surprise package of this weekend, quicker than Ferrari, Red Bull and Williams in the final two practice sessions, and again in qualifying. Perez drove superbly to bag the second fastest time amid Hamilton's woes, but was "angry" with himself for crashing at the end of FP3, which necessitated a gearbox change on his car and earned him a five-place grid penalty.

Team-mate Nico Hulkenberg was unable to make Q3, blaming a gust of wind for the costly spin at Turn 16 that ruined his first Q2 run, before struggling through traffic on his second. He wound up 12th.

Daniel Ricciardo and Sebastian Vettel set identical times, over four tenths down on Perez's Force India, but Ricciardo took third spot on account of being first across the timing line.

"Oh, come on, you're joking!" rued Vettel, after Ferrari broke the bad news over team radio.

Kimi Raikkonen and Felipe Massa rounded out the top six places, ahead of Daniil Kvyat's Toro Rosso, the second Williams of Valtteri Bottas, and the second Red Bull of Max Verstappen. Verstappen called Bottas's driving "dangerous" after the pair nearly collided twice at Turn 1 in Q3.

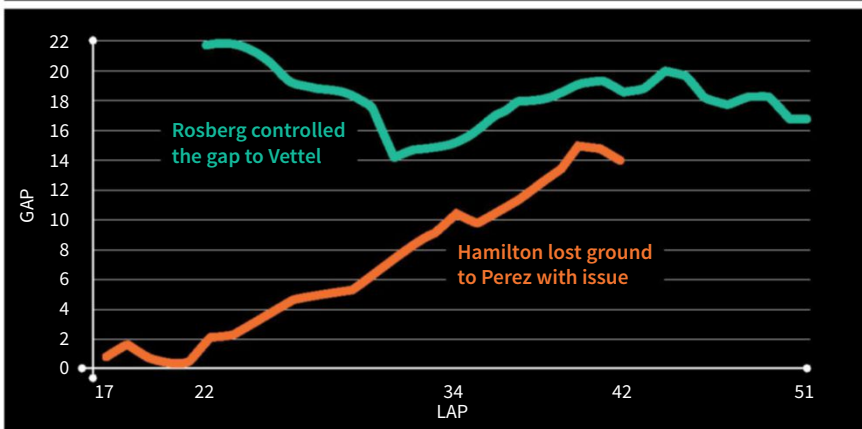
**“Rosberg glanced the wall in his own final run, but did enough”**



S BLOXHAM/LAT

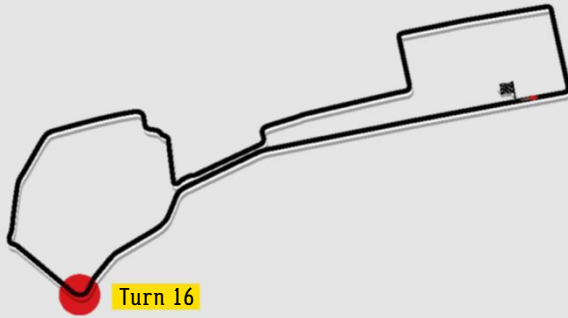
Perez scored a podium after free-practice crash on Saturday

## PACE COMPARISONS





“YOU NEED AS MUCH SPEED AS POSSIBLE FOR THAT LONG RUN FROM TURN 16 TO TURN 1”



“THE SPEED IS HIGHER IN the land of fire” claimed the advertising for F1’s newest race, and the cars were certainly capable of eye-watering top speeds along Baku’s monstrous main straight. Williams recorded Valtteri Bottas at 234.9mph during Saturday’s qualifying session.

“You come around 19 and you still can’t even see the end of the straight,” said Renault’s Jolyon Palmer. “It’s like you do a curvy straight and then you still have the length of a China straight after that. It feels pretty massive.”

This is where I began my trackside adventure, wandering back along the straight from the pit entry, where drivers were taking extra care during first practice, wary of decelerating from 220mph to just 37 without crashing at the makeshift chicane.

This is undoubtedly a low-drag power circuit. You need as much straightline speed as possible for that long run from Turn 16 to Turn 1, and the shorter straight that links the left-handers of Turns 2 and 3, but you need to retain some downforce to give the drivers confidence to attack the twistier sections.



Balancing high speed with downforce for tight corners was key

Ahead of practice, many drivers compared this track to Macau, but it seems more like a cousin of Singapore, with Sochi’s smooth asphalt, Montreal’s braking demands, and that main straight, which makes Monza’s look piddly.

“You definitely have your heart in your mouth,” said reigning world champion

Lewis Hamilton. “It’s a heavy-braking circuit, a bit like Montreal mixed with a bit of Monaco, mixed with a bit of Valencia and a bit of Sochi. It’s a real challenge to really be on the limit.”

Baku is wide in many places, so does not encourage the constant wall-skimming heroics of Monaco and

Canada, but it is a very fast street circuit.

“It’s extreme,” said Renault’s Kevin Magnussen. “We don’t have anywhere as narrow as Turn 8, and I can’t think of any place on a street circuit that has a corner where we are doing 300km/h...”

**BEN ANDERSON**



Rosberg used his speed advantage to cruise to victory

ETHERINGTON/LAT



Rosberg celebrates the win and increasing his points lead again

With full power restored, Hamilton pumped in two quick laps, the second of which (a 1m46.822s on lap 42) was the race's fastest up to that point. He held a comfortable gap back to the sixth-placed Williams of Bottas, so knew he could cruise and collect, even though Bottas closed to within 4.6s by the flag.

"The team was saying it's not that big an issue, then the power came back and I went over a second faster so it obviously was," Hamilton rued. "There's nothing I can do. It's just something the team will try to rectify in the future."

With his main rival's challenge neutered, Rosberg sailed on serenely to victory. His pace advantage over the rest of the field meant the result was never in doubt.

The only thing that might have caused Rosberg concern was the likelihood of a safety-car period early in the race, which would have made him vulnerable to attack, but that never came. So Rosberg was left clear, pulling out a lead of more than 21s over Vettel's Ferrari before his rival pitted on lap 20. Rosberg stopped one lap later, fitted the soft Pirelli tyres, and then simply nursed his car to the flag.

"The first stint was the best because I knew I had to open the gap to cover a safety car, and that worked out well," said Rosberg. "I was feeling great out there."

Kimi Raikkonen emerged ahead of Ferrari team-mate Vettel after the stops, on account of making his stop much earlier in the race. Knowing Raikkonen would need to nurse his tyres for 43 laps to the finish, Ferrari instructed him to let Vettel past, which he did on lap

28. Apart from lap 31, when Rosberg encountered a train of traffic and dropped more than three seconds to Vettel in one lap, the Ferrari was unable to make any real inroads. "All weekend they've been very, very quick," said Vettel, who overruled his team's original call to pit early in the race. "In the first practice session, after four laps they were putting lap times in that took us probably the whole day to copy.

"They were gaining quite a lot down the straights; I think maybe we carried a little bit too much wing. The other bit, we were losing quite a bit in low-speed corners. Arguably, they are

doing something clever to pick up pace in low speed – the way they treat the tyres. But if there's something clever to be done, we need to be as clever as them."

Rosberg still deserves enormous credit. He kept his car out of

the walls, stuck it on pole and won the race. Hamilton suffered technical problems again, but made too many uncharacteristic mistakes of his own.

After Rosberg's travails in Monaco and Canada, which allowed his once healthy championship lead to be hacked back to single digits, he has rebounded in the best way possible, stopping the rot quickly and pushing his points cushion back out to 24.

But Rosberg has not beaten Hamilton in a straight fight since Australia. They should have had one in Azerbaijan, but Hamilton's woes ensured Rosberg had an easy ride. Rosberg should enjoy this, because the wins won't continue to be as easy as this. ❄

## Vettel: "After four laps of practice Merc did times it took us all day to copy"



## RAIKKONEN FEELS PENALTY COST HIM PODIUM

KIMI RAIKKONEN believes his Baku pit-entry penalty cost him a European Grand Prix podium, as he feels he would have resisted Sergio Perez's Force India without it.

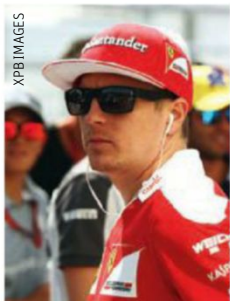
The Ferrari driver ran over the pit-entry line early in the race but stayed out of the pits, which earned him an automatic five-second penalty.

Raikkonen was running third, ahead of Perez, late in the race, but was nursing tyres after an early pitstop and couldn't pull out a sufficient gap to nullify the penalty.

Perez passed him on track to secure the place on the road at the start of the final lap.

"The penalty changed an awful lot," said Raikkonen. "I know the rule is the rule but there is zero gain on anything. I just missed the line and that's it."

"I tried to pull the gap but was not able to do it with some traffic. I'm sure I could have kept him behind, but the end result would have been the same so there was no point to make a big fight."



# Bottas recovers from drain incident and Verstappen fight

WILLIAMS DRIVER VALTTERI BOTTAS looked a potential podium contender after Friday practice for the European Grand Prix, but his weekend began to unravel when he lost the final practice session to an "unacceptable" incident with a drain cover in the pits.

Bottas was returning to the garage after his installation lap when his Williams traversed a loose grille on the track. Bottas had to sit out the rest of the session while Williams repaired bodywork and radiator damage and examined the car's gearbox.

This latest incident comes after the drain-cover fiasco in Monaco, when a cover worked loose during practice for May's grand prix, giving Nico Rosberg's

Mercedes a puncture and damaging Jenson Button's McLaren-Honda.

Bottas qualified a disappointing eighth, after twice almost colliding with Max Verstappen's Red Bull while squabbling for track position in Q3.

Verstappen called Bottas's driving "dangerous, unnecessary and not clever", while Bottas felt it was "unlucky" that they found themselves trying to occupy the same piece of asphalt.

Bottas recovered well to sixth in the race, running ahead of Lewis Hamilton's hobbled Mercedes early on and managing to complete the race on just one stop, compared to 10th-placed team-mate Felipe Massa's two.



## F1 drivers cautious after GP2 chaos

EUROPEAN GRAND PRIX WINNER NICO ROSBERG believes that the Formula 1 drivers learned from multiple accidents in the GP2 Series support races, which took place before a relatively uneventful first F1 race in Azerbaijan.

Two wild GP2 races littered with safety cars, retirements and overtaking on numerous different corners on the circuit created expectations that the European GP might be chaotic and high on entertainment.

But instead the headline event ran under green flags throughout, with no retirements due to accidents.

By contrast, over half the field retired in Saturday's GP2 opener, when several title contenders were among those eliminated in a first-corner pile-up, and messy safety-car restarts in race two led to a series of collisions and a race ban for Honda protege Nobuharu Matsushita, who will have to sit out the next round supporting the Austrian GP.

Asked why the F1 race had been so much quieter, Rosberg replied: "Experience helps in that case. We're able to avoid the incidents better and we also learned a lot from what was going on in GP2."

"We were watching and that was mayhem, so I think we picked up a few things there as well."

Runner-up Sebastian Vettel felt the tight confines and high speeds of the Baku city track made the F1 drivers more aware. "I think it speaks for the quality," said the four-time world champion. "We've talked a lot about this track being high risk, dangerous."

"Obviously you try to go as hard as you can and push – I don't think we were taking it easy, any one of us. But equally you don't take any stupid approaches to risk because it could end quite badly."

The lack of any safety cars spread the field out, compounded by difficulties in keeping the tyres in shape with low-downforce set-ups, running in traffic or going offline onto dirty parts of the circuit.



XPB/IMAGES



TEE/LAT

## Red Bull goes backwards amid surprising tyre woe

THE NEED TO RUN LOW DOWNFORCE in Baku caused the tyre problems that wrecked Red Bull's European Grand Prix, reckoned team boss Christian Horner.

Daniel Ricciardo started from the front row, but had to pit to swap his super-softs for softs on lap six of 51 and then returned for mediums on lap 22.

That consigned him to a seventh-place finish, with team-mate Max Verstappen suffering the same issues and taking eighth.

Horner admitted Ricciardo "ran into tyre-deg issues very quickly", suggesting the high temperatures were a factor but that the need to boost straightline speed had also forced a costly compromise.

"Perhaps running low downforce made the car move around a lot and grained the tyres, which the car is very sensitive to,"

Horner told Autosport. "As soon as we put the medium tyre on, the slip seemed to get better and the car reacted much better."

"Max set fast laps continually and set the third fastest lap of the race, so there are some lessons there. You end up chasing bits off the car, effectively running Monza levels of downforce. But then the car is moving around too much in the heat."

Ricciardo said he had been surprised to run into tyre troubles given Red Bull's usual strength in that regard.

"By lap three I was spinning the wheels a lot with no way out," he said. "The tyres were just getting too hot and we couldn't generate any grip. But we didn't expect it; we're usually really good with our tyres, especially when it's hot."

## FORCE INDIA PODIUM ACHIEVED 'ON MERIT'

SERGIO PEREZ SCORED his second podium in three races at the European Grand Prix, finishing ahead of a Ferrari, both Red Bulls and the Williams pair.

The Mexican was second fastest in qualifying and, although he started seventh after a gearbox penalty, he fought back up to third – without the benefit of

mechanical misfortune, mixed conditions, crashes, or an alternative strategy.

Deputy team principal Bob Fernley said: "It looked a bit tough after Saturday but we came through and it's nice to be able to do it on performance – on merit. Nobody gave us anything; we fought hard for it."

### Q&A

#### OTMAR SZAFNAUER FORCE INDIA CHIEF OPERATING OFFICER



#### You must all be delighted after such a mega weekend.

Crashing in FP3 wasn't great! But we should definitely be proud of what we did. Could we have finished second if we would have started second? I don't know...

#### That's a big 'what if'?...

And same with Nico [Hulkenberg], had he had a clean Saturday. He was three tenths up on Sergio's time when he spun. Nico went from 12th to ninth, so you can't complain, that's a great result. But if you start up front, you race up front – it's all better up front, but we'll get there. The good thing is the guys at the factory have done a great job on the car.

#### What made it better than the Williams here?

Recent form shows we did it in Monaco, but we didn't in Canada. We've learned from the mistakes we made in Canada and made some adjustments.

#### The car is stronger since the Barcelona upgrade...

The car is stronger, and the only backward step we took was in Canada. That was to do with the [cool] temperature and how we treated the tyres. But we learned from that; we've shown what we can do now.

#### What about the more conventional tracks?

Silverstone will be a test for us. If we can be strong there, we'll be strong at all the tracks coming up.



XPB/IMAGES



## Toro Rosso suffers double failure

**TORO ROSSO TEAM-MATES** Daniil Kvyat and Carlos Sainz Jr retired from the European Grand Prix in Baku after both STR11s suffered rear-suspension failure.

Kvyat retired on lap six, recovering to the pits, while Sainz pulled off track at the end of the main straight on lap 31 of the 51-lap race.

“We didn’t finish because of rear-suspension problems,” confirmed Toro Rosso team boss Franz Tost.

“It seems the dampers got stuck, impeding the normal movement of the suspension.”

Sainz said he and Kvyat “probably” suffered the same problem.

He fought with the McLaren-Hondas of Jenson Button and Fernando Alonso in the race, so was unlikely to score points had he finished. Sainz was disappointed to lose ground to Force India in the constructors’ championship after

Sergio Perez’s podium, meaning it is now 27 points ahead of Toro Rosso.

“We need to find out what was the exact problem, but it’s clear that something needs to be changed in that area,” Sainz said.

“It’s a weekend where we knew we would not score a lot of points. The problem is that Perez scored another podium and they are pulling away in the constructors’ points. This is going to be a tricky situation for us.”

## Renault needs to improve qualifying speed for Austria

THE WORKS RENAULT team is working on a way to improve the one-lap speed of its car after Kevin Magnussen and Jolyon Palmer locked out the last row of the grid in Baku.

Renault has usually been a marginal Q2 contender over the early part of this season, but slipped firmly behind Sauber and Manor this time to be slowest on the grid.

The team’s form did improve in the race, after

changing the gearbox and suspension set-up for Magnussen and starting him from the pitlane.

He rose as high as 11th on a one-stop strategy, before slipping back to 14th behind Jenson Button’s McLaren, Felipe Nasr’s Sauber and Romain Grosjean’s Haas as the tyres wore out.

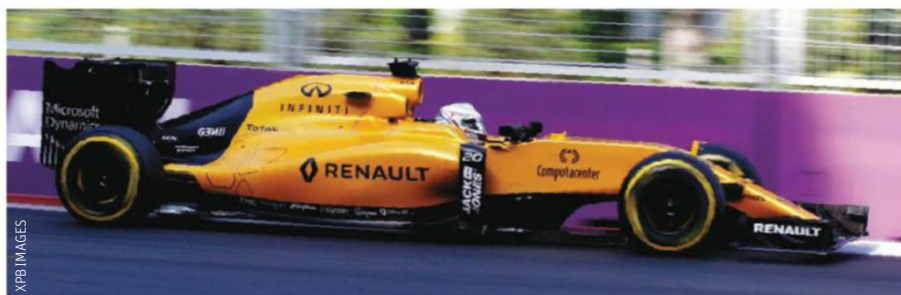
Palmer had several excursions early on before finishing 15th.

Renault technical director

Nick Chester suspects tyre management needs to be improved for qualifying:

“There are a couple of things we’ll work on. We need more pace out of the car generally; the other is more on tyre management – of how we get more out of qualifying.”

“We’ve had three pretty poor races, particularly qualifying. They haven’t been great tracks for us. I’m hoping we can pick it up from Austria onwards.”



## GEARBOX FAILURE THWARTS McLAREN

A McLAREN-HONDA RETIRED FOR THE SECOND Formula 1 race in succession because of a gearbox problem, as Fernando Alonso failed to finish the European Grand Prix.

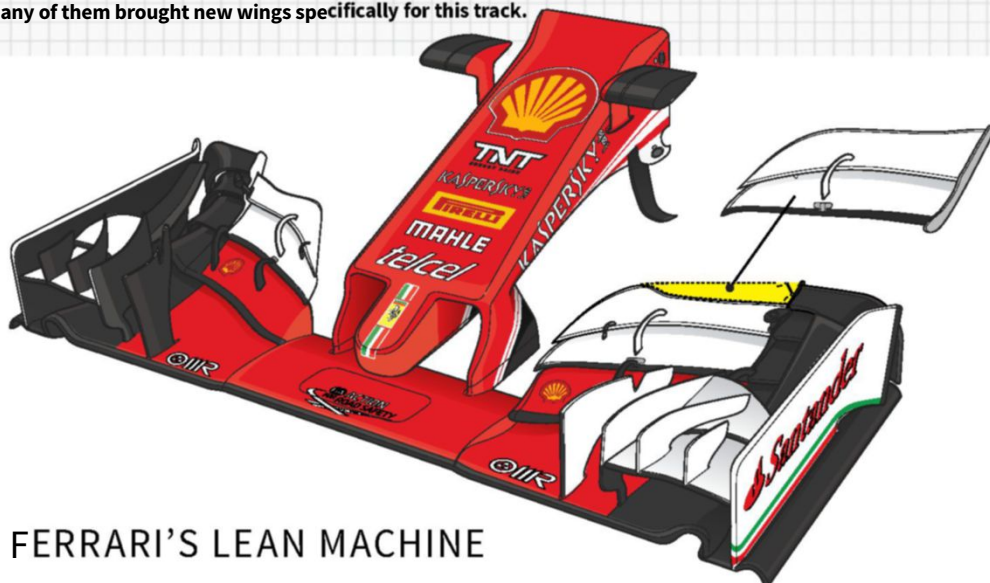
McLaren always expected to struggle on a circuit with such long straights, and Alonso failed to make Q3 for the first time since the Russian GP on May 1.

He was fighting team-mate Jenson Button for 12th place when a problem with the gearbox forced him to retire the car to the pits. Last week in Canada, Button retired for the same reason.

“I was stuck in fourth and it was getting worse,” explained Alonso. “We stopped so we didn’t damage the power unit. It was disappointing, but we weren’t in the points anyway so it’s a bit less painful to retire.”



Despite being a street circuit with some incredibly tight sections, Baku's long straights demand a low-downforce configuration to reduce drag. For most teams this meant an aero set-up that's even leaner than in Canada, so many of them brought new wings specifically for this track.

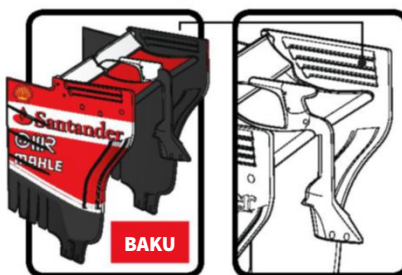


### FERRARI'S LEAN MACHINE

A low-downforce/drag set-up starts with the rear wing. Ferrari's approach was typical of most teams, creating a shallower wing by downsizing the rear flap and lifting the main plane upwards to meet it.

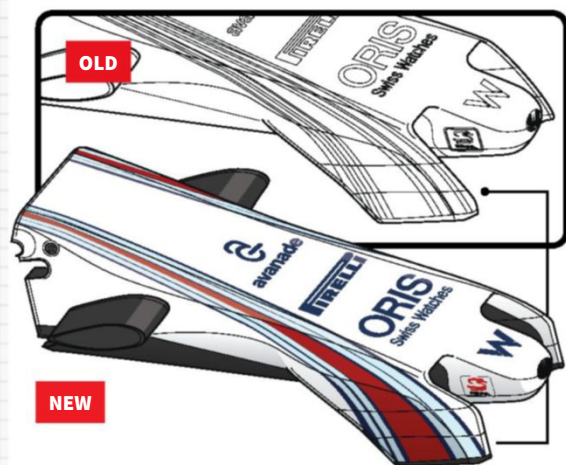
To accommodate this flatter wing, the endplate was revised because there is less space for all the louvres and holes

above the wing profile. To balance the rear wing's lighter downforce level, the front also needs to be trimmed. Most teams reduce the angle of the flaps and, if that's not enough, they'll run a shallower flap (above) by trimming back its middle, leaving the outer tips longer to be able to serve their airflow control functions.



### MERCEDES' SPA-STYLE REAR WING

As at Spa last year, where there are similar downforce/drag demands, Mercedes brought a complex curved rear wing. By making the outer section near the endplate as shallow as possible, the wing reduces drag by decreasing the size of the vortices created at the intersection. These are the vortices we see on damp days, and they contribute a lot of drag to the car. This leaves a deeper middle section to create downforce from its steeper angle of attack.



### WILLIAMS GETS A NOSE JOB

Having already produced a shorter nose for this year, Williams's new assembly has been revised for the past two races. The main nose construction is the same, as is the tip with its Williams-branded cooling inlet. But the

bonded-on wing-mounting pylons are reshaped, being much more vertical before curving back to meet the nose above them. This allows the pylons to act as turning vanes to direct airflow back along the car.

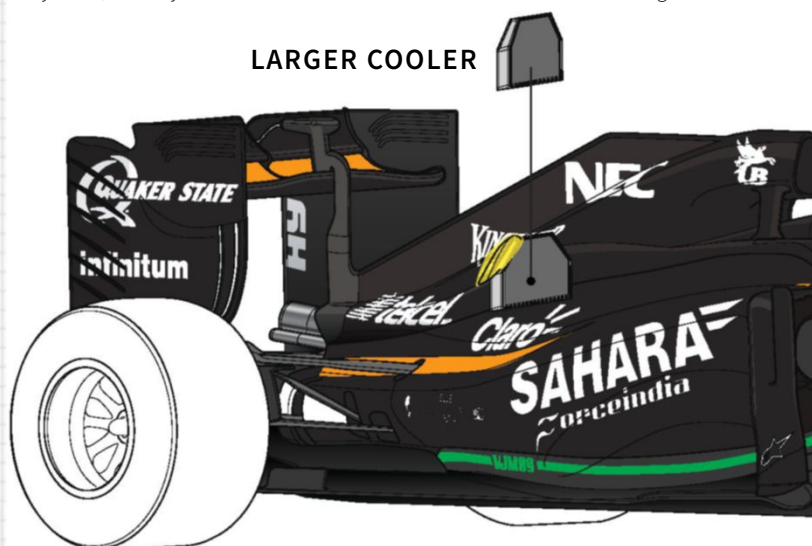
### FORCE INDIA COMBATS BAKU'S HEAT

Another issue with Baku is the heavy braking, which not only tests the brakes but also thermally stresses the energy recovery systems, as every

deployment or harvesting of energy puts a huge amount of heat through the system. Force India boosted the cooling of its Mercedes ERS with a

larger cooler behind the engine. The larger unit required a bulge to be moulded into the engine cover to clear the bigger heat exchanger.

#### LARGER COOLER



# Error-free is key

No full marks for Rosberg, but he kept it clean to bag the points that really count

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

## MERCEDES



**6 LEWIS HAMILTON**  
Topped all practice sessions, but admitted he wasn't good enough in qualifying; he went off several times then crashed, struggling to adapt to set-up changes that wrecked his confidence on the brakes. Derating ERS and tyre graining undid his race, but a better job on Saturday would have made his life much easier.

**9 NICO ROSBERG**  
Wasn't at Hamilton's level in practice, and couldn't get near him in the first sector during qualifying, but didn't make mistakes at the crucial moments. He bagged pole and utterly dominated the race. It's debatable whether he was quick enough to beat Lewis in a straight fight, but that's moot given how things played out.

## FERRARI



**8 SEBASTIAN VETTEL**  
Having qualified within two tenths of pole in Canada, Ferrari was 1.208s down here, which Vettel blamed on deficiencies in low-speed-corner performance and wing settings rather than engine weakness. The race was straightforward, thanks to Ricciardo's tyre woes, but Vettel showed strength in overruling a debatable strategy call.

**6 KIMI RAIKKONEN**  
The heat helped Raikkonen be more competitive than in Canada, but he was still three tenths off Vettel in qualifying. Race turned into a plod, thanks to a very early pitstop. Blamed a five-second penalty for ruining his podium chances, but that early stop amid weak pace on the super-soft tyre did more damage.

## WILLIAMS



**8 VALTTERI BOTTAS**  
Was more comfortable than Massa with the FW38's oversteer balance and got to grips with the circuit quickly, but tangling with Verstappen twice in Q3 was a big setback. Didn't do too much wrong in the race, making the tyres last in a way his team-mate could not, but with Force India on the podium this was a missed opportunity.

**6 FELIPE MASSA**  
Felt lost after Friday practice, but overnight set-up changes made a "night-and-day" difference and Massa ended up the faster Williams driver in qualifying. But this transformation did not carry over to the race, which he described as "terrible" after struggling throughout to keep his rear tyres in shape.

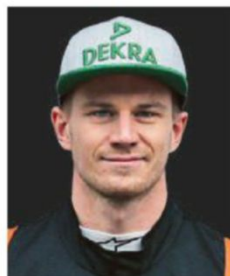
## RED BULL



**7 DANIEL RICCIARDO**  
Red Bull struggled to get the tyres working on Friday, so Ricciardo did a great job to beat the Ferraris in qualifying, especially considering the Renault engine deficit. But the RB12 destroyed the softer compounds in the race, which meant he went backwards. The medium held up much better, but the damage was done.

**7 MAX VERSTAPPEN**  
Was furious with Bottas for twice trying to occupy the same piece of track in Q3, which left him well adrift of Ricciardo. Suffered the same difficulties as his team-mate in the race, but with the disadvantage of getting thrust further back into traffic. Came alive on the medium tyre, charging to finish within two seconds of Ricciardo.

## FORCE INDIA



**9 SERGIO PEREZ**  
Was excellent in qualifying, but was rightly kicking himself for a silly mistake in FP3 that damaged his gearbox and earned him a grid penalty. Loses a mark for that. Otherwise was faultless, recovering superbly to bag a podium. Managed tyres in a way few others could, and sealed the result with last-lap pass on Raikkonen.

**6 NICO HULKENBERG**  
Gust of wind or not, to end up only 12th in qualifying was poor, given Force India reckoned Hulkenberg was likely to be quicker than Perez with a clean lap. Tried an alternative one-stop strategy in the race, but got tagged by Gutierrez at Turn 1 and couldn't make the tyres last, so became a sitting duck at the end.

## RENAULT



**8 KEVIN MAGNUSSEN**  
The Renault was woefully slow in qualifying, struggling for rear grip. Pipped his team-mate to avoid wooden-spoon status, but once it became clear the gearbox needed changing the team opted to tweak the suspension and start from the pits. Drove well to latch straight onto the pack and execute a one-stop strategy.

**6 JOLYON PALMER**  
Is much happier with the basic set-up, and pretty much matched Magnussen in qualifying, but was still slowest of all amid Renault's struggles for single-lap speed. Went off three times at Turn 1 in the race, which meant he wrecked his tyres. Is showing strong pace now, but needs to cut out the errors.

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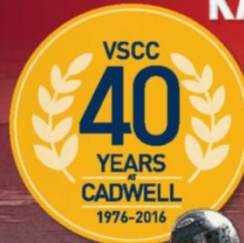


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**“Perez managed his tyres in a way few others could”**

## TORO ROSSO

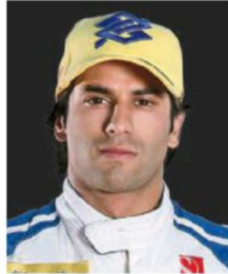


**8 DANIIL KVIAT**  
Praised his engineering team after finally enjoying a clean build-up through practice, and couldn't have realistically qualified higher. For Toro Rosso to be in Q3 with its power and drag deficit represented a fine effort. Rear-suspension problem brought a cruel early end to an otherwise strong weekend for the Russian.



**7 CARLOS SAINZ JR**  
Knew this would be a difficult circuit for Toro Rosso, but was surprisingly rapid on Friday. New brakes meant the car started pulling to the right, which killed his confidence in qualifying. Grid penalty for a gearbox change hurt him, but he recovered well and was fighting with the McLarens until suspension problems struck.

## SAUBER



**8 FELIPE NASR**  
Has struggled recently, but got things hooked up better in Baku. Did a good job to escape Q1, helped by Button's failure to string a proper run together. Gained a couple of places on the first lap when Gutierrez and Hulkenberg came together, but Nasr impressively kept pace with Button's McLaren until the final eight laps.



**5 MARCUS ERICSSON**  
Was the fastest Sauber driver through practice, but qualifying was "shit". He got held up by both Haas drivers (not illegally) and glanced the wall in Q1. Is marked down for that. Race was disappointing: couldn't keep the soft tyre alive long enough to make a one-stopper work, and struggled on the super-soft too.

## McLAREN



**7 JENSON BUTTON**  
Took full responsibility for the lock-up and burnout that destroyed his tyres and meant an early bath in qualifying – the McLaren wasn't fast here, but it was fast enough for Q2. Made up for that with a great job in the race. Tracked Alonso closely and was quicker at the start of the final stint, before Alonso retired.



**8 FERNANDO ALONSO**  
Questioned team's qualifying tactics for putting him in traffic unnecessarily, and also bemoaned losing DRS to yellow flags on his quick laps. Tried to make up for that with a banzai start to the race. Almost passed Hamilton at Turn 1, but got hung out to dry and fell back. Was running *just* ahead of Button before gearbox trouble struck.

## MANOR



**6 RIO HARYANTO**  
Did a good job in qualifying, ending up the quicker Manor driver (and sixth overall in the final sector), though was disappointed to miss a shot at Q2. With a better middle sector it was doable. Race unravelled after Turn 1 contact with Gutierrez. Subsequent 50-lap stint on softs after pitting for a new wing was overambitious.



**6 PASCAL WEHRLIN**  
Felt a loss of DRS at the end of Q1 cost him a place in Q2, but even had Wehrlein strung his best sectors together he would have been fractionally slower than his teammate. Started the race strongly, but fell back as strategy played out. Was clinging on to Ericsson's Sauber when the Manor ran out of brakes.

## HAAS

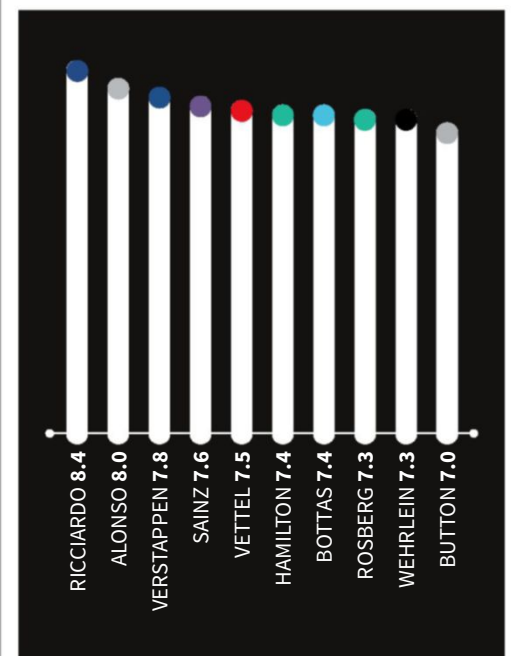


**8 ROMAIN GROSJEAN**  
Haas was significantly more competitive on a track with longer straights and higher temperatures than recent venues, and Grosjean rediscovered his strong Saturday form to get within a tenth of Q3. Drove decently in the race too, keeping Hulkenberg honest until debris in the radiators forced an unplanned second stop.

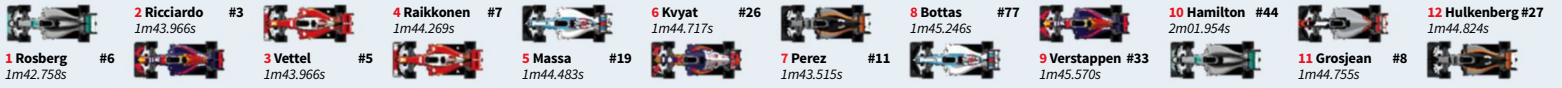


**5 ESTEBAN GUTIERREZ**  
Was not happy with his car's braking performance in qualifying, and went slower in Q2 than he did in Q1 before going off at Turn 8 on his second run. Race was compromised by front-wing damage, after tagging Hulkenberg at Turn 1 following the start. Struggled for speed after that and finished behind both Renaults.

## TOP 10 AVERAGE RATING



# F1/EUROPEAN GRAND PRIX RESULTS



## Race results / 51 laps – 190.170 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Nico Rosberg	Mercedes	1h32m52.366s	51	●●	20.058s
2	Sebastian Vettel	Ferrari	+16.696s		●●	20.422s
3	Sergio Perez	Force India-Mercedes	+25.241s		●●	20.614s
4	Kimi Raikkonen	Ferrari	+33.102s		●●	20.593s
5	Lewis Hamilton	Mercedes	+56.335s		●●	20.108s
6	Valtteri Bottas	Williams-Mercedes	+1m00.886s		●●	19.732s
7	Daniel Ricciardo	Red Bull-Renault	+1m09.229s		●●●	39.995s
8	Max Verstappen	Red Bull-Renault	+1m10.696s		●●●	42.566s
9	Nico Hulkenberg	Force India-Mercedes	+1m17.708s		●●	20.347s
10	Felipe Massa	Williams-Mercedes	+1m25.375s		●●●	39.303s
11	Jenson Button	McLaren-Honda	+1m44.817s		●●●	40.825s
12	Felipe Nasr	Sauber-Ferrari	-1 lap		●●●	41.383s
13	Romain Grosjean	Haas-Ferrari	-1 lap		●●●	44.720s
14	Kevin Magnussen	Renault	-1 lap		●●●	20.772s
15	Jolyon Palmer	Renault	-1 lap		●●●	41.526s
16	Esteban Gutierrez	Haas-Ferrari	-1 lap		●●●	50.760s
17	Marcus Ericsson	Sauber-Ferrari	-1 lap		●●●	41.642s
18	Rio Haryanto	Manor-Mercedes	-2 laps		●●	33.405s
R	Fernando Alonso	McLaren-Honda	42 laps-gearbox		●●●	40.936s
R	Pascal Wehrlein	Manor-Mercedes	39 laps-brakes		●●	26.187s
R	Carlos Sainz	Toro Rosso-Ferrari	31 laps-suspension		●●●	43.058s
R	Daniil Kvyat	Toro Rosso-Ferrari	6 laps-suspension		●●	24.802s

## Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Rosberg	1m46.485s	-	48
2	Hamilton	1m46.822s	+0.337s	42
3	Verstappen	1m46.973s	+0.488s	50
4	Perez	1m46.990s	+0.505s	45
5	Vettel	1m47.028s	+0.543s	49
6	Raikkonen	1m47.181s	+0.696s	41
7	Gutierrez	1m47.563s	+1.078s	50
8	Palmer	1m47.583s	+1.098s	48
9	Bottas	1m47.604s	+1.119s	50
10	Button	1m47.622s	+1.137s	50
11	Nasr	1m47.708s	+1.223s	48
12	Ricciardo	1m47.736s	+1.251s	51
13	Massa	1m47.761s	+1.276s	35
14	Grosjean	1m47.943s	+1.458s	48
15	Hulkenberg	1m48.012s	+1.527s	37
16	Sainz	1m48.804s	+2.319s	31
17	Ericsson	1m48.898s	+2.413s	48
18	Alonso	1m49.101s	+2.616s	27
19	Magnussen	1m49.282s	+2.797s	41
20	Wehrlein	1m50.571s	+4.086s	33
21	Haryanto	1m51.365s	+4.880s	27
22	Kvyat	1m53.167s	+6.682s	2

WEATHER Dry, sunny; track 42C, air 32C ● New ○ Used ● Ultra Soft ● Super Soft ● Soft ● Medium ● Hard ● Wets ● Intermediate

5

Vettel has now taken five podiums this year, but is still waiting for his first victory

14

Rosberg's pole position provided his 14th consecutive start from the front row of the grid

4

Ricciardo lost fourth place in the driver standings to Raikkonen

7

Perez now has seven F1 podiums, the same as Mexican legend Pedro Rodriguez

12

Nasr scored his best result of 2016 so far with 12th in Baku

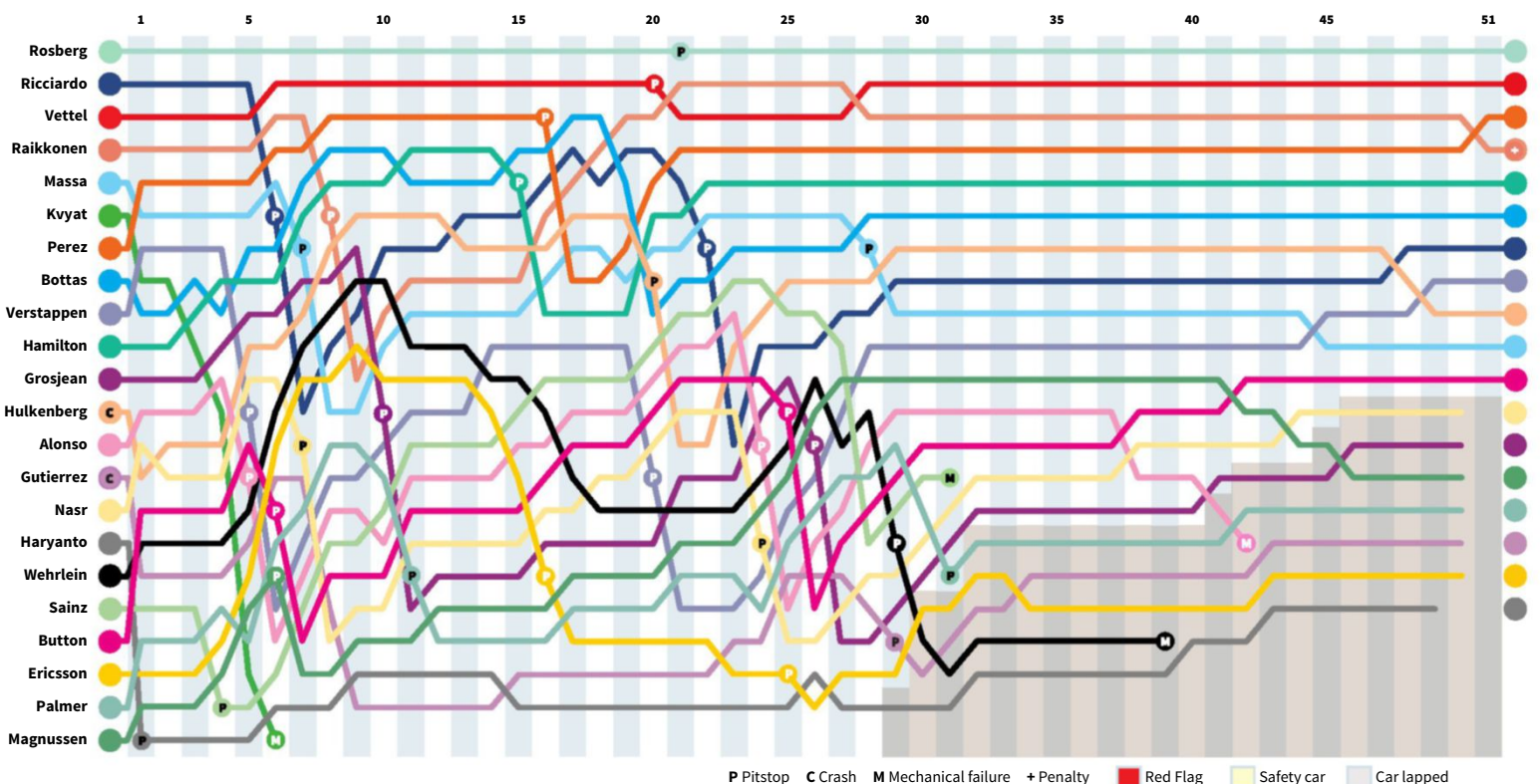
31

Hulkenberg managed a 31-lap stint on Pirelli's super-soft tyre last Sunday

226

Hamilton recorded the highest speed during the race at 226mph

## Lap chart / What happened, when







# SEASON STATS

## Qualifying 1      Qualifying 2      Qualifying 3

POS	DRIVER	TIME
1	Rosberg	1m43.685s
2	Hamilton	1m44.259s
3	Perez	1m44.462s
4	Ricciardo	1m44.570s
5	Kvyat	1m44.694s
6	Bottas	1m44.706s
7	Sainz	1m44.827s
8	Hulkenberg	1m44.860s
9	Raikkonen	1m44.936s
10	Verstappen	1m44.939s
11	Vettel	1m45.062s
12	Gutierrez	1m45.300s
13	Massa	1m45.494s
14	Grosjean	1m45.507s
15	Alonso	1m45.525s
16	Nasr	1m45.549s
17	Haryanto	1m45.665s
18	Wehrlein	1m45.750s
19	Button	1m45.804s
20	Ericsson	1m46.231s
21	Magnussen	1m46.348s
22	Palmer	1m46.394s

WEATHER Dry, sunny; track 39C, air 27C

POS	DRIVER	TIME
1	Rosberg	1m42.520s
2	Hamilton	1m43.526s
3	Perez	1m43.939s
4	Ricciardo	1m44.141s
5	Verstappen	1m44.387s
6	Vettel	1m44.461s
7	Bottas	1m44.477s
8	Raikkonen	1m44.533s
9	Kvyat	1m44.687s
10	Massa	1m44.696s
11	Grosjean	1m44.755s
12	Hulkenberg	1m44.824s
13	Sainz	1m45.000s
14	Alonso	1m45.270s
15	Gutierrez	1m45.349s
16	Nasr	1m46.048s

WEATHER Dry, sunny; track 39C, air 27C

POS	DRIVER	TIME
1	Rosberg	1m42.758s
2	Perez	1m43.515s
3	Ricciardo	1m43.966s
4	Vettel	1m43.966s
5	Raikkonen	1m44.269s
6	Massa	1m44.483s
7	Kvyat	1m44.717s
8	Bottas	1m45.246s
9	Verstappen	1m45.570s
10	Hamilton	2m01.954s

WEATHER Dry, sunny; track 39C, air 27C

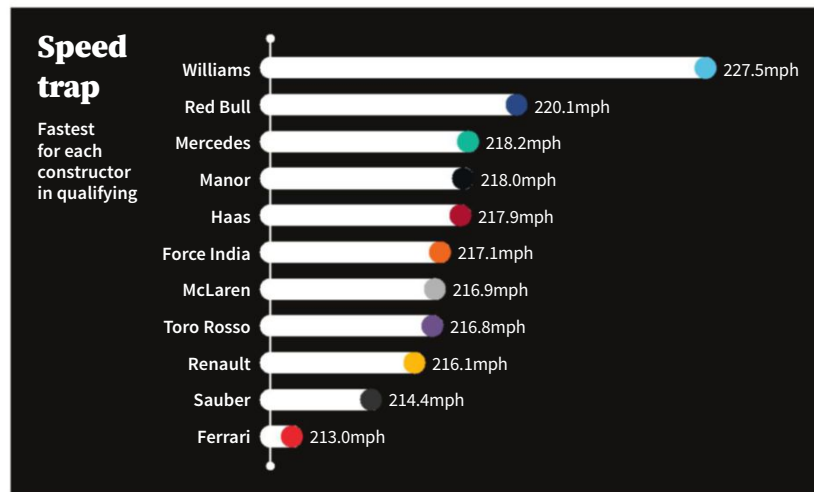
### Race Briefing

#### GRID PENALTIES

**PEREZ** 5-place penalty for gearbox change  
**SAINZ** 5-place penalty for gearbox change  
**MAGNUSSEN** 5-place penalty for gearbox change.  
 Started from pitlane.

#### RACE PENALTIES

**RAIKKONEN** 5-second penalty for crossing the white line at pit entry and not entering the pits.



## Free practice 1      Free practice 2      Free practice 3

POS	DRIVER	TIME
1	Hamilton	1m46.435s
2	Rosberg	1m46.812s
3	Bottas	1m47.096s
4	Alonso	1m47.989s
5	Vettel	1m48.627s
6	Perez	1m48.922s
7	Button	1m49.019s
8	Massa	1m49.125s
9	Sainz	1m49.267s
10	Hulkenberg	1m49.301s
11	Grosjean	1m49.611s
12	Raikkonen	1m49.635s
13	Ricciardo	1m49.778s
14	Gutierrez	1m50.167s
15	Ericsson	1m50.473s
16	Verstappen	1m50.485s
17	Kvyat	1m50.551s
18	Palmer	1m50.910s
19	Magnussen	1m50.939s
20	Wehrlein	1m51.219s
21	Nasr	1m51.771s
22	Haryanto	1m51.925s

WEATHER Dry, cloudy; track 43C, air 27C

POS	DRIVER	TIME
1	Hamilton	1m44.223s
2	Rosberg	1m44.913s
3	Perez	1m45.336s
4	Bottas	1m45.764s
5	Hulkenberg	1m45.920s
6	Sainz	1m46.027s
7	Verstappen	1m46.068s
8	Vettel	1m46.219s
9	Button	1m46.234s
10	Ricciardo	1m46.293s
11	Alonso	1m46.498s
12	Grosjean	1m46.681s
13	Raikkonen	1m46.694s
14	Kvyat	1m46.744s
15	Gutierrez	1m46.830s
16	Massa	1m47.060s
17	Magnussen	1m47.329s
18	Haryanto	1m47.487s
19	Ericsson	1m47.772s
20	Palmer	1m47.794s
21	Wehrlein	1m48.018s
22	Nasr	1m48.081s

WEATHER Dry, cloudy; track 35C, air 25C

POS	DRIVER	TIME
1	Hamilton	1m44.352s
2	Rosberg	1m44.610s
3	Hulkenberg	1m45.540s
4	Ricciardo	1m45.620s
5	Vettel	1m45.630s
6	Perez	1m45.735s
7	Verstappen	1m45.901s
8	Button	1m45.954s
9	Kvyat	1m45.981s
10	Raikkonen	1m46.024s
11	Alonso	1m46.131s
12	Sainz	1m46.190s
13	Grosjean	1m46.361s
14	Massa	1m46.510s
15	Gutierrez	1m46.670s
16	Magnussen	1m47.024s
17	Wehrlein	1m47.100s
18	Palmer	1m47.158s
19	Ericsson	1m47.328s
20	Nasr	1m47.379s
21	Haryanto	1m47.556s
22	Bottas	no time

WEATHER Dry, sunny; track 46C, air 28C

### Drivers' championship

1	Rosberg	141
2	Hamilton	117
3	Vettel	96
4	Raikkonen	81
5	Ricciardo	78
6	Verstappen	54
7	Bottas	52
8	Perez	39
9	Massa	38
10	Kvyat	22
11	Grosjean	22
12	Hulkenberg	20
13	Alonso	18
14	Sainz	18
15	Magnussen	6
16	Button	5
17	Vandoorne	1
18	Gutierrez	0
19	Palmer	0
20	Ericsson	0
21	Nasr	0
22	Wehrlein	0
23	Haryanto	0

### Constructors' championship

1	Mercedes	258
2	Ferrari	177
3	Red Bull	140
4	Williams	90
5	Force India	59
6	Toro Rosso	32
7	McLaren	24
8	Haas	22
9	Renault	6
10	Sauber	0
11	Manor	0

### Wins

Rosberg	5
Hamilton	2
Verstappen	1

### Fastest laps

Rosberg	4
Hamilton	1
Hulkenberg	1
Kvyat	1
Ricciardo	1

### Pole positions

Hamilton	4
Rosberg	3
Ricciardo	1

### Qualifying head-to-head

ROS	4	4	HAM
VET	6	2	RAI
MAS	2	6	BOT
RIC	4	0	VES
RIC	4	0	KVY
PER	5	3	HUL
MAG	6	2	PAL
KVY	2	2	SAI
VES	3	1	SAI
ERI	6	2	NAS
ALO	6	1	BUT
BUT	0	1	VAN
HAR	4	4	WEH
GRO	6	2	GUT

# FEEDBACK

## It's time to rate F1 teams' efforts



I've read the mag for more years than I care to remember. While you score the drivers and dissect their performances on a couple of pages, what about the teams? Why no scores for them?

Let's use Lewis Hamilton's performance this weekend. I reckon you'll score him a five or a six because of qualifying. But what about the 'incorrect programming' by the team? Where could he have finished?

We have seen errors from Red Bull and Ferrari too, costing Daniel Ricciardo and Sebastian Vettel (who scored highly in the respective week's Autosport) probable wins.

I think it's time to score them. Although the drivers are the focal point, it's a team game — it would be interesting to see points for teams versus their drivers.

Back to Hamilton — where would he be if Mercedes could actually get him a reliable race-day car this season?

**Jack Wallace**  
By email

### Crazy rules spoiled the GP

So another race spoiled by crazy rules. It makes no sense for teams to be denied 'fixing' a car. I understand no driver coaching, but correcting a setting is just today's digital spanner. So let's have a quick and sensible change to the rules.

**Bob Bull**  
By email

### Will halo reach beyond F1?

Now the halo has the go-ahead, will it be rolled out to all single-seater formulas, or will it be OK for Joe Bloggs in Formula Ford to get a bang on the head?

**David Russell**  
By email

### Lessons are still ignored

When will F1 learn its lesson? Having identified that one of the contributing factors in the Jules Bianchi crash was the lack of light, crash investigators recommended there should be at least four hours from the start of any F1 race to the onset of dusk. So we come to

Lewis Hamilton's race was hampered by F1's clampdown on radio communications

Baku and, guess what, to keep to the European time schedule they start the race only three hours before dusk...

**Paul Hewitt**  
Luton, Bedfordshire

### Formula 1 fan loses the love

For the last 20 or so years I have been an avid F1 fan; I've been through the highs and lows of some truly amazing racing and some legendary championship years. This year, however, I find I have been unable to watch a single race.

While I admire everyone in the sport for doing their absolute best, I just cannot find any enthusiasm for it. The tyre and fuel rules mean drivers aren't pushing in every race and the stupidly harsh engine rules mean that even if they need to get a scoot on, they can't for fear of wrecking one of their five engines.

The TV coverage is a mess, too: I have no need for the full sports package on Sky, yet they won't let me pay for the one channel, which means I only have the option of watching the excellent but limited coverage on Channel 4, further dampening my enthusiasm for the sport.

The FIA and the F1 management seem to have forgotten us fans. We have arguably the best set of drivers ever, yet they are hamstrung by silly little rules that confuse them, their teams and us in equal measure. I will no doubt sit out this season and hope the new 2017-spec cars add to the spectacle.

**Graham Roden**  
By email

## HAVE YOUR SAY, GET IN TOUCH

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# Bernie-watch in Baku

F1's 'wonga-wangler' was on mischievous form with the media last weekend, as you'd expect in a country where they can be imprisoned

By Stuart Codling, Executive Editor

[@CoddersF1](#)

## KEEN OBSERVERS OF THE LESSER-SPOTTED

Ecclestone have enjoyed rich pickings lately as this occasionally elusive creature presents himself more regularly in the wild.

Armchair experts and those who pontificate about Formula 1 from afar like to think that the 85-year-old is going a bit soft in the head, citing, for instance, his recent declaration that a particular F1 venue is "a shithole".

Wrong – he's just working to his own agenda, one that we often cannot quite divine as he emerges in his uniform of black trousers and crisply ironed white shirt, and grips-and-grins-and-spins his way down the paddock with an army of camera-toting Eccle-twitchers in tow. The Bernard's every movement fascinates and it was ever thus; type 'Montoya broke head' into YouTube for a reminder of what ensued when the Bruiser from Bogota became collateral damage as he sauntered innocently between a TV cameraman and the unmissable spectacle of Bernie, er, walking in to the Ferrari motorhome.

The key to decoding the agenda of Formula 1's supreme wonga-wangler is to not analyse his behaviour in a literal way. His agile and clever mind craves challenge and stimulation, hates boredom; as Max Mosley wrote in his autobiography, quoting one of Ecclestone's old associates, Bernie is a master of getting himself out of trouble – it's just that very often he almost compulsively landed himself in that trouble in the first place.

Quite apart from all that, there was the small matter this weekend of preventing the inaugural European Grand Prix in Baku from being nudged out of the headlines by two sporting events taking place in France: some provincial football tournament and the Le Mans 24 Hours. In the early 1990s Ecclestone and Mosley nearly managed to kill sportscar racing entirely, only for it to spring back to life, like Glenn Close leaping out of the bath at the denouement of *Fatal Attraction*.

To Bernie, Le Mans is the proverbial turd that won't flush down; worse, it vexatiously and disobligingly bobs back up every June, a potential resource thief outside his sphere of control. He could put up with the 24 Hours when it was being dominated for so long by Audi, then Porsche, car makers whose leaders had ruled out entering F1 so long as he draws breath.

As recently as last year he has even allowed it to run without scheduling a grand prix against it. But then Le Mans crept onto the F1 news agenda after Nico Hulkenberg's victory and other drivers began to express an interest in competing. Autosport understands that at the very next race, young Nico

was summoned to the 'Bernie bus' and told to put a sock in it.

This last weekend Bernie energetically made himself conspicuous from Thursday onwards, firstly with a grip-grin-spin outside the Mercedes cabin, chatting to embattled world championship leader Nico Rosberg, positioning himself neatly against the railing for maximum visibility. Unlike their naturalist brethren, Eccle-twitchers can't resist creeping ever closer. As the cameramen drew in, The Bernard perfectly chose his moment to grasp Rosberg chummily on the bicep, gently repositioning them both optimally in the frame for this very public display of support. Job done, pictures already rocketing through the internet, he made for the media lair in the nearby Hilton Hotel to roll a grenade under the door.

When Bernie drops in on the great unwashed of the media centre you know he has something more than pleasantries on his mind. With chief paddock lieutenant Pasquale Lattuneddu at his shoulder, he wafted into the inner sanctum and shot the breeze with a casual, "How are we liking it then?"

Here we were in a country marked down by Human Rights

Watch, looking forward to a race around which rumours swirled of underwhelming ticket sales and cost overruns. For young Fleet Street sports scribes eager to be inducted into the Order of the Linen Jacket, this was an unmissable opportunity.

"I follow a couple of rules in life," he said, dancing out of range of the initial line of questioning. "Never talk about what you did last night and never talk about money."

The tease never fails to draw the audience in. Asked about journalists supposedly imprisoned for criticising the regime, Bernie replied, with a twinkle that doesn't transfer in print: "So they should. Depends what they say..."

'The Bolt' continued to toy with his audience, describing F1's previous destination as "a bit of a shithole", knowing full well that within minutes these words would be eagerly promulgated worldwide. But whyever not? The Montreal paddock is direly in need of a makeover, and only last week Bernie had to unveil his new multi-million-dollar Heineken sponsorship deal in a temporary complex with backed-up toilets.

Headlines delivered, mischief made, coded messages sent, Bernie took his leave – and, mark you, unlike that piece of theatre outside the High Court in 2013, he had no trouble with the revolving door on the way in or out. Watch, listen, analyse if you will, but never underestimate the mental powers of this formidable player of the game... ❄

**“To Bernie, Le Mans is the proverbial turd that won't flush down”**



# The pursuit of power

Goodwood's theme this year aims to turn up the wick, so prepare for epic levels of grunt to be deployed on the famous Sussex hill

By Kevin Turner, Editor

🐦 @KRT917

**J**enson Button in a McLaren-TAG MP4/2, John Surtees in a Can-Am Lola, David Brabham in his world championship-winning father's BT24 and Alexander Wurz in a Lancia Stratos. The Goodwood Festival of Speed has long established itself as the place to see a unique combination of star drivers and sensational machines, and the 24th edition should be no exception. 'Full Throttle – the Endless Pursuit of Power' is the theme for this weekend's extravaganza, providing the storyline for some of motorsport's biggest monsters.

The no-holds-barred Can-Am sportscar category is 50 years old and period stars Surtees (Lola T70 Spyder) and Brian Redman (Porsche 917 PA) are among those set to blast up the hill. The Porsche museum brings the turbocharged 1100bhp+ 917/30 – arguably the series' greatest car – but perhaps more spectacular still will be historic racer Paul Knapfield going for a time in the unique Ferrari 712.

Whatever you think of recent Formula 1, there is no doubt that the cars are powerful, and Mercedes, Ferrari, McLaren, Red Bull, Williams, Renault and Force India will all make the trip to West Sussex. Mercedes rivals Lewis Hamilton and Nico Rosberg will both attend, bringing the new-generation hybrid turbo W05 from 2014 to the hill for the first time. Commentator and former grand prix driver Martin Brundle will show off Button's world title-winning Brawn BGP 001 too.

Perhaps most unusually, Force India racer and 2015 Le Mans winner Nico Hulkenberg is also set to drive the Sunbeam Tiger racer and land-speed-record breaker of the 1920s. More pre-war power will be provided by Audi and Mercedes, which bring along Auto Union Type C and W125 respectively.

Ford made a winning return to Le Mans last weekend, 50 years after its first success at the Circuit de la Sarthe, and the iconic GT40 gets its own class. There will be examples of all the main variants, from 1964 prototype to seven-litre MkIV, while Marino Franchitti will bring things up to date with one of the Chip

Ganassi Racing GT LM GTE contenders that appeared in France.

More sportscar flavour is provided by the Sports Racers division. Jaguar XJ13, Ferrari 312P (driven by the rapid David Franklin), Porsche 936, Alpine-Renault A442B and a range of Group C prototypes will join modern racers Porsche 919 and Ligier JSP2 (with Olympian Chris Hoy driving). Justin Law's Jaguar XJR-12D and Sam Hancock in a Ferrari 333SP will be among many worth watching.

The event kicks off today (Thursday) with the Moving Motor Show, and the hillclimb runs from Friday. Once again, the King of the Hill shootout will take place on Sunday afternoon.

Add in the Forest Rally Stage, scores of racing motorbikes, an array of supercars (including an unusual mix of Button and British Touring Car champions Matt Neal and Gordon Shedden sharing a Honda NSX, plus Darren Turner in an Aston Martin Vulcan), the Action Sports Arena and myriad stalls, and you'll have a tough job fitting it all in. Assuming you have a ticket, as they are now sold out.

## BTCC shootout

The British Touring Car Championship is one of the UK's tightest series, and this year it gets its own shootout.

Title contenders Sam Tordoff (BMW 125i M Sport), Matt Neal and Gordon Shedden (Honda Civic Type R) will be joined by Adam Morgan's Mercedes A-Class, MG duo Josh Cook and Ashley Sutton, and Jason Plato. The double champion's Subaru Levorg has come on strong in recent races and its rear-wheel drive should be a bonus off the startline.

Goodwood Revival favourite Andrew Jordan should be spectacular in his Ford Focus, while *Emmerdale* actor Kelvin Fletcher will pedal his Chevrolet Cruze.

As ever, there will be plenty of tin-top action from elsewhere in the world. The NASCAR field ranges from a 1963 Ford Galaxie and 1972 Dodge Charger all the way up to one of this year's Chevrolet SS racers, while the Touring Icons class includes Jochen Mass in a Ford Capri RS2600, Hans-Joachim Stuck in a Volkswagen Golf 16S and Frank Biela in Audi's V8 Quattro DTM. >>



# LATVALA'S BAPTISM

IF YOU HAPPEN UPON JARI-MATTI Latvala in West Sussex this weekend, please be patient. He's going to be distracted.

The Finn's coming to the Festival of Speed for the first time, and it's a trip he's not likely to forget. Latvala loves rally cars. He loves the history, the nuts, the bolts... everything.

"I almost came a few years ago, but in the end Ford sent Mikko [Hirvonen] instead," he says. "I've heard a lot about Goodwood: it's the biggest motorsport festival in Britain and there are always some nice cars around. I'm looking forward to it.



MCKEIN/LAT

Latvala will drive the Volkswagen Polo R WRC that's dominated world rallying for the past three seasons up the hill. When he gets to the top, VW had better keep a fairly tight hold on him – if he escapes into the service area for the Forest Rally Stage, he might not be seen for some time. Forget the rest of the Festival, it's quite possible J-ML might not make Rally Poland the following week.

Up there, waiting to do battle on the dirt, there's a Group 4 Audi Quattro like the one Latvala has in his garage. And there's plenty of metal similar to that driven by his hero, Henri Toivonen: Talbot Sunbeam Lotus, Opel Ascona 400, Porsche 911, Lancia 037 and, of course, a Delta S4.

Once again Goodwood has assembled the best collection of rally cars in the world. Nothing comes close. Every generation is represented in what's set to be another glorious assault on the eyes and ears. Where else does a stunning Austin-Healey 3000 share

a service park with a handful of the finest ex-Colin McRae and Richard Burns Subarus?

Thirty years on from its darkest hour, Group B is well represented. There's also a nod to what came afterwards; watch Ian Gwynne wrestle a Ford Sierra RS Cosworth around the stage and it'll be 1987 all over again.

And don't forget rallycross: Ken Block's back, but he's binned the Ford Mustang in favour of his Focus RS RX – the car Andreas Bakkerud used to end Mattias Ekstrom's run of three World RX wins earlier this month. Fans of the Ekstrom Audi need not fret: the S1 EKS RX is here in the hands of 2013 BTCC champion Andrew Jordan.

Talking of rallycross, there's a Wurz back in a Lancia Stratos again – but it's Alex, not his former European Rallycross champion father Franz.

All that, and to cap it all Mark Higgins and *that* Manx TT record-bashing Subaru WRX STI are coming too.

DAVID EVANS



BLOXHAM/LAT



Listen out for the BRM-powered, ex-Clark Lotus 43

## Retro Formula 1 power

The history of F1 always makes its presence felt at the Festival and this year the first turbo era of the late 1970s and '80s will feature.

Fittingly, Renault brings along a number of its racers, including the 1977 RS01 that started it all. It will be driven by Jean-Pierre Jabouille, the first man to win a world championship grand prix in a turbocharged car. Fellow period Renault star Rene Arnoux will be aboard the RE40 with which Alain Prost nearly won the 1983 title.

McLaren provides an MP4/2 for Button, Nyck de Vries and Stoffel Vandoorne to share, while tin-top ace Jordan is down to drive a 1986 Lola THL2.

The post-turbo cars aren't ignored either. The McLaren trio will be out again in a Honda-engined MP4/6, and GP2 ace Alex Lynn (FW13B) and ex-F1 racer Karun Chandhok (FW17) get their hands on Williams-Renault machinery. Sebastian Vettel and Gerhard Berger are also expected to share a 2008 Toro Rosso STR3.

Going back much further, BRM often turned to complicated engine designs in its search for more power. The incredible-sounding 1950 V16 from the National Motor Museum will be demonstrated, while the team's H16 engine from 1966 will be heard in the back of the Middlehurst family's Lotus 43 – the only car that was able to give the powerplant a GP victory, in the hands of Jim Clark.

## What else to do while you're there

DO YOU HAVE ANY IDEA WHAT a distraction a Porsche 917 leaving the line can be when you're trying to decide whether to buy a Rothmans-liveried Ford Escort RS1800 or the Ford Focus RS WRC that Colin McRae used to win the 1999 Safari Rally?

Goodwood's a nightmare for that. One day's simply not enough to take it all in. Not unless you do it properly:

the full, flat-out 12-hour day. It's the only way.

That gives you trackside time to appreciate everything described on these pages, then there's the tractor ride to the top of the hill to see the rally cars unleashed in their natural environment.

Away from the competition cars, the Festival's evolved into an amazing open-air



J.BLOXHAM/LAT

### BMW celebrates centenary

BMW marks its centenary in 2016 and is this year's featured marque. As well as the towering sculpture outside Goodwood House, the celebrations will include a wide variety of the Bavarian firm's products taking to the hill.

Grand prix winner Riccardo Patrese will drive the Brabham-BMW BT52, which ex-F2 champion Marc Surer will also demonstrate. Surer is expected to handle an M1 Procar, and tin-top legends Johnny Cecotto (DTM E30 M3), Steve Soper (long-tailed McLaren F1 GTR) and Roberto Ravaglia (DTM E92 M3) join the party too.

BMW's Le Mans success in 1999 will be recalled as Yannick Dalmas (who shared that victory with Joachim Winkelhock and Pierluigi Martini) takes a V12 LMR up the hill. The ever-popular Alex Zanardi (Z4) and versatile Duncan Huisman (M6) bring things up to date with BMW's GT3 racers. 🏁



DTM M3 will be among a clutch of Bavarian star cars

J.BLOXHAM/LAT

motorshow: take a look at the cars we usually only get to read about in Autosport sister mag *Autocar*. For example Bugatti's Chiron will be going up the hill. Unfortunately in road-going form it's limited to 261mph...

Rally cars aren't the only things going off-road. Check out the Goodwood Action Sports arena, where you'll see motocross and BMX

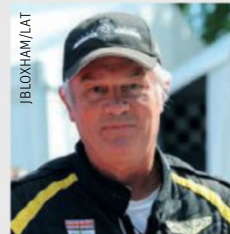
bikes spending much of the day several feet off the ground.

Have a look around the shops and stalls. You can kit yourself out in a James Hunt T-shirt, or choose from a startling array of tweed jackets. And, of course, you can buy a car, like we did last year. They're so much more convenient 43 times smaller.

DAVID EVANS

# HOW TO BE QUICK ON THE HILL

Former British Touring Car star and Goodwood favourite Anthony Reid is invariably one of the fastest up the hill. He is also one of the few drivers to have recorded a sub-45s run, set in a Williams FW07B. Here's his Autosport guide to being fast on Lord March's driveway.



J.BLOXHAM/LAT

### THE FLINT WALL

"The wall sorts the men from the boys. I've won the event in that section before. There's no margin for error and you can certainly under-drive. It's actually an 's', so it's easy to run wide on the exit and you're then straight into the long right.

"It looks tight, but it's actually quite open. A lot of people turn too late, which affects your run to the finish."

### CARNES SEAT/ FINISH

"It's important to take the left-hander flat, depending on what car you're in. I couldn't quite manage it in the NASCAR last year. It's not easy, but it does make a difference – perhaps two or three tenths."

### MOLECOMB CORNER

"Molecomb is tricky. The braking is done in a right-hand curve for a left-hand corner. The approach is also blind, which is why people often go off there. It's important to brake late and to use the full width of the road on the right to open up the left."

### URNS 1 AND 2

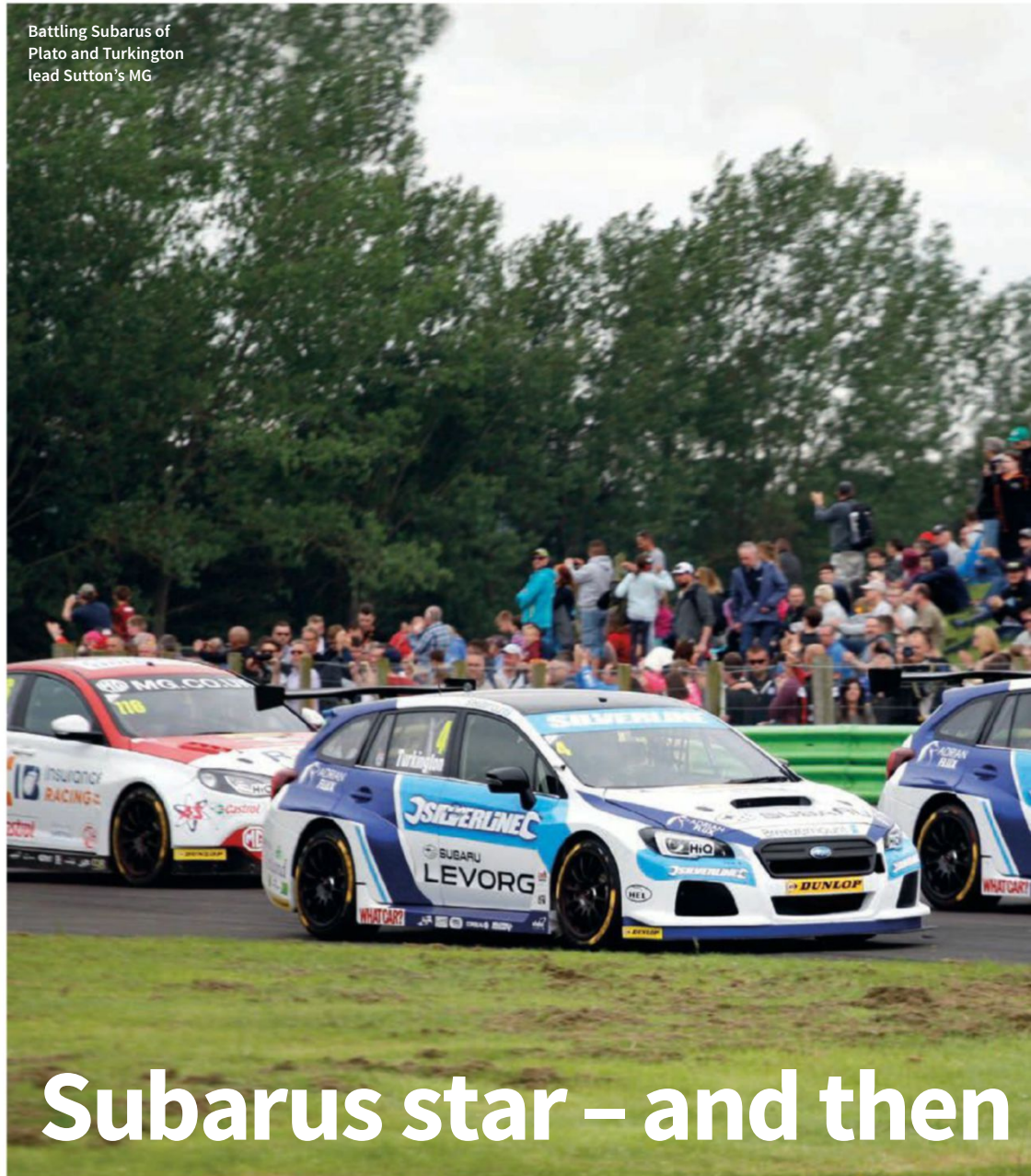
"It's important to be clean and not overdrive here because the second corner is critical as it leads onto the main straight. You've got to use all the road."



### START

"They time the first 100 metres – it's the first sector – and you've got to be below five seconds to have a chance. You've got to have a car with a power-to-weight ratio of 1000bhp/metric ton to do a sub-45s run. It's got to be on slicks and have lots of downforce.

"You can go away in your own time. The light goes green, but you don't have to go at that moment. You've got to be very careful because even changing into first gear can make the car quiver and trigger the timer. And wheelspin is better than bogging down."



**BRITISH TOURING CAR CHAMPIONSHIP**  
**CROFT (GB)**  
**JUNE 19**  
**ROUND 5/10**

“WE HAD SUCH AN EASY WEEKEND AT Oulton Park and everything clicked into place, but this weekend was the complete opposite.”

Those were the thoughts of Sam Tordoff come the end of a dramatic weekend of racing as the British Touring Car Championship reached the halfway point at Croft, with the BMW driver heading into the summer break having extended his advantage at the head of the standings.

While the WSR-run Yorkshireman was unable to add to his victory tally on home soil, three- points scoring finishes proved enough to give him slightly more breathing space in the standings on a weekend where rear-wheel-drive cars drove home their advantage in two of the three races. On the back of a breakthrough weekend at Oulton Park, the Team BMR-run Subarus were the class of the field in race one and would have doubled up in race two had it not been for a clash between team-mates Colin Turkington and Jason Plato while dicing for the lead. That handed victory to Tordoff's team-mate Rob Collard, with rookie Ash

Sutton earning an impressive maiden win in his Triple Eight MG when conditions took a turn for the worse in race three.

It was perhaps little surprise that it was a car powered through the rear wheels that clinched pole on a circuit that favours that format, but after two tightly fought practice sessions Turkington's advantage of four tenths of a second certainly raised a few eyebrows.

A master around the Croft circuit, Turkington made the most of the performance of his ballast-free Levorg to win race one with ease, despite multiple safety car periods, with team-mate Plato following him home to give BMR a one-two finish. “It was the first time with the car at Croft and the grid is so tight we couldn't assume we'd get a win, despite it being a rear-wheel-drive circuit,” Turkington reflected. “To stick the car on pole and then win was a great start to race day.”

It was a result that could, and should, have been repeated in race two. But when Plato made a move for the lead at Tower on the eighth lap, Turkington didn't concede and the pair touched, delaying each other enough for Collard to pounce.

Although the Subaru would both recover to finish on the podium, there was frustration on both sides at the missed opportunity to win



## AT A GLANCE

### RACE 1

- 1 Turkington Subaru
- 2 Plato Subaru
- 3 Sutton MG

### RACE 2

- 1 Collard BMW
- 2 Plato Subaru
- 3 Turkington Subaru

### RACE 3

- 1 Sutton MG
- 2 Tordoff BMW
- 3 Ingram Toyota

➔ P61 FULL RESULTS

# collide

ALL PICS: EBREV/LAT



Collard had a decent weekend; Neal didn't



Tordoff (right) extends points lead, after taking second to Sutton (centre)

again. "Colin didn't expect me to overtake as positively as I did but that's what I do," said Plato. "He closed the door as I was up the inside, and in my view he should have given me room. We've talked it through and I've given him the benefit of the doubt, but it's a shame as we should have had a second win."

With Collard having vaulted ahead of the delayed duo – plus team-mate Jack Goff, who was forced to anchor up to avoid collecting Turkington's car – the rear-wheel drive domination continued regardless, the BMW man securing his 50th BTCC podium on a weekend where he competed in his 400th race.

"I didn't think Colin and Jason would collide, but when they did I put my car in the right place to get ahead," Collard said. "I had to push to get a gap and then I knew I was safe."

Despite the arrival of rain for race three, a rear-wheel-drive hat-trick looked to be on with Tordoff starting from reversed-grid pole, the points leader having survived a major scare in race one when a trip through the gravel caused an oil leak that would necessitate an engine change before race two.

**Sutton:  
"He had a wobble and that made it easier"**

For much of the race the BMW ran clear out front, but Tordoff hadn't counted on the charging MG of Sutton, the reigning Clio Cup champion working his way up to second before chasing down the leader.

With a safety car bunching up the field, a two-lap sprint to the finish emerged and a small error from Tordoff into Sunny gave Sutton the chance to pounce as he picked up his first win – the 10th victor in 15 races this season.

"The car was on rails and I had to be on the limit," he said. "I was reeling Sam in and, while the safety car helped, it only left me two laps to make a move. I knew sector two was the place to do it, and when he had a wobble it made the job a little easier."

It capped a strong weekend for Sutton, who was the leading front-wheel-drive runner in each of the three races, although it was Tordoff with second place who extended his championship lead to 12 points. "All credit to the guys in the garage as we shouldn't have even finished race one; the engine was on its way out," he said. "The work they did to change the engine before race

two was fantastic and I've kept my championship alive with P8 and then P2. Their work was the difference between scoring and not scoring, so to extend the lead is fantastic."

While Tordoff and Collard head away from the weekend holding the top two positions in the championship, for two of the other major frontrunners it would be a weekend to forget.

From a single point behind heading to Croft, Honda's Matt Neal moved level with Tordoff after race one but would slip 15 points off the pace after picking up just one top-10 finish. That was still better than team-mate Gordon Shedden, who scored just four points as the Type R struggled for straightline pace. Being one of four drivers to gamble on slicks in race three only compounded his misery.

"It's hard to know what you can say," Neal said, "but even with the weight out we weren't clever in the speed traps; they tell their own story."

With the Subarus sitting ominously close to the top 10, and ballast-free heading to Snetterton next time out, the traditional two-day Dunlop tyre test at the Norfolk circuit has taken on added importance as the title fight heats up, with the points battle well and truly open at the halfway stage.

MATT SALISBURY



Giovinazzi added Baku to Pau and Norisring F3 street-race wins

# Giovinazzi stuns for Prema double

**GP2 SERIES**  
**BAKU (AZ)**  
**JUNE 18-19**  
**ROUND 3/11**

ANTONIO GIOVINAZZI SAID HE “would have never dreamed” of two race wins before he arrived in Azerbaijan, but the Italian completed a remarkable double on a GP2 weekend in Baku that was marred by multiple incidents and raised questions about driving standards in the category.

While Prema Racing’s rookie was able to emerge from the chaos with the first GP2 double since Davide Valsecchi in Bahrain in 2012, another driver left Azerbaijan banned from the next event in Austria.

In race one, the biggest talking point occurred just seconds into the race when a collision between Pierre Gasly and Norman Nato triggered a five-car pile-up that eliminated Gasly’s Prema car and both sets of Carlin and DAMS drivers: Alex Lynn, Nicholas Latifi, Sergio Canamasas and Marvin Kirchhofer.

The safety car appeared as they were removed from the Turn 1 runoff area, and it would be called upon a further three times in a race that Giovinazzi won thanks to his pace compared to long-time leader Raffaele Marciello in the closing stages, as well as his decisiveness in seizing the lead

at the first opportunity.

Giovinazzi, who starred on street circuits during his third season in Formula 3 in 2015, also showed his nerve in handling the late-race restart that followed pre-weekend championship leader Nato colliding with his Racing Engineering team-mate Jordan King.

Skilful restart management was an element tellingly lacking in race two where, unlike Saturday’s immediate calamity, the sprint race went eight laps before the safety car was called out to allow the marshals to recover Jimmy Eriksson’s car from the Turn 1 barriers. The Swede had collided with King after the British driver made a late move down the inside and the pair made contact at the apex, spun, and held up the blameless Canamasas.

While the stewards decided that this incident merited Eriksson getting a three-place grid penalty for the Red Bull Ring feature race, they took an even dimmer view of the shunts that were to come at the next two safety car restarts.

ART’s Nobuharu Matsushita had brilliantly grabbed the lead off the line from reversed-grid polesitter Daniel de Jong and the Honda-supported Japanese driver had been consolidating his lead when the safety car appeared for the King-and-Eriksson incident.

But when the race was due to restart at

the beginning of lap nine, Matsushita rocketed up Baku’s 1.4-mile main blast without leaving enough time for the safety car to return to the pits.

He slowed in a failed attempt not to pass it, which allowed Oliver Rowland and de Jong through on the run into Turn 1, but both MP Motorsport drivers went wide, with the Dutchman dropping from second to 15th, and Matsushita was able to retake the lead on the run to Turn 2.

Matsushita was given another chance to restart the race from behind the safety car on lap 12, after Philo Paz Armand’s stricken car had to be removed from the Turn 7 escape road. But his second attempt was even more disastrous than the first.

Rather than try and get the jump on his rivals, Matsushita drove “in an erratic manner, accelerating and braking, again causing danger to other competitors and causing several collisions to cars following him,” according to the stewards’ damning post-race assessment.

Gustav Malja was the biggest victim: he hit the back of Mitch Evans and lost his front wing, which gave him no chance of stopping at Turn 1, where he hit Rowland and crashed out along with both Campos drivers: Evans and Sean Gelael.

The third restart was Matsushita’s undoing as he turned into the wildly

## AT A GLANCE

### RACE 1

- 1 **Giovinazzi** Prema
- 2 **Sirotkin** ART
- 3 **Marciello** Russian Time

### RACE 2

- 1 **Giovinazzi** Prema
- 2 **Gasly** Prema
- 3 **Sirotkin** ART

➔ **P61** FULL RESULTS



# in Baku

braking Marciello into Turn 1, and the resulting contact forced his retirement. This gave Prema an unlikely one-two lead as both Gasly and Giovinazzi had been at the rear of the pack during the early stages thanks to the Frenchman's low grid spot and the race-one winner having a temporary engine problem on the first lap.

Giovinazzi – who was lacking DRS – stalked and passed his team-mate for the win on the final tour to crown a memorable weekend for the Prema team, which also recorded its first two GP2 wins.

Matsushita was subsequently banned from the next event for his safety car infractions, while Nato's double retirement – the second due to a brake problem – means the championship is wide open after three weekends.

While Artem Markelov now leads Nato by five points, the delighted Giovinazzi is up to third, only eight points adrift in the title fight. "If someone had told me at the beginning of the weekend that I will win both races, I'd have never believed it," he said after race two.

Giovinazzi's double is a rare feat in the Pirelli era of GP2, but the 22-year-old is confidently hoping for even more next time out. "I like the Red Bull Ring," he said. "This is where I pocketed my first win in F3 so I hope we will be able to repeat that in two weeks."



Homola heads battling Nash and Borkovic

## SEATs play musical chairs

**TCR INTERNATIONAL  
OSCHERSLEBEN (D)  
JUNE 19  
ROUND 6/11**

SEAT DRIVERS RETURNED TO THE TOP OF the podium – and the points table – as a barren recent spell ended with victories for Slovakian talent Mato Homola and Pepe Oriola.

Homola didn't quite have the pace of the sister B3 Racing Hungary machine pedalled to pole by Dusan Borkovic, but the lofty Serb's press-on driving style once again caught him out in the first race. Under intermittent drizzle Borkovic lost it, allowing Homola – who had earlier worked his way past the Craft Bamboo SEAT of James Nash – into the lead.

Borkovic had another off, dropping to fourth behind Nash and Antti Buri, but managed to reclaim second from Nash on the final lap.

Oriola, who had been fastest in Q1 but

overdrove in the deciding Q2 phase, used the consequent lofty reversed-grid position to take an immediate second in race two, then swiftly passed the polesitting VW Golf of Davit Kajaia.

Oriola had crashed out of race-one contention after contact with Buri, but was hardly troubled as he retook the series lead, although Nash – who was third again behind Borkovic – is level on points with his Craft Bamboo team-mate.

Pre-weekend points leader Stefano Comini retired his VW with damage in race one, but charged to sixth after an early clash later on.

### RESULTS

**Race 1 1 Mato Homola (SEAT Leon TCR)** 19 laps in 34m31.336s; 2 Dusan Borkovic (SEAT) +1.438s; 3 James Nash (SEAT); 4 Sergei Afanasiev (SEAT); 5 Antti Buri (SEAT); 6 Jean-Karl Vernay (Volkswagen Golf GTI TCR). **Race 2 1 Pepe Oriola (SEAT)** 17 laps in 27m32.124s; 2 Borkovic +2.164s; 3 Nash; 4 Afanasiev; 5 Homola; 6 Stefano Comini (VW). **Points 1 Oriola 145**; 2 Nash 145; 3 Homola 141; 4 Comini 128; 5 Vernay 115; 6 Gianni Morbidelli 114.

## Caruso puts Nissan on top

**V8 SUPERCARS  
HIDDEN VALLEY (AUS)  
JUNE 18-19  
ROUND 6/14**

A WEEKEND OF CLOSE ACTION AND heavy clashes ended with Michael Caruso and Shane van Gisbergen sharing the two wins at the Hidden Valley circuit in Darwin.

In stifling heat, Caruso scored his and Nissan's first win of the season in convincing style, while van Gisbergen emerged from a crash-strewn race two to put himself back into title contention.

It was a strong comeback for the New Zealander, who a day earlier had earned a penalty for a restart infringement when he looked to be Caruso's closest challenger. That allowed Jamie Whincup to chase the Nissan home, ahead of Ford's Chaz Mostert.

The Sunday raced started with an incident

that put the cars of Lee Holdsworth and Fabian Coulthard out on the spot, and Holdsworth in hospital. Doctors have diagnosed a fractured pelvis, which will put him out of next month's round at Townsville at the very least.

Holdens dominated the Sunday race, with Tim Slade backing up his recent winning Winton form with second ahead of Craig Lowndes, Will Davison and James Courtney, who gained 15 places after starting from 20th in his Holden Racing Team Commodore.

Mark Winterbottom had a terrible weekend. He was a lowly ninth on Saturday but worse followed on Sunday, the reigning champion earning two driving-infringement penalties over clashes with first Todd Kelly and then Aaren Russell. Winterbottom's Prodrive teammate Cam Waters had an even worse time, his Ford suffering two broken suspension uprights in the two races.

### PHIL BRANAGAN

### RESULTS

**Race 1 1 Michael Caruso (Nissan Altima)** 42 laps in 50m12.3730s; 2 Jamie Whincup (Holden Commodore) +1.7795s; 3 Chaz Mostert (Ford Falcon); 4 Will Davison (Holden); 5 Scott Pye (Ford); 6 Fabian Coulthard (Ford). **Race 2 1 Shane van Gisbergen (Holden)** 70 laps in 1h32m52.6896s; 2 Tim Slade (Holden) +1.5655s; 3 Craig Lowndes (Holden); 4 Davison; 5 James Courtney (Holden); 6 Caruso. **Points 1 Whincup 1275**; 2 Lowndes 1245; 3 Scott McLaughlin 1230; 4 Mark Winterbottom 1212; 5 van Gisbergen 1204; 6 Davison 1152.



Caruso: first Nissan win this season

KALISZ/LAT

# IN BRIEF

## STCC

SEAT drivers shared the Scandinavian Touring Car honours at Anderstorp. Johan Kristoffersson led the first race all the way to beat the Volvos of Robert Dahlgren and Richard Goransson. The reversed-grid race went to Daniel Haglof, who rose from fifth at the start to defeat Goransson, while Kristoffersson charged from 10th to third. Fifth place for Dahlgren keeps him in the championship lead.

## SUPER TC2000

Fabian Yannantuoni returned Peugeot to the winner's circle at Rio Hondo. Peugeot team-mates Mariano Werner and Damian Fineschi led the field away from the front row, with Yannantuoni one of those first to pit for the mandatory (at this round) tyre change. Norberto Fontana (Chevrolet) later held the lead prior to his stop, while Yannantuoni lay second ahead of Facundo Arduso (Renault). Towards the finish, Fontana returned to the lead and had victory within sight, until the last lap when a deflated tyre put paid to his hopes, allowing Yannantuoni to win ahead of Matias Milla (Toyota) and Arduso, who now leads the standings.

## GERMAN FORMULA 4

Joey Mawson scored two wins at Oschersleben with Van Amersfoort Racing. The first featured brilliant racecraft as the Aussie fought past Mick Schumacher for second, then Thomas Preining for the lead. Mawson led all the way in race two from Schumacher and Preining, although the last-named was excluded for insufficient fuel. Mawson went out of the reversed-grid crashfest while Schumacher got a drivethrough penalty for passing under the safety car, as Kim-Luis Schramm won.

## TCR GERMANY

Briton Josh Files took a last-gasp win in an Oschersleben thriller. The Target Honda man emerged from a six-car scrap as Files and Bas Schouten passed Tim Zimmermann on the final lap. Files also finished first in race one, but a penalty for a grid infringement gave Dominik Fugel (Honda) the win.



Brundle (2) and Robertson get ready to rumble at Le Mans

## ROAD TO LE MANS LE MANS (F) JUNE 18

ON THE WEEKEND WHEN Toyota had another Le Mans 24 Hours victory slip through its fingers, one of its most famous drivers never to win the race with the marque returned to the Circuit de la Sarthe to attempt to succeed in the Road to Le Mans race.

Martin Brundle's first outing at Le Mans in four years didn't end with the heartbreak of some of his previous endeavours, but he and United Autosports team-mate Christian England did end up a "reassuringly disappointed" second behind the Yvan Muller-run Thomas Laurent and Alexandre Cougnaud, despite having started the LMP3-and-GT3 affair from pole.

Briton Brundle set pole at the circuit for the first time since his 1999 24 Hours outing with Toyota, but lost the lead at the start despite

a strong getaway in his United Autosports Ligier JSP3.

Brundle appeared to catch Ginetta driver Charlie Robertson off guard as the race began, but Robertson tucked in behind the Ligier before pulling off a bold move at the Dunlop Chicane to snatch the lead.

Brundle dropped behind James Winslow's fast-starting Graff Ligier, but soon returned to second and eased into a comfortable position before handing over to England.

The United Ligier should then have inherited the lead of the race, as Lawrence Tomlinson lost the rear of the Ginetta at the Dunlop chicane on his second lap, but a spin from England — coupled with a swift pitstop and out-lap from Laurent — handed first to the DC Racing Ligier that is run by Muller's team.

Laurent, disappointed not to have set pole two days earlier, was not troubled from there as he stormed clear to finish 16.9s ahead.

England recovered to second,

having made his way back past Romano Ricci during the middle of his stint. "I retook second [from Winslow] and that was a lovely move, I enjoyed that," said Brundle. "We were in really good shape. Christian had a little spin, which put us out of contention — but that was his first ever dry lap around here in the car; it was very tough conditions."

John Falb finished third in the second Graff Ligier, while the AF Corse Ferrari 488 of Aleksey Basov/Victor Shaytar took GT3 honours.

## JACK COZENS

## RESULTS

**1 Laurent Thomas/Alexandre Cougnaud (Ligier JSP3)** 13 laps in 55m30.230s; 2 Martin Brundle/Christian England (Ligier) +16.863s; 3 John Falb (Ligier); 4 Yann Ehrbacher/Romano Ricci (Ligier); 5 Guy Cosmo/Mike Hedlund (Ligier); 6 Terrence Woodward/James Swift (Ligier). **GT3 1 Aleksey Basov/Victor Shaytar (Ferrari 488 GT3)**; 2 Hiroshi Hamaguchi/Adrian Quaife-Hobbs (McLaren 650S GT3); 3 Egidio Perfetti/Klaus Bachler (Porsche 911 GT3-R).

# Norris wins but Daruvala now leads

## FORMULA RENAULT NEC HUNGARORING (H) JUNE 19 ROUND 3/7

LANDO NORRIS TOOK AN ALL-the-way win first time out at the Hungaroring, but an error in the second race put the Brit out and dropped him to fourth in the points.

Norris's Josef Kaufmann Racing car was trailed by a flotilla of Fortec



Daruvala leads Shwartzman

machines in race one, although second-placed Nikita Troitskiy got a drivethrough penalty for jumping the start, allowing fellow Russian Vasily Romanov up to second and Ferdinand Habsburg into third.

Indian Jehan Daruvala struck to win race two from JKR team-mate Robert Shwartzman and moves to the top of the standings.

Will Palmer had a best result of ninth, while Max Defourny spun

out in qualifying but recovered to the top 10 in both races.

**RESULTS Race 1 Lando Norris** 13 laps in 25m08.140s; 2 Vasily Romanov +2.487s; 3 Ferdinand Habsburg; 4 Bartek Mirecki; 5 Robert Shwartzman; 6 Alex Gill. **Race 2 1 Jehan Daruvala** 14 laps in 25m37.510s; 2 Shwartzman +1.427s; 3 Habsburg; 4 Hugo de Sadeleer; 5 Sacha Fenestraz; 6 Mirecki. **Points 1 Daruvala 112**; 2 Dorian Bocolacci 107; 3 Max Defourny 103; 4 Norris 97; 5 Will Palmer 87; 6 Romanov 79.

# RESULTS ROUND-UP

## GP2 SERIES

### ROUND 3/11, BAKU (AZ), JUNE 18-19

#### RACE 1 (26 LAPS – 96.918 MILES)

1 Antonio Giovinazzi (I) Prema Racing	1h03m05.420s
2 Sergey Sirotkin (RUS) ART Grand Prix	+1.233s
3 Raffaele Marciello (I) Russian Time	+1.343s
4 Oliver Rowland (GB) MP Motorsport	+2.141s
5 Mitch Evans (NZ) Campos Racing	+2.628s
6 Nobuharu Matsushita (J) ART Grand Prix	+3.110s
7 Sean Gelael (RI) Campos Racing	+5.808s
8 Daniel de Jong (NL) MP Motorsport	+6.663s
9 Luca Ghiotto (I) Trident	+7.058s
10 Gustav Malja (S) Rapax	+7.595s
11 Jimmy Eriksson (S) Arden International	24 laps-accident
12 Jordan King (GB) Racing Engineering	24 laps-accident
R Norman Nato (F) Racing Engineering	18 laps-accident
R Nabil Jeffri (MAL) Arden International	14 laps-puncture
R Arthur Pic (F) Rapax	7 laps-accident
R Artem Markelov (RUS) Russian Time	7 laps-accident
R Philo Paz Armand (RI) Trident	5 laps-accident
R Marvin Kirchhofer (D) Carlin	0 laps-accident
R Pierre Gasly (F) Prema Racing	0 laps-accident
R Sergio Canamasas (E) Carlin	0 laps-accident
R Alex Lynn (GB) DAMS	0 laps-accident
R Nicholas Latifi (CDN) DAMS	0 laps-accident

Winner's average speed 92.170mph.

Fastest lap Matsushita 1m56.086s, 115.675mph.

#### QUALIFYING

1 Giovinazzi 1m51.752s; 2 Matsushita 1m51.841s; 3 Sirotkin 1m52.532s; 4 Marciello 1m52.555s; 5 Ghiotto 1m52.691s; 6 Rowland 1m52.739s; 7 Kirchhofer 1m52.756s; 8 Gasly 1m52.760s; 9 Nato 1m52.929s; 10 Canamasas 1m52.962s; 11 King 1m52.962s; 12 Markelov 1m53.040s; 13 Lynn 1m53.092s; 14 Latifi 1m53.226s; 15 Evans 1m53.401s; 16 Pic 1m53.702s; 17 de Jong 1m54.000s; 18 Eriksson 1m54.034s; 19 Malja 1m54.213s; 20 Gelael 1m54.717s; 21 Jeffri 1m55.333s; 22 Armand 1m57.692s.

#### RACE 2 (21 LAPS – 78.267 MILES)

1 Giovinazzi 44m49.606s; 2 Gasly +1.763s; 3 Sirotkin +4.179s; 4 King +5.672s; 5 Markelov +14.809s; 6 Canamasas +16.151s; 7 Jeffri +17.693s; 8 Pic +18.240s; 9 Lynn +19.856s; 10 Kirchhofer +22.745s; 11 Marciello +23.645s; 12 Ghiotto +26.490s; 13 Latifi +28.862s; 14 de Jong +52.851s; 15 Rowland 20 laps-brakes; R Matsushita 13 laps-accident; R Evans 12 laps-accident; R Gelael 11 laps-accident; R Malja 11 laps-accident; R Armand 9 laps-accident; R Nato 9 laps-brakes; R Eriksson 7 laps-accident.

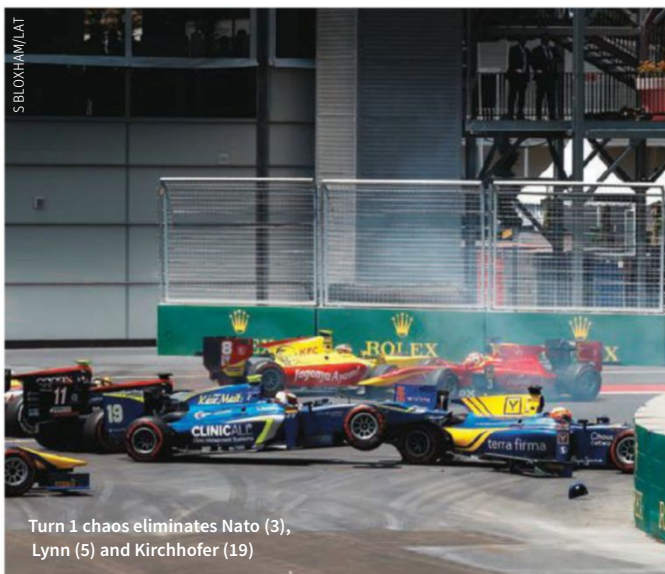
Winner's average speed 104.759mph. Fastest lap Giovinazzi 1m54.792s, 116.979mph.

#### GRID FOR RACE 2

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

#### CHAMPIONSHIP

1 Markelov 54; 2 Nato 49; 3 Giovinazzi 46; 4 Gasly 45; 5 Marciello 43; 6 Lynn 41; 7 Rowland 34; 8 Matsushita 32; 9 Sirotkin 32; 10 Evans 28.



Turn 1 chaos eliminates Nato (3), Lynn (5) and Kirchhofer (19)

## BRITISH TOURING CAR CHAMPIONSHIP

### ROUND 5/10, CROFT (GB), JUNE 19

#### RACE 1 (18 LAPS – 38.250 MILES)

1 Colin Turkington (GB) Team BMR • Subaru Levorg	29m56.374s
2 Jason Plato (GB) Team BMR • Subaru Levorg	+1.353s
3 Ash Sutton (GB) Triple Eight Racing • MG6	+2.305s
4 Jack Goff (GB) WSR • BMW 125i M Sport	+2.689s
5 Andrew Jordan (GB) Motorbase Performance • Ford Focus	+6.429s
6 Jake Hill (GB) Team Hard • Toyota Avensis	+7.136s
7 Rob Collard (GB) WSR • BMW 125i M Sport	+7.306s
8 Mat Jackson (GB) Motorbase Performance • Ford Focus	+8.025s
9 Tom Ingram (GB) Speedworks Motorsport • Toyota Avensis	+8.279s
10 Aron Smith (IRL) Team BKR • Volkswagen CC	+9.191s
11 Rob Austin (GB) Handy Motorsport • Toyota Avensis	+9.343s
12 Matt Neal (GB) Team Dynamics • Honda Civic Type R	+10.208s
13 Sam Tordoff (GB) WSR • BMW 125i M Sport	+12.409s
14 Michael Epps (GB) Team Hard • Toyota Avensis	+12.903s
15 Gordon Shedden (GB) Team Dynamics • Honda Civic Type R	+13.969s
16 Warren Scott (GB) Team BMR • Subaru Levorg	+14.453s
17 Josh Cook (GB) Triple Eight Racing • MG6	+14.895s
18 Martin Depper (GB) Eurotech Racing • Honda Civic Type R	+15.471s
19 Ollie Jackson (GB) AmD Tuning • Audi S3 Saloon	+16.124s
20 Jeff Smith (GB) Eurotech Racing • Honda Civic Type R	+17.269s
21 Alex Martin (GB) Team Parker Racing • Ford Focus	+18.927s
22 Matt Simpson (GB) Speedworks Motorsport • Honda Civic Type R	+19.299s
23 Stewart Lines (GB) Maximum Motorsport • Ford Focus	+19.720s
24 Chris Smiley (GB) Team Hard • Toyota Avensis	+20.407s
R Aiden Moffat (GB) Ciceley Motorsport • Mercedes-Benz A-Class	12 laps-damage
R James Cole (GB) Team BMR • Subaru Levorg	9 laps-damage
R Daniel Welch (GB) Welch Motorsport • Proton Persona	9 laps-damage
R Kelvin Fletcher (GB) Power Maxed Racing • Chevrolet Cruze	9 laps-off
R Mark Howard (GB) Team BKR • Volkswagen CC	7 laps-off
R Adam Morgan (GB) Ciceley Racing • Mercedes-Benz A-Class	6 laps-suspension damage
R Daniel Lloyd (GB) Eurotech Racing • Honda Civic Type R	0 laps-off
R Hunter Abbott (GB) Power Maxed Racing • Chevrolet Cruze	0 laps-damage

Winner's average speed 76.65mph. Fastest lap Turkington 1m25.266s, 89.72mph.

#### QUALIFYING

1 Turkington 1m23.608s; 2 Lloyd 1m24.005s; 3 Sutton 1m24.008s; 4 Plato 1m24.020s; 5 Tordoff 1m24.053s; 6 Goff 1m24.068s; 7 Abbott 1m24.071s; 8 Jordan 1m24.184s; 9 M Jackson 1m24.229s; 10 Morgan 1m24.253s; 11 Hill 1m24.289s; 12 Ingram 1m24.311s; 13 Collard 1m24.332s; 14 A Smith 1m24.381s; 15 Shedden 1m24.433s; 16 Austin 1m24.457s; 17 Neal 1m24.523s; 18 Cook 1m24.663s; 19 Epps 1m24.669s; 20 Moffat 1m24.721s; 21 Scott 1m24.827s; 22 O Jackson 1m24.859s; 23 Depper 1m24.930s; 24 Welch 1m25.050s; 25 Cole 1m25.060s; 26 J Smith 1m25.081s; 27 Martin 1m25.125s; 28 Simpson 1m25.350s; 29 Fletcher 1m25.624s; 30 Smiley 1m25.909s; 31 Lines 1m26.754s; 32 Howard 1m26.935s.

#### RACE 2 (16 LAPS – 34.000 MILES)

1 Collard 23m59.017s; 2 Plato +2.341s; 3 Turkington +5.152s; 4 Goff +7.038s; 5 Sutton +12.363s; 6 M Jackson +15.335s; 7 Ingram +15.815s; 8 Tordoff +16.062s; 9 Jordan +17.782s; 10 Neal +18.117s; 11 A Smith +18.715s; 12 Austin +19.489s; 13 Shedden +20.447s; 14 Cook +26.371s; 15 O Jackson +30.794s; 16 Simpson +35.166s; 17 Moffat +36.961s; 18 J Smith +39.323s; 19 Abbott +40.350s; 20 Hill +41.919s; 21 Lines +42.122s; 22 Fletcher +46.511s; 23 Lloyd +49.851s; 24 Smiley +50.879s; 25 Martin +51.621s; 26 Scott +59.090s; 27 Howard +1m06.051s; 28 Depper +1m10.388s; R Welch 12 laps-damage; R Epps 11 laps-damage; R Morgan 8 laps-broken suspension; R Cole 0 laps-off.

Winner's average speed 85.05mph. Fastest lap Goff 1m25.464s, 89.51mph.

#### GRID RACE 2

Decided by result of Race 1.

#### RACE 3 (18 LAPS – 38.250 MILES)

1 Sutton 32m50.206s; 2 Tordoff +1.337s; 3 Ingram +2.284s; 4 Collard +2.860s; 5 Jordan +3.759s; 6 Cook +4.324s; 7 Turkington +4.683s; 8 A Smith +4.947s; 9 Goff +5.942s; 10 Plato +6.290s; 11 Neal +7.578s; 12 Austin +8.685s; 13 Lloyd +9.835s; 14 Morgan +10.999s; 15 Epps +12.417s; 16 Depper +14.227s; 17 Welch +14.818s; 18 J Smith +16.955s; 19 Lines +17.240s; 20 Hill +17.813s; 21 Cole +17.925s; 22 Shedden +18.639s; 23 Smiley +18.730s; 24 Howard +34.869s; 25 Martin -1 lap; 26 O Jackson -1 lap; R Fletcher 15 laps-damage; R Abbott 12 laps-damage; R M Jackson 4 laps-damage; R Moffat 4 laps-damage; R Simpson 4 laps-off; R Scott 0 laps-off.

Winner's average speed 69.89mph. Fastest lap Sutton 1m33.231s, 82.05mph.

#### GRID RACE 3

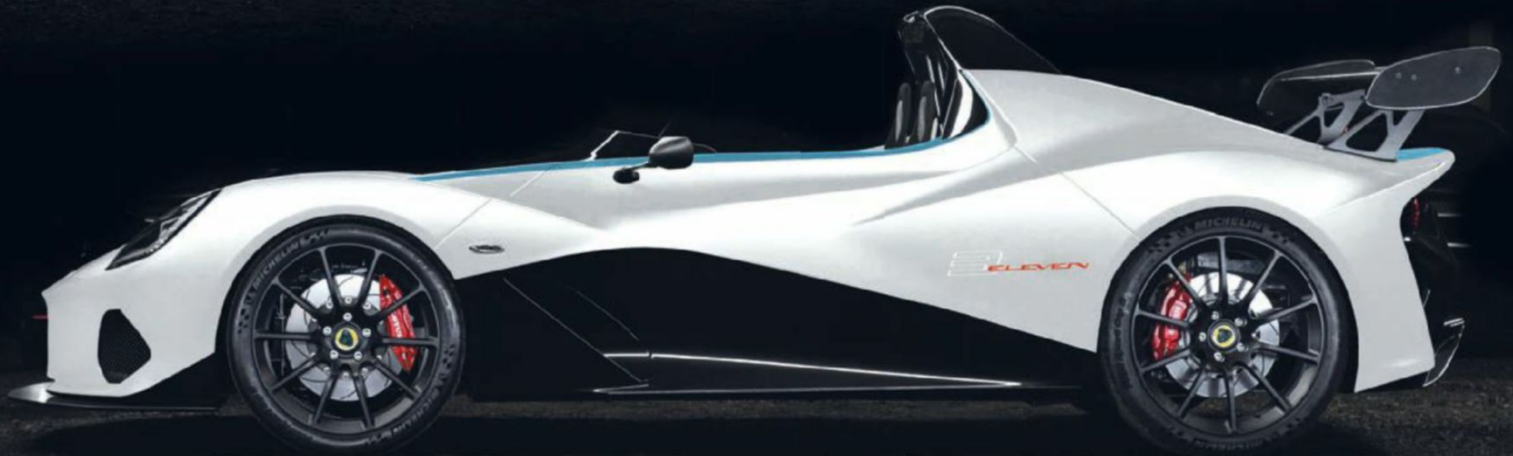
Decided by result of Race 2, with top eight reversed.

#### CHAMPIONSHIP

1 Tordoff 168; 2 Collard 156; 3 Neal 153; 4 Jordan 131; 5 Goff 130; 6 Ingram 123; 7 Sutton 119; 8 M Jackson 117; 9 Shedden 116; 10 Morgan 110.

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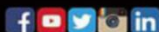
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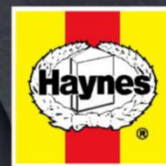
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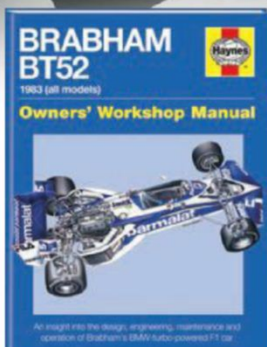
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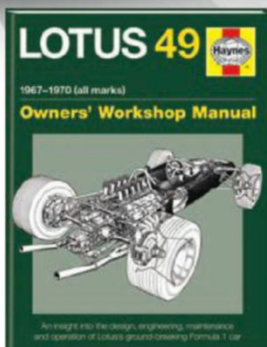
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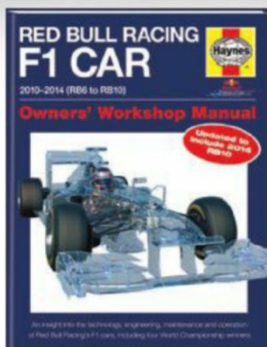
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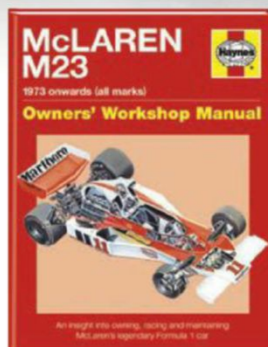
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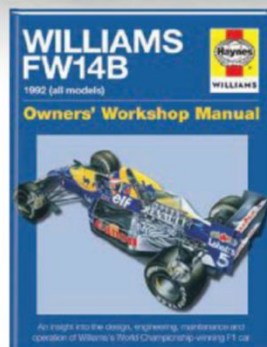
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## Whorton-Eales wins Donington appeal

ANT WHORTON-EALES HAS BEEN reinstated as the winner of the second Renault UK Clio Cup race at Donington Park after winning an appeal against a technical exclusion.

The Jam Sport driver was stripped of the victory in April after the eligibility of his car was questioned by a rival team. The legality of the brake-light wire was disputed, but the MSA National Court ruled in favour of Whorton-Eales and he got the win and the 32 points it carries back.

“That was massive,” said Whorton-Eales after the decision. “We were pretty sure we were going to get it back, but it’s nice to have it recognised by the court that we did nothing wrong. We know where we stand now and what we need to do at Snetterton [in July].”

Chairman of the appeal panel Steve Stringwell said: “It is apparent that the original car was substantially damaged at Croft in 2015.

“Following this incident the car was reshelled, with all of the sealed components including a cut in the

rear sub-section of the loom being transferred and installed in the reshelled car. It was repaired by means of a normal method using ‘bullet’ fasteners.

“At no point was the repair questioned by anyone. At Donington Park in 2016 it was decided by the series scrutineer that this repair, which had been permanent since 2015, should now be declared a modification.

“After careful consideration the panel is satisfied that the method of repair is accepted and is satisfactory as a permanent repair. The panel’s decision is to allow the appeal; the appeal fee is to be returned and the competitor reinstated in the results.”

WDE Motorsport’s Paul Rivett had inherited the Donington victory, but has now been put back to second.

The extra points could prove crucial for Whorton-Eales’ title bid after a difficult weekend at Croft (see p79).

“We needed them [the points] this weekend,” said the Jam Sport driver. “I struggled to get a clean lap in qualifying and it makes it difficult.”



Whorton-Eales celebrates his Donington Park win in April

Whorton-Eales was only able to qualify eighth and 11th, but finished fourth and fifth in the races. However, after an incident in race two he was demoted to seventh and had two penalty points added to his licence. This means he now leads Mike Bushell by three points in the standings.

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GT CUP

# GT Cup to demo potential LMP3s

THE GT CUP CHAMPIONSHIP WILL RUN high-speed demonstrations of LMP3 machinery at each of its final rounds as the series continues to build up to the launch of its new Prototype Cup competition.

United Autosports will run its LMP3 Ligiers during the lunch break at the next round at Oulton Park on July 23, as well as at the following events at Donington Park and Silverstone.

The new Ave-Riley machine is also expected to feature, with Irish squad Murphy Prototypes running the car.

The first round of the Prototype Cup, which is designed to be a British LMP3 series, will be held at Snetterton 300 on October 8-9, and begins a calendar that will avoid clashes with the European Le Mans Series.

The Prototype Cup is the latest venture from Bute Motorsport, which also organises the GT Cup series.

“We want to show people what’s coming and getting the cars out on the track is the best way to do that as a preview,” said GT Cup organiser Phil Boland. “LMP3 cars are so impressive, but

they’re also accessible and we want to show drivers and teams that they will be running in Britain in the very near future.

“We’ve had great interest in the Prototype Cup so far from British teams and squads competing in the European Le Mans Series, as the dates won’t clash. It allows drivers and teams to add extra races in fantastic cars into their schedules at low cost.

“Having the support of brands such as Onroak Automotive [Ligier’s parent company] and Ave-Riley is a great boost.”

PORSCHE CARRERA CUP

## GT ace Ellis in Croft Carrera Cup outing

FORMER BRITISH GT champion Bradley Ellis competed in the Porsche Carrera Cup at Croft last weekend, standing in for the absent Adrian Barwick.

Barwick was unable to attend the race because he was at a wedding, allowing Ellis to take his place temporarily in the Team Parker Racing outfit.

“I was able to take the seat as a sort of early birthday present as I am his full-time driver coach,” said Ellis, who

won the 2007 British GT title with Alex Mortimer in a Dodge Viper.

“It’s purely a case of me standing in for a weekend, and it’s nothing long term.”

Ellis took a best result of sixth in the opening race, before finishing the weekend with ninth in the largely wet second race.

Ellis has done limited racing in 2016, appearing in events such as the 24H Series race in Dubai, where he secured pole in the SP3 class.



Ellis raced Barwick's Porsche at Croft

GINETTA GT5 CHALLENGE

## Circuit debut for rally man Perez

RALLY DRIVER STEVER PEREZ MADE HIS full circuit racing debut last weekend at Croft, appearing in the Ginetta GT5 Challenge.

Perez entered as a Father’s Day treat, meaning he was able to race on the same support bill as his son, Seb, who races in Ginetta Junior.

Steve, a multiple rally champion who has driven a range of machines, said the appeal of racing close to his son was an opportunity that was too good to pass up.

“This was a moment of madness and a Father’s Day special,” said Perez. “My son is racing in the juniors and I thought I’d come and have a play.

“I’ve done the odd club event with a mix of stages and circuit, but this is my first proper circuit race.”

Steve retired from both races in his JHR entry, while Seb took a best result of seventh.



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750 FORMULA

## Cowley aims to return at Cadwell

**LEADING 750 FORMULA CONTENDER** Bill Cowley plans to return to the series at Cadwell Park in August after his hefty shunt in the recent round at Mallory Park.

Cowley hit the barriers in his Cowley Mk4, built by his grandfather, after misjudging a move around a backmarker and running wide while battling for the lead during the second Mallory race. He was taken to hospital as a precaution after the crash, but did not suffer any major injuries.

Cowley will miss Snetterton this weekend, but hopes to return soon. "I'm getting better – I'm still stiff and sore but I'm repairing faster than my car," said Cowley, who is currently second in the standings. "I was very surprised at how well the car stood up – the damage isn't as bad as we first thought."

"When the marshals mentioned cutting me out of the car I was effing and blinding – I didn't want them to cut me out. There's a lot of sentimental value with that car."



MINI CHALLENGE

READ

## Miracco makes Mini Challenge move

**FORD FIESTA JUNIOR** frontrunner Carlito Miracco will switch to the Mini Challenge for the remainder of the season.

Miracco, who is fourth in the BRSCC Fiesta Jr points, made his debut in the Challenge's Cooper S Class at Rockingham last weekend, handling an R56 JCW. Miracco took a best finish

of third running with Sussex Road and Race.

The Surrey-based teenager has now bought Luke Caudle's old R56 machine and will complete the season.

"The Fiesta series just wasn't for me any more," he said. "We'd had a few bad experiences this season, so I looked elsewhere. I tested a Mini earlier this year and

they're great cars.

"The Fiesta is good experience before getting into the Mini, as they have similar power levels and weight, but the Mini is very tough to find those final few tenths from."

"Hopefully my car will be ready in time for the Brands Hatch Mini Festival [July 16/17] and eventually I'd like to go into the top JCW class."

FORMULA JUNIOR

## Brands celebrates Formula Junior

**STAR DRIVERS FROM THE HISTORY OF** Formula Junior will join a celebration of the single-seater category at the Legends of Brands Hatch Superprix (July 1-3).

Period drivers attending include Kurt Ahrens, Sir John Whitmore, David Piper, Peter Procter, Hugh Dibley, Roger Nathan, Bill Bradley and Mike Anthony.

Former Grand Prix driver Howden Ganley will be reunited with the Gemini MkIVA he raced at Brands in 1963. The car is owned

and raced by Jan Gockmann from Germany.

The event is part of the three-year Formula Junior Diamond Jubilee World Tour, which concludes in 2018.

The Brands Hatch GP circuit weekend will include three races for a record entry of more than 100 Formula Juniors, and is the third and final round of sector two.

Pauline Hailwood, widow of Mike, will present the Mike Hailwood Trophy to the winner of sector two of the World Tour.

## IN BRIEF



EBREY

### 20TEN RACING ABSENT FROM CROFT

20Ten Racing missed a Renault UK Clio Cup race weekend for the first time since 2010 at Croft. The team's regular driver Sam Watkins was never scheduled to complete the North Yorkshire rounds and the squad failed to attract any other drivers.

### BAMBER MOTORHOME STOLEN

Michael Bamber was nearly prevented from racing in the Mini Challenge at Rockingham last weekend when his motorhome was stolen from his home in Warrington. VAG Trophy racer Steve Johansen loaned Bamber replacement racing kit. Anyone with any information should call Warrington Police on 0845 458 0000. The vehicle registration is BX08 BJE.

### BRITISH F4 CALENDAR ANNOUNCED

The 2017 British F4 calendar has been confirmed, with the series remaining part of the TOCA support bill. There will again be 30 rounds with three races at each TOCA meeting. The series begins on the Brands Hatch Indy circuit on April 1-2 and concludes on the GP track on September 30-October 1. The venues visited will remain in the same order as the current season.

### BRSCC THANKS AFTER PFL INCIDENT

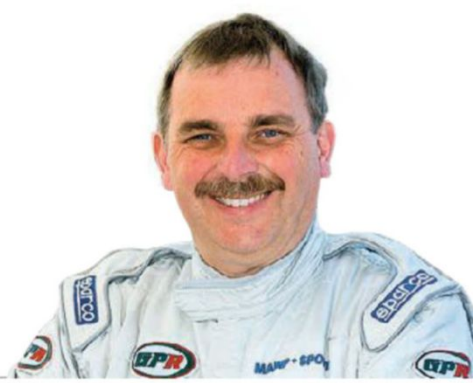
The British Racing and Sports Car Club has thanked key members that aided British GT's PFL Motorsport team after a freak accident in which three team members were injured at Silverstone earlier this month. One broke a foot, with the other two members picking up minor injuries. The BRSCC Midland Centre named Rachel Dale, Lorna Vickers, both medically trained, and rescue chief Matthew Greenwood.

### CHADWICK TO RETURN TO BRITISH GT

Ollie Chadwick is close to securing a deal to race at the final two British GT rounds of the season in the GPRM Toyota GT4, alongside Stefan Hodgetts. Chadwick stood in for James Fletcher at the last minute at Brands Hatch, and also raced at Silverstone this season.



EBREY



# Father's Day frolics at Cadwell Park

By Marcus Pye, the voice of club racing

[@Autosport](#)

**TWO SENSATIONAL HISTORIC FORMULA FORD RACES** at Cadwell Park over the weekend demonstrated that the HSCC class of 2016 is not only the most competitive yet, but also right at the top of its game. Former champion Callum Grant may have won both championship rounds in his Merlyn Mk20A, after an intensive Friday test, but as many as 10 competitors can be regarded as potential race winners. Points leader Rob Wainwright and Mark Shaw have also won rounds so far this term, while 16-year-old Benn Tilley – on GCSE exam duty since Snetterton a fortnight ago – now has a string of fastest laps on his CV.

A shift in the driver demographic now sees more youngsters taking on the seasoned veterans, many of whom – including hard-working Historic Formula Ford Championship chairman Andrew Mansell and social mastermind Dick Dixon, who led Sunday's repechage in his long-serving Lotus 61 – are past 60, some well beyond that landmark! What is great, however, is that while the older drivers are slipping gracefully down the pecking order, there is no split. The number of dads and sons/daughters working together and enjoying their leisure pursuit was heartening, particularly since Sunday was Father's Day.

The scene reminds me of FF1600 in the '70s when cars from many marques – 11 were represented across the 38-strong entry at Cadwell – were prepared by families in lock-up garages or outbuildings at home, not factory units, and fielded from open trailers or grotty old coaches rather than the hordes of team personnel from articulated transporters that wouldn't look out of place in F1 paddocks on today's scene. While smart motorhomes and the occasional RV provided accommodation for some in the grassy paddock, there were caravans and tents

in the traditional clubbie style too.

Being competitive in modern racing is astronomically expensive by old-world standards. Apart from big-team preparation and tyres, the cost of aero-laden nosecones, which get wiped off F4 cars routinely, prices most wannabe pros out of the market. Resourceful parents of enthusiastic drivers with less grandiose aspirations and who are handy with spanners – or know a pal who can wield them – can still keep their kids afloat in HFF provided damage is minimal over a season.

Plenty of dads were beavering away behind the scenes at the weekend, changing gear ratios, replacing bent valves, retracking suspension and helping rivals.

Nearly all of them had smiles on their faces most of the time and there were plenty of handshakes all round following some exceptionally clean and good racing. The hub of the action, as ever, was in the paddock where the teams camped together and enjoyed evening barbecues. When things did get uneasy, minor grievances were neatly nipped in the bud by the championship's visionaries.

Inter-generational teams were not confined to the Fordsters at Cadwell. Charles Barter's superbly crafted '70s Road Sports victory over son Julian (unbeaten over the previous three races) was a Father's Day highlight, and onlookers were impressed with hard-charging Jennifer Ridgway's URS FF2000 commitment in the Reynard shared with dad Graham, who landed a podium in Sunday's Historic round.

Next up for me, from Friday, is the all-embracing Goodwood Festival of Speed, a staple for many since 1993. Meanwhile the HSCC fraternity is regrouping for the Brands Hatch Superprix, a 500-entry monster on the Grand Prix circuit on July 1-3. 🏁



## CHARTERIS SLAYS RECORD

Multiple Classic Clubmans champion Mark Charteris slashed 1.122 seconds from his Cadwell Park A-Sport lap record en route to Sunday's double victory. Targeting 1m25.896s, he secured pole with a 1m24.215s, but in race conditions set 1m24.774s (92.86mph). He is now sorting his Clubmans Proto-spec Mallock.



## THORPE'S FIRST OUTING IN MAWBY 69

Lotus enthusiast Andrew Thorpe debuted his restored Formula Atlantic-spec 69 in Saturday's HSCC Classic Racing Cars event at Cadwell. Raced by Ian Mawby in period, the car then spent time in the US. Jon Waggitt, whose team does preparation work on Thorpe's fleet, gave Andrew's Formula Ford 61 its maiden outing.



# Burgess bolsters title bid at the Rock

THE RADICAL CHALLENGE PROVIDED three different winners at Rockingham, but solid finishes for Steve Burgess aided his championship cause as rival Jack Lang's weekend fell apart.

Burgess blasted into the lead from the second row, but Brian Caudwell was persistent in his attempts to get through. His repeated brake-locking proved his undoing and he ended up in the Tarzan gravel on lap eight. Lang was rewarded for biding his time with second, in what would be his only finish.

For race two, Bradley Smith took over the car Evgeny Klyucharev had taken to 19th and romped home in a race truncated after Burgess and Tony Wells made contact at Yentwood, leaving Wells beached. Earlier, Caudwell had spun out after contact with Joe Stables, bringing out the safety car. Burgess and Stables survived their brushes to record their second podium finishes.

The Klyucharev/Smith SR3 was on pole for the double-length race, but was eliminated when the Russian collided with John Caudwell at Deene. Lang led the first seven laps but an intermittent clutch issue put him out, to add to the throttle issue he suffered in race two. Burgess's pitstop success penalty flipped the result in favour of first-time winner Brian Caudwell. Wells was third.

Three drivers also sampled victory in the Mini Challenge Cooper S races. Steve Cocker struck first, capitalising when Rob Austin went off at Deene. Scot Adam repassed Cocker to lead race two, but was fortunate to hold onto the win after skating off on fluid: the race was red-flagged and the results went back a lap. Scott Jeffs was the early leader of the reversed-grid finale but Tim Porter asserted himself at Tarzan on lap five and reeled out a 4s lead over Cocker.

Nathan Harrison finished the weekend with a slender points lead after three intriguing Mini Challenge JCW Class races, although Jono Brown hauled himself into contention with two wins.

Harrison was the on-the-road winner in race one, but he was penalised for his clumsy move to get the lead away from Brett Smith at Tarzan mid-race, which also allowed Brown through.

Brown led race two from start to finish with Chris Smith second, while Charlie Butler-Henderson (tied on points with Harrison coming into the weekend) continued his steadily improving weekend by passing two rivals on Steel Straight on lap two.

Brett Smith got crossed up at Yentwood on lap two of the final race, leaving namesake Rob nowhere to go. Harrison gratefully accepted the lead

from CB-H, while ex-FF1600 star David Grady took third after Henry Neal biffed the Deene tyres. An ailing Brown was 16th with overheating issues.

Racing Saloons leader Karl Cattliff outbraked himself on lap three, dropping back to fifth in an M3 train and handing Stuart Waite the initiative. Nigel Innes then led, as Cattliff crept up the order to second. Cattliff clattered into Waite at Yentwood at the start of race two, putting Cattliff out, as Innes beat Stephen Pearson in a tight battle.

Matt Swaffer took over at the top of the Production BMW standings from the absent Harry Goodman with a brace of second places. He was defeated in both races by Clio graduate Will Davison – the first a lights-to-flag effort, the second after Davison selected fourth gear off the line and initially plunged to eighth.

Jordan Witt (Bentley Continental) dominated the three GT Cup races, including the 50-minute enduro when he had to overcome a 45-second pitstop penalty and a safety-car period. Richard Chamberlain (Porsche 935) was second in the two sprints before clutch issues in the finale. In that one the runner-up spot was resolved in the last few moments when Marco Cioci got the Ferrari 458 he shared with John Dhillon past Gareth Downing's Lotus Evora at Brook.

Cato Poulsen, the 16-year-old Dane, will become more accomplished at standing starts. The Formula Gulf champion twice had to bounce back to take wins in the Mono Tiedeman Trophy races. James Drew-Williams led both contests in his ex-Robbie Watts Lola, but was hauled in each time.

IAN SOWMAN

➔ P83 FULL RESULTS

Witt dominated and took all three victories in the GT Cup



GINETTA JUNIOR JUNE 18-19

## Middleton leads Junior title charge

TWO FIRST-LAP COLLISIONS involving title protagonists Stuart Middleton and William Tregurtha mean the gap between the two in the standings remains slender, and it's now Middleton who holds the advantage.

Middleton benefited from the first of the clashes as HHC driver Tregurtha was punted off by Dave Wooder at Hawthorn in the opener, with Seb Perez also involved. From that point the order didn't change as poleman Middleton was able to fend off the efforts of Sebastian Priaulx, with Daniel Harper third. Charlie Fagg was fourth and debutant Olli Caldwell fifth.

It was a Douglas Motorsport one-two in the second race, with Middleton again leading Harper home, and Priaulx third after losing out at the start. Middleton was clearly pushing hard, regularly powersliding through the Complex.

"That was absolutely awesome," beamed Middleton after taking his two wins. "It couldn't have been much better! The car was perfect all day. Initially it was about getting very good starts and then making no mistakes." Harper closed late on, but Middleton said: "I knew he wouldn't try anything silly."

Tregurtha fought his way up to fifth, behind team-mate Lewis Brown. Tom Gamble – another HHC driver – completed the top six.



But Middleton's perfect weekend ended on Sunday when it was his turn to be caught up in a first-lap tangle.

Priaulx's slow start from the front row bunched the field up into Clervaux, and he and Middleton collided into the corner. Middleton was sent into the path of Gamble, with Fagg also collected. Even worse for Douglas Motorsport, Harper was caught in the melee and hit from behind, causing a spin. Inevitably, it brought out the safety car.

The main beneficiary of the chaos was Tregurtha, who found himself in second, and after the restart he got ahead of Brown into Tower.

Tregurtha's win means Middleton has a four-point lead as the series reaches its mid-point, in a season fast becoming a two-horse race for the title. Third-placed Brown is a further 63 points adrift.

Middleton's victories pushed him ahead of Tregurtha in title race

Further back, Wooder salvaged something from the weekend when the TCR driver passed Geri Nicosia through the Complex for third after the restart. Cameron Roberts was fifth and Connor Grady sixth.

STEPHEN LICKORISH

**GINETTA JUNIOR (8 LAPS) 1 Stuart Middleton;** 2 Sebastian Priaulx +0.780s; 3 Daniel Harper; 4 Charlie Fagg; 5 Olli Caldwell; 6 Cameron Roberts. **Fastest lap** Roberts 1m40.122s (76.40mph). **Pole** Middleton. **Starters** 21. **RACE 2 (8 LAPS) 1 Middleton;** 2 Harper +0.544s; 3 Priaulx; 4 Lewis Brown; 5 William Tregurtha; 6 Tom Gamble. **FL** Harper 1m40.264s (76.29mph). **P** Middleton. **S 21. RACE 3 (9 LAPS) 1 Tregurtha;** 2 Brown +0.526s; 3 Dave Wooder; 4 Geri Nicosia; 5 Roberts; 6 Connor Grady. **FL** Brown 1m40.721s (75.95mph). **P** Brown. **S 21. POINTS 1 Middleton 324;** 2 Tregurtha 320; 3 Brown 257; 4 Wooder 244; 5 Harper 210; 6 Nicosia 188.

GINETTA GT5 CHALLENGE JUNE 18-19

## Chadwick close to GT5 crown

OLLIE CHADWICK'S DOUBLE AT Croft means he can seal the Ginetta GT5 Challenge in the next round at Spa, but a photo-finish with Ryan Hadfield in the second race almost spoiled his party.

Hadfield had taken advantage of a race restart that allowed him and Chadwick to pull clear of eventual third-placed man Jonathan Hadfield and the rest of the field.

"The restart is a hard one at Croft," said Chadwick. "Everyone expects you to floor it out of the hairpin; there aren't many other options to catch people out, and Ryan had the stronger pace."

Hadfield showed that pace at

half-race distance when he finally passed Chadwick at the Jim Clark Esses.

Both drivers would dispute the legality of each other's moves, but it would count for little when Hadfield went deep at the hairpin on the final lap, allowing Chadwick the crucial gap to take victory by the narrowest of margins.

"I knew Ollie had pipped me at the finish by about two feet," said Hadfield. "I could see my wheels alongside his door."

The close finish was in complete contrast to the opener. Hadfield had clutch problems, forcing a jumped start and a 10s penalty in response, which aided Chadwick's untroubled run from pole to flag.

TOM ERRINGTON



Chadwick continued his domination of the championship

**GINETTA GT5 CHALLENGE (12 LAPS) 1 Ollie Chadwick;** 2 Ryan Hadfield +11.381s; 3 Ian Robinson; 4 Jonathan Hadfield; 5 Andrew Richardson; 6 Matt Chapman. **FL** Chadwick 1m33.047s (82.21mph). **P** Chadwick. **S 23. RACE 2 (15 LAPS) 1 Chadwick;** 2 R Hadfield +0.083s; 3 J Hadfield; 4 Richardson; 5 Nick Zapolski; 6 Tom Hibbert. **FL** Chadwick 1m33.699s (81.64mph). **P** Chadwick. **S 23. POINTS 1 Chadwick 439;** 2 R Hadfield 304; 3 J Hadfield 296; 4 Matt Chapman 293; 5 Matt Flowers 227; 6 Robinson 208.

## Goddard takes podium sweep

ZANE GODDARD HADN'T TAKEN a podium before Croft – and now he's secured three. The Aussie Double R driver claimed his maiden win in the opener and picked up two further second places in an impressive weekend.

Goddard had come close to a first victory at Oulton Park until he crashed out. There was no repeat in Yorkshire as he was able to maintain the lead at the start. He held off Devlin DeFrancesco until the safety car was deployed in the closing stages after Patrik Matthiesen and Jack Butel collided, then defended from DeFrancesco on the one-lap dash to the flag. DeFrancesco lost momentum in his attempt to get past, which led to Luis Leeds going off track in the fight for second, earning him a penalty and demotion behind Max Fewtrell.

"I couldn't believe it [when the safety car came out]; I had a four-second lead," said Goddard. "I thought that was how it was going to finish, but as I was driving down the pit straight the safety car turned its lights off. It's been a very

difficult start to the year, but I'm delighted to win."

Jamie Caroline lost the lead at the start of the reversed-grid race, but his attempt to claim it back at Sunny was misjudged, putting both him and DeFrancesco out. This allowed Leeds to win from Goddard and the consistent Fewtrell.

The wet final race was won by DeFrancesco after he passed Goddard on the outside of Tower. Fewtrell's third place promotes him to the points lead.

**STEPHEN LICKORISH**

**BRITISH F4 (14 LAPS) 1 Zane Goddard;** 2 Max Fewtrell +2.402s; 3 Luis Leeds; 4 Devlin DeFrancesco; 5 Jamie Caroline; 6 Rafael Martins. **FL** Goddard 1m20.978s (94.47mph). **P** Goddard. **S 16. RACE 2 (13 LAPS) 1 Leeds;** 2 Goddard +0.547s; 3 Fewtrell; 4 Martins; 5 James Pull; 6 Sennan Fielding. **FL** Goddard 1m21.935s (93.36mph). **P** Jamie Caroline. **S 16. RACE 3 (10 LAPS) 1 DeFrancesco;** 2 Goddard +3.496s; 3 Fewtrell; 4 Alex Quinn; 5 Fielding; 6 Pull. **FL** Goddard 1m30.435s (84.59mph). **P** Goddard. **S 16. POINTS 1 Fewtrell 184;** 2 Petru Florescu 164; 3 Pull 153; 4 Leeds 152; 5 DeFrancesco 146; 6 Fielding 134.



Goddard was the man in form at Croft

## Highs and lows for Rivett

PAUL RIVETT LOST A WIN, CLAIMED a win and missed out on a win in a mixed event for the three-time champion.

His weekend got off to a disappointing start when he was demoted in the second Donington Park race after Ant Whorton-Eales was reinstated (see p73). But Rivett soon made up for that by taking the first win in Yorkshire in a controlled display.

Behind, Ciceley Motorsport's Max Coates was putting 2014 champion Mike Bushell under pressure for second, squeezing ahead through the Esses in the closing stages.

Rivett threatened to double up in race two after poleman Bushell ran wide at Hawthorn on the opening tour, but an electrical issue dropped him a lap down.

Another error from Bushell left Josh Price leading from Coates. Coates dispossessed the Pyro man at the hairpin at mid-distance and was able to fend off the best efforts of Bushell (who passed Price at Tower) and hold on to take his maiden victory.

**STEPHEN LICKORISH**

**RENAULT UK CLIO CUP (BOTH 12 LAPS) 1 Paul Rivett;** 2 Max Coates +3.466s; 3 Mike Bushell; 4 Ant Whorton-Eales; 5 Daniel Rowbottom; 6 Paul Streater. **FL** Lee Pattison 1m32.709s (82.51mph). **P** Rivett. **S 18. RACE 2 1 Coates;** 2 Bushell +0.640s; 3 Josh Price; 4 Charles Ladell; 5 Streater; 6 Pattison. **FL** Rivett 1m32.818s (82.42mph). **P** Bushell. **S 18. POINTS 1 Whorton-Eales 256;** 2 Bushell 253; 3 Rivett 205; 4 Coates 204; 5 Pattison 195; 6 Streater 176.

## Zamparelli in control at Croft

LAST YEAR AT CROFT DAN CAMMISH HAD one of his most dominant weekends in the championship, but a year later he failed to visit the podium for the first time in the series as Dino Zamparelli stormed to a brace of wins.

Cammish took a clean sweep of poles, fastest laps and victories in 2015, but Zamparelli matched those achievements and reduced Cammish's championship lead to three points.

"I knew coming into this weekend we had to make a statement," said Zamparelli. "It's a pivotal time with it being the mid-point of the season. Those two wins mean we've made up for lost ground and got in the mix."

The GT Marques driver's superior form showed as early as testing: Cammish damaged his splitter; Zamparelli set the afternoon pace.

The opposite fortunes continued in qualifying, with a gearbox issue sidelining Cammish from setting times higher than fifth and sixth best as his rival took double pole.

That top grid slot would prove key on a circuit with few overtaking options. Zamparelli was able to hold his lead through Clervaux and Hawthorn, setting him on his way to a pole-to-flag run ahead of Jonas Gelzinis and Stephen Jelley.

Behind him, Cammish battled in the midfield and could only take seventh, his first non-podium finish in the series.

Cammish faced seeing his 20-point championship lead slip away, but he responded strongly in the finale to retain a slender lead. After starting fifth, Cammish was able to pass Tom Sharp late on to take second.

"Second was a good way to end the weekend after a tough few days," said Cammish.

"The first race was so difficult; in the second things went more my way. The main thing is I still hold the championship lead by three points."

**TOM ERRINGTON**

**PORSCHE CARRERA CUP GB (BOTH 15 LAPS)**

**1 Dino Zamparelli;** 2 Jonas Gelzinis +3.695s; 3 Stephen Jelley; 4 Charlie Eastwood; 5 Tom Oliphant; 6 Bradley Ellis. **FL** Zamparelli 1m22.496s (92.73mph). **P** Zamparelli. **S 24. RACE 2 1 Zamparelli;** 2 Dan Cammish +0.816s; 3 Tom Sharp; 4 Jelley; 5 Oliphant; 6 Lewis Plato. **FL** Zamparelli 1m22.602s (92.61mph). **P** Zamparelli. **S 23. POINTS 1 Cammish 152;** 2 Zamparelli 149; 3 Jelley 110; 4 Eastwood 106; 5 Oliphant 98; 6 Gelzinis 83.



Ex-GP3 racer Zamparelli was the weekend master

ALL PICS: STEVE JONES

**CADWELL PARK**  
HSCC WOLDS TROPHY JUNE 18-19



# Grant wins Formula Ford's wars of the Wolds

TWO AWESOME HISTORIC FORMULA Ford races, both aced by Callum Grant, wowed spectators as the HSCC honoured 1966 pioneers Ivan Sharrock and Chris Drewett at MSV's spectacular Lincolnshire Wolds outpost. With four wins and two zero scores to discard, the Merlyn racer may not head the table, but his quest to repeat 2012's title is strong.

Triple champion Benn Simms (Jomo) beat Grant away and jostled throughout Saturday's breathtaking opener in which Mark Shaw, points leader Rob Wainwright, Benn Tilley and Max Bartell squabbled behind. Qualifying heat winner Ben Tusting started from the back after an engine blew in practice, while 2013 champ Sam Mitchell buzzed his engine after being squeezed off track.

Sunday's final had Simms and Grant trade places again, but Simms fell to sixth with overheating and Wainwright (Elden) replaced him after two passes at Coppice. Grant's clutch gave up on the final lap and Wainwright pounced, finishing 0.338s shy. Uber-cool Cadwell debutant Tilley took third from Bartell with a superb last lap, Tusting climbing to fifth.

HFF organiser Dick Dixon (Lotus 61) led the repechage before Oli Smith and Nick Pancisi passed, but was overjoyed at a podium after 25 years of trying.

Back in Iain Daniels's Lotus Elan, poleman Julian Barter made it three from three in '70s Road Sports, but took four laps to depose dad Charles's Datsun 240Z on Saturday. The pair swapped places constantly, courting the limits of adhesion in Sunday's sequel, but, on Fathers' Day, Charles prevailed.

Mark Leverett (Elan) couldn't match son Will (Porsche 911SC) – who led on Sunday, then delayed Julian B – but John

Williams (911SC) was a tough opponent. Meanwhile, points leader Chris Fisher (Arkley) racked up more maximums.

Stuart Roach won three of the four Formula Junior races, the front-engined splits as per form book in his Alexis. Former title winner Mark Woodhouse (Elva-BMC 100) and Mike Walker in the surviving Bond (a blown head gasket having trailed team leader Andrew Tart's) harassed Roach on Sunday. They finished together after Roach was stymied by a tail-ender entering a yellow-flag zone for father Keith's Condor SII.

Roach Jr's triumph in the rear-engined opener was unexpected – was this a world first for the rare Condor SIII? Full-house hopes ended on Sunday's start. Third gear inoperable in its Renault 'box, the combo was swamped. Roach recovered to fourth, but peeled off with flagging oil pressure. John Sykes duly bagged his maiden win in his Merlyn, sidelined by a broken gear lever on Saturday. Second-placed James Hicks (Caravelle) was delighted with the Barry Westmoreland Memorial Trophy for the best aggregate result, as was Jonathan Fyda with his first podium with the bizarrely classified (1963-built) U2 Mk3.

Following a sensational Silverstone debut, Jon Milicevic continued to explore hitherto unknown grip as he extended his undefeated 1000cc F3 run to three races in the John's Motors Brabham BT21.

Ewen Sergison (in Jim Blockley's BT21) and Simon Armer (March 703) cut best race laps, though, the latter free of the misfire which appeared on Saturday, when Peter Thompson (BT21) relieved him of second and Jon Waggitt wrung great speed from Robert Thorpe's Lotus 31.

A clash between leaders Andy Park and

Simms at the hairpin on Saturday soured the Historic FF2000 mood and helped Ken Thorogood's Reynard parts sales. Simms retired with a split radiator and suspension damage, Park clawed back to win from Andy Storer and Colin Wright. Simms was second from the back on Sunday when his engine ran its bearings. As Park notched a fifth victory from six starts this term, the beaming Wright – a class disciple since its debut here in 2008 – and Graham Ridgway filled the podium. Antony Raine (Merlyn) and Tom White (Osella) were Pre-'79 winners.

John Avill and Graham Pattle doorhandled their Lotus Cortinas to a Touring Car one-two on day one. Reigning champion and points leader Simon Benoy shadowed Avill 24 hours later, having reinstalled his Hillman Imp's 1150cc powerplant – freshened by Shrigley Engineering's Andy Jones – in the paddock on Friday evening. Ford Anglias again impressed, Bob Bullen bouncing back from Saturday's rotor-arm failure for third on Sunday.

Top: Grant was supreme in Historic Formula Ford

Below: rare Condor spotted flying; Roach won in Formula Junior







Above: highs and lows for Shaw, with a win on Saturday, mechanical woes on Sunday

Peter Shaw completed a Historic Road Sports hat-trick on Saturday, but returning reliability issues with his Elan ended the perfect run on Sunday. Kevin Kivlochan's Morgan was clear when the Lotus stopped at the Gooseneck. Dave Boland (Ginetta G4) profited from Shaw's despair for a class win. Robert Rowe upheld Elan honour, taking a first podium finish, ahead of Dick Coffey's ex-works Turner.

Even bodging second and third-gear up-changes at the start of race two didn't prevent Ian Pearson topping the URS FF2000s. His recovery from sixth and the afternoon scrap for second between Andy Lancaster in his Pilbeam MP52 and Chris Levy (Van Diemen) intrigued, as did Jennifer Ridgway's efforts to outrun the powerful CRC sub-set before she spun on the Mountain. Andy Jarvis (Palliser), Julian Stokes (Tecno) and Brian Cullen (Crossle) exercised their rortier cars with verve, Jarvis improving from third to second.

Classic Clubmans king Mark Charteris probed into the 1m24s in both demonstrations of Mallock magic. Alan Cook and Rob Manson photo-finished for second in race two after Spencer McCarthy and Peter Belsey (Haggispeed) fell to bodywork issues. Barry Webb had no opposition in a thin B-Sport group, but drove his Delapena U2 as brilliantly as ever.

David Weston repelled James Dunkley in Sunday's Sprite & Midget Challenges, and helped fix his rival's steed between bouts after it nudged the barriers. Pippa Cow nailed two class wins with reigning champion Richard Perry and David Morrison scrapping behind after race-one retirements. Graeme 'Grubby' Adams led before his smart car failed in the finale.

MARCUS PYE

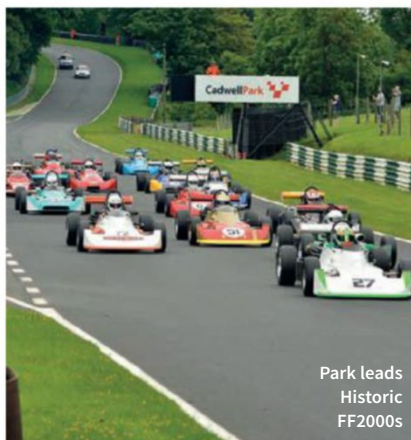
## RESULTS

**HSCC HISTORIC FF1600 (13 LAPS) 1 Callum Grant (Merlyn Mk20A);** 2 Benn Simms (Jomo JMR7) +1.660s; 3 Mark Shaw (Merlyn Mk20); 4 Rob Wainwright (Elden Mk8); 5 Benn Tilley (Merlyn Mk20); 6 Maxim Bartell (Merlyn Mk20A). **Fastest lap** Grant 1m34.653s (83.16mph). **Pole Grant. Starters 26. QUALIFYING HEAT (12 LAPS) 1 Ben Tusting (Merlyn Mk20);** 2 Alistair Littlewood (Merlyn Mk20A) +4.271s; 3 Stuart Dix (Cooper Chinook); 4 Andrew Wiggins (Titan Mk6); 5 James Lovett (Lola T200); 6 Oli Smith (Macon MR7B). **FL** Tusting 1m37.108s (81.06mph). **P Grant. S 17. RACE 2 (13 LAPS) 1 Grant;** 2 Wainwright +0.338s; 3 Tilley; 4 Bartell; 5 Tusting; 6 Simms. **FL** Tilley 1m34.648s (83.17mph). **P Grant. S 26. REPECHAGE (12 LAPS) 1 Smith;** 2 Nick Pancisi (Elden Mk8) +19.356s; 3 Dick Dixon (Lotus 61); 4 John Slack (Lola T200). **FL** Pancisi 1m39.784s (78.89mph). **P Smith. S 11.**

**HSCC 70S ROAD SPORTS (11 LAPS) 1 Julian Barter (Lotus Elan S4);** 2 Charles Barter (Datsun 240Z) +4.281s; 3 Will Leverett (Porsche 911SC); 4 Mark Leverett (Elan); 5 John Williams (911SC); 6 Mark Bennett (MGB GTV8). **Class winners** C Barter; Bennett; Chris Fisher (MG Arkley); Tim Hayes (Alfasud Sprint). **FL** J Barter 1m45.725s (74.46mph). **P J Barter. S 20. RACE 2 (11 LAPS) 1 C Barter;** 2 J Barter +0.795s; 3 W Leverett; 4 M Leverett; 5 Williams; 6 Bennett. **CW** J Barter; Bennett; Fisher; Wagstaff; Hayes. **FL** J Barter 1m44.310s (75.47mph). **P J Barter. S 18.**

**HSCC/FJHRA SILVERLINE FORMULA JUNIOR FRONT ENGINED (11 LAPS) 1 Stuart Roach (Alexis Mk2);** 2 Mark Woodhouse (Elva 100) +23.046s; 3 Mike Walker (Bond); 4 Ian Phillips (BMC Mk1); 5 John Arnold (Elva 100); 6 Keith Roach (Condor SII). **CW** Martin Sheppard (Stanguellini); Ian Robinson (Lola Mk2). **FL** S Roach 1m43.396s (76.13mph). **P S Roach. S 15. RACE 2 (12 LAPS) 1 S Roach;** 2 Woodhouse +1.408s; 3 Walker; 4 Arnold; 5 Mike Fowler (Gemini Mk2); 6 Phillips. **CW** Graham Barron (Gemini Mk2); Tony Pearson (Bandini). **FL** S Roach 1m44.129s (75.60mph). **P S Roach. S 12. REAR ENGINED (11 LAPS) 1 Stuart Roach (Condor SIII);** 2 Alex Morton (Lightning Envoyette) +9.161s; 3 James Hicks (Caravelle Mk3); 4 Jonathan Fyda (U2 Mk3); 5 Peter Anstiss (Lotus 20/22); 6 Peter de la Roche (BMC Mk2). **CW** Hicks; de la Roche; Crispian Besley (Cooper T56); Simon Durling (Lotus 18). **FL** Roach 1m42.248s (76.99mph). **P Roach. S 13. RACE 2 (12 LAPS) 1 John Sykes (Merlyn Mk5/7);** 2 Hicks +2.378s; 3 Fyda; 4 Anstiss; 5 de la Roche; 6 Chris Alford (Elva 200). **CW** Hicks; de la Roche; Alford. **FL** Sykes 1m42.397s (76.88mph). **P Roach. S 11.**

**JUSTIN HALER TROPHY HISTORIC F3 (12 LAPS) 1 Jon Milicevic (Brabham BT21B);** 2 Peter Thompson



Park leads Historic FF2000s

(Brabham BT21) +2.610s; 3 Simon Armer (March 703); 4 Ewen Sergison (Brabham BT21); 5 Jim Blockley (Chevron B17); 6 Jon Waggitt (Lotus 31). **FL** Sergison 1m35.448s (82.47mph). **P Milicevic. S 14. RACE 2 (13 LAPS) 1 Milicevic;** 2 Sergison +1.218s; 3 Armer; 4 Blockley; 5 Marcus Mussa (Tecno 69); 6 Mark Linstone (Brabham BT21). **FL** Armer 1m34.367s (83.42mph). **P Sergison. S 13. HISTORIC FF2000 (12 LAPS) 1 Andrew Park (Reynard SF81);** 2 Andrew Storer (Reynard SF79) +2.257s; 3 Colin Wright (Reynard SF79); 4 Graham Ridgway (Reynard SF78); 5 Mick Whitehead (Reynard SF79); 6 Eric Bailey (Royale RP27). **CW** Antony Raine (Merlyn Mk28). **FL** Park 1m30.271s (87.20mph). **P Park. S 14. RACE 2 (13 LAPS) 1 Park;** 2 Wright +29.087s; 3 Ridgway; 4 Whitehead; 5 Stephen Glasswell (Reynard SF79); 6 Tom White (Osella FAF). **CW** White. **FL** Park 1m30.647s (86.84mph). **P Park. S 14.**

**HSCC/HRSR BYBOX HISTORIC TOURING CARS (BOTH 11 LAPS) 1 John Avill (Ford Lotus Cortina);** 2 Graham Pattle (Lotus Cortina) +0.451s; 3 Simon Benoy (Hillman Imp); 4 Tim Harber (Austin Cooper S); 5 James Claridge (Ford Anglia 105E); 6 Roger Godfrey (Austin Cooper S). **CW** Benoy; Harber; Claridge; Richard Cross (Triumph 2000); Tim Bishop (DKW 3-6). **FL** Pattle 1m47.979s (72.90mph). **P Avill. S 15. RACE 2 1 Avill;** 2 Benoy +1.211s; 3 Bob Bullen (Anglia 105E); 4 Harber; 5 Peter Hore (Lotus Cortina); 6 Mark Watts (Ford Mustang). **CW** Benoy; Bullen; Harber; Watts; Cross; Bishop. **FL** Pattle 1m47.932s (72.93mph). **P Avill. S 15.**

**HSCC HISTORIC ROAD SPORTS (9 LAPS) 1 Peter Shaw (Lotus Elan S1);** 2 Kevin Kivlochan (Morgan +8) +5.928s; 3 David Boland (Ginetta G4); 4 Simon Haughton (Lotus 7); 5 Robert Rowe (Elan S3); 6 Dick Coffey (Turner Mk1). **CW** Kivlochan; Coffey; James Owen (Triumph TR5); Mike Foley (Sunbeam Alpine). **FL** Shaw 1m43.801s (75.84mph). **P Shaw. S 15. RACE 2 (11 LAPS) 1 Kivlochan;** 2 Boland +8.245s; 3 Rowe; 4 Coffey; 5 Johan Denekamp (Marcos 1800GT); 6 Owen. **CW** Boland; Coffey; Owen; Chris Reece (MGB). **FL** Kivlochan 1m45.587s (74.36mph). **P Shaw. S 15.**

**CLASSIC CLUBMANS (BOTH 14 LAPS) 1 Mark Charteris (Mallock Mk20/21);** 2 Spencer McCarthy (Mallock Mk20B) +13.223s; 3 Peter Belsey (Haggispeed Mk10); 4 Steve Chaplin (Phantom P79); 5 Alan Cook (Mallock Mk20); 6 Robert Manson (Mallock Mk21). **CW** Barry Webb (Delapena Mallock Mk16BW). **FL** Charteris 1m24.823s (92.80mph). **P Charteris. S 11. RACE 2 1 Charteris;** 2 Cook +1m28.790s; 3 Manson; 4 Chaplin; 5 Webb; 6 Adam Wheeler (Mallock Mk16). **CW** Webb. **FL** Charteris 1m24.774s (92.86mph). **P Charteris. S 11.**

**URS FF2000 & CLASSIC RACING CAR (BOTH 13 LAPS) 1 Ian Pearson (Van Diemen RF83/82);** 2 Andrew Lancaster (Pilbeam MP52) +40.609s; 3 Andy Jarvis (Palliser WDB2); 4 Chris Levy (Van Diemen RF83/82); 5 Brian Cullen (Crossle 19F); 6 Julian Stokes (Tecno 70). **CW** Jarvis; Cullen; Glenn Eagling (Ensign LNF3); Peter Hamilton (Alexis Mk15). **FL** Pearson 1m29.842s (87.62mph). **P Pearson. S 18. RACE 2 1 Pearson;** 2 Jarvis +15.610s; 3 Lancaster; 4 Levy; 5 Stokes; 6 Dale Spruce (Reynard SF79). **CW** Jarvis; Stokes; Spruce; Eagling. **FL** Pearson 1m31.155s (86.36mph). **P Pearson. S 13.**

**SPRITE & MIDGET CHALLENGE (BOTH 12 LAPS) 1 David Weston;** 2 James Dunkley +24.980s; 3 Andy Southcott; 4 Pippa Cow; 5 Kim Dear; 6 Steve Collier. **CW** Southcott; Cow; Nigel Lackford; Tim Storrar. **FL** Graeme Adams 1m38.166s (80.19mph). **P Weston. S 19. RACE 2 1 Weston;** 2 Dunkley +9.754s; 3 Martin Morris; 4 Southcott; 5 Cow; 6 Richard Perry. **CW** Southcott; Cow; Lackford; Storrar. **FL** Weston 1m39.781s (78.89mph). **P Weston. S 17.**



# Comis clean sweep comes to an end

ALEX COMIS WAS UNLUCKY TO suffer his first Super Mighty Mini Challenge defeat of the year after an early stoppage in race two robbed him of his unbeaten record. Race one went to plan despite Adrian Tuckley ousting him for the lead into Redgate on the opening lap – Comis was back in front a lap later. It remained like that throughout, with Tuckley having to reclaim second from Steve Maxted before chasing Comis.

Tuckley also led from the start of race two, with Comis taking second from Ben Butler at Redgate a third of the way through the event. He hunted down Tuckley and had just grabbed the lead at the same spot when the race was red-flagged, dropping him to second.

Mighty Minis were even closer. Paul Inch, Stuart Coombs and Greg Jenkins were wheel-to-wheel for most of race one before Inch prevailed, then Jenkins claimed the race-two spoils after a scrap with Sam Tomlinson, Inch and Coombs.

Both Pre '93 & 2003 Touring Cars and Blue Oval races were easily won by Ray West's BMW M3, with Paul Bellamy's similar car second throughout.

After Kevin Bird's Nissan 200SX spun at Redgate and caused chaos on the opening lap of the visiting Castle Combe Saloons, Charles Hyde-Andrews-Bird and his Renault Megane were left clear for a comfortable win. Poleman Dave Scaramanga had been delayed, but his VW Scirocco was still back in second by lap four of 11, with Tony Dolley's SEAT Leon third after a duel with Will di Claudio (Peugeot 106 GTi).

Andrew Harrison's Jaguar XJS was another double winner in the Pre '66 Touring/Pre '83 Group 1 Touring and Pre 2005 Production Touring Cars. He led race one from lights to flag, pursued

by the XJ12 of David Howard, which finally lost ground among backmarkers and was nearly caught by Stephen Primett's Escort. Howard had the upper hand in the second race until Harrison's pressure paid off, leaving the erstwhile leader to fend off Primett again.

Shayne Deegan consolidated his Mini Miglia lead with a double win, after taking a couple of laps in each race to shake off Rupert Deeth. Their escapes at the front were aided by massive battles for third, both claimed by Robert Howard.

There were three different leaders on the opening lap of the Thunder Saloon/Pre 2003 VWs but, with Dave Cockell's Escort Cosworth blowing its engine, Dale Gent (Subaru Impreza) ended the first lap ahead of Andy Robinson (Ford Falcon). Brake problems and two spins finally left Robinson in the gravel and brought out the safety car. The Holden Monaro of Andy Wilson chased Gent to the flag, with Andy Robey's BMW M3 a clear third.

It was Gent's turn to retire in race two, which handed victory to Vaughan Fletcher's Impreza over Wilson.

A late charge from Zach Booth netted a last-lap victory in the first Mini Seven race after he, Lewis Selby, Kieren McDonald and Andrew Deviny had battled throughout. Selby, Ash Davies

and Spencer Wanstall arrived at the chicane three-abreast on race two's last lap. Davies led but was on the grass, allowing Selby to win by 0.122s.

The ZRs of Adrian Wray and Adam Jackson swapped the MG Owners' Club victories and second places.

Kyle Reid just managed to keep Dominic Wheatley at bay in the first Scottish Mini Cooper Cup race. Shane Stoney led all the way in race two, while Malcolm McNab and Paul Bell came through to complete the top three. Reid reached second in a late charge before contact dropped him to sixth.

There was a double for Paul Rose's Saker in the CNC Heads Sports Saloons. Rose soon headed fast-starter Garry Watson, whose Westfield ran out of fuel a lap from home, handing second to Joe Spencer's Locosaki. It was a Saker one-two later, Rose leading Steve Harris after both passed Watson and Spencer.

Mark McAleer won both Porsche Club races, with Pete Morris securing a late second over Paul Winter in race one before roles were reversed in race two.

In the Max5s Nick Dunn consolidated his championship lead with a victory in race one and a second place to Richard Breland in race two.

Watson leads Spencer, as Rose's Saker lurks in third position

PETER SCHERER



# Rain hands surprise win to Price

THERE WERE TWO VERY DIFFERENT run-offs at Doune's British Hillclimb meeting. In the first, old hands Scott Moran and Trevor Willis finished first and second following several class records being smashed in qualifying. Behind them, Wallace Menzies and Will Hall scored well and, despite racing with a bad hand injury, Sean Gould managed to power his way to the fifth-best time.

That was the standard part of the weekend, but as the serious action got under way for the second runs the Scottish weather started to play its part.

The first two run-off contenders in round 14 were Eynon Price and Simon Fidoe. They set their times as the rain started to fall, but there was a serious delay to proceedings when local driver John MacKenzie crashed out at Garden Gate. He was taken to hospital for checks while the barriers were repaired.

With nobody able to run in conditions anywhere near as good as those encountered by Price and Fidoe, they both secured the top two slots. All three of former rally driver Price's wins have come in poor weather. "Everybody knows I love the wet," he said, "but I would rather it had been equal for all."

Of the rest, it was Willis's wet-track mastery and starting technique that won him third, local hero Menzies was fourth and the cautious Moran ensured enough points to keep Willis 18 behind in the overall standings.

Champion Alex Summers made one of his rare 2016 appearances driving his parents' one-litre DJ Firehawk. Such was the ferocity of his Q1 attack that he took more than a second out of the record. The gearbox broke as he finished that run, ending his participation.

## EDDIE WALDER

### RESULTS

**ROUND 13 1 Scott Moran (3.5 Gould-NME GR61X) 35.51s BTD**; 2 Trevor Willis (3.2 OMS-RPE 28) 35.99s; 3 Wallace Menzies (3.5 Gould-NME GR55) 36.59s; 4 Will Hall (2.0 Force-AER/XTec WH) 36.91s; 5 Sean Gould (1.6 Gould-Suzuki GR59) 36.97s; 6 Les Mutch (1.6 GWR-Suzuki Raptor 1) 37.22s; 7 Dave Uren (1.3t Force-Suzuki PC) 37.53s; 8 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 38.39s; 9 Steve Marr (1.0 PCD-Suzuki Saxon) 39.11s; 10 Stewart Robb (4.0 Pilbeam-Judd KV MP88) 39.17s; 11 Eynon Price (1.6 Gould-Suzuki GR59) 39.93s; DNS Alex Summers (1.0 DJ-Suzuki Firehawk).

**ROUND 14 1 Price 43.14s**; 2 Simon Fidoe (1.0 Empire-Suzuki Wraith) 43.29s; 3 Willis 44.93s; 4 Menzies 45.10s; 5 Moran 45.53s; 6 Spedding 45.58s; 7 Uren 46.74s; 8 Gould 47.05s; 9 Marr 54.70s; Fail John McKenzie (1.6 OMS-Suzuki 2000M) and Hall; DNS Robb.

**POINTS 1 Moran 133**; 2 Willis 115; 3 Menzies 81; 4 Uren 61; 5 Hall 58; 6 Spedding 56.

# RESULTS ROUND-UP

## DONINGTON PARK BARC, JUNE 18-19

**SUPER MIGHTY & MIGHTY MINI (14 LAPS) 1 Alex Comis**; 2 Adrian Tuckley +0.529s; 3 Steve Maxted; 4 Steven Dawson; 5 Steven Rideout; 6 Ben Butler. **Class winner Paul Inch. Fastest Lap** Tuckley 1m30.265s (78.93mph). **Pole** Comis. **Starters 25. RACE 2 (7 LAPS) 1 Tuckley**; 2 Comis +0.337s; 3 Dawson; 4 Maxted; 5 Butler; 6 Rideout. **CW Greg Jenkins. FL** Maxted 1m31.748s (77.65mph). **P Comis. S 25.**

**PRE-1993 & PRE-2003 TOURING CARS/BLUE OVAL SALOONS (14 LAPS) 1 Ray West (BMW M3)**; 2 Paul Bellamy (M3) +11.608s; 3 AJ Owen (Honda Civic Type R); 4 David Hickton (M3); 5 James Card (M3); 6 Steven Barden (Civic Type R). **CW Owen; Card; Barden; Alan Eason (Ford Fiesta XR2)**; Andrew Sheraton (BMW 325i); Andrew Smith (Honda CRX). **FL** West 1m18.175s (91.13mph). **P West. S 33. RACE 2 (12 LAPS) 1 West**; 2 Bellamy +7.107s; 3 Hickton; 4 Simon Beament (Ford Escort RS2000 Maxi); 5 Owen; 6 Card. **CW Beament; Card; Danny Cassar (Honda Integra)**; John Edwards-Parton (Fiesta XR2); Sheraton; Smith. **FL** West 1m19.530s (89.58mph). **P West. S 35. CASTLE COMBE SALOONS (11 LAPS) 1 Charles Hyde-Andrews-Bird (Renault Megane)**; 2 Dave Scaramanga (VW Scirocco) +7.307s; 3 Tony Dolley (SEAT Leon); 4 William di Claudio (Peugeot 106 GTi); 5 Guy Parr (Ford Fiesta); 6 James Blake (MG ZR). **CW di Claudio; Antony Weeks (Mazda RX8)**; Mark Sutton (MG ZR). **FL** Scaramanga 1m20.131s (88.91mph). **P Scaramanga. S 15.**

**PRE-1966 TOURING CARS/PRE-1983 GROUP 1 TOURING CARS/PRE-2005 PRODUCTION TOURING CARS (BOTH 11 LAPS) 1 Andrew Harrison (Jaguar XJS)**; 2 David Howard (Jaguar XJ12) +6.049s; 3 Stephen Primett (Ford Escort Mk1); 4 Mark Osborne (Triumph Dolomite Sprint); 5 Gary Parkes (Peugeot 206 GTi); 6 Mostyn Rutter (Vauxhall Firenza). **CW** Primett; Parkes; Wil Arif (Alfa Romeo 145T5); Michael Sheraton (BMW 325i); Malcolm Jeffs (Alfasud); Andy Messham (Austin Mini Seven); Jeffrey Windsor (Ford Puma); Tony Preston (Morris Minor); Gary Fletcher (Lotus Cortina); Steve Kirton (Ford Anglia); Stuart Radford (Triumph 2000); Freddie Brown (Hillman Imp). **FL** Harrison 1m21.790s (87.10mph). **P Harrison. S 33. RACE 2 Harrison**; 2 Howard +13.006s; 3 Primett; 4 Osborne; 5 Parkes; 6 Adam Gittings (Renault Clio 172). **CW Primett; Parkes; Arif; Messham; Peter Davies (Citroen Saxo)**; Preston; Fletcher; Kirton; Brown; Radford. **FL** Harrison 1m21.874s (87.01mph). **P Harrison. S 32.**

**MINI MIGLIA (BOTH 10 LAPS) 1 Shayne Deegan**; 2 Rupert Deeth +3.428s; 3 Robert Howard; 4 Daniel Wheeler; 5 Aaron Smith; 6 Tony Le May. **FL** Deegan 1m20.922s (88.04mph). **P Deeth. S 11. RACE 2 1 Deegan**; 2 Deeth +9.772s; 3 Howard; 4 Wheeler; 5 James Coulson; 6 Smith. **FL** Deegan 1m21.185s (87.75mph). **P Deegan. S 11.**

**PRE-2003 CLASSIC VW & THUNDER SALOONS (11 LAPS) 1 Dale Gent (Subaru Impreza)**; 2 Andy Wilson (Holden Monaro) +1.004s; 3 Andy Robey (BMW E36 M3); 4 Craig Rainer (Ford Escort RS2000 Mk2 Turbo); 5 Ian Froggatt (Impreza); 6 Andy Thompson (SEAT Toledo). **CW Wilson; Robey; Thompson; Ken Lark (VW Corrado)**; Duncan Clarke (VW Golf); Peter Winstone (Escort Mk1); Chris Mohan (Golf GTi). **FL** Richard Wood (BMW M3 GTR) 1m13.233s (97.28mph). **P Gent. S 27. RACE TWO (10 LAPS) 1 Vaughan Fletcher (Impreza)**; 2 Wilson; 3 Andy Robinson (Ford Falcon); 4 Robey; 5 Lee James Sturges (SEAT Supercopa); 6 Thompson. **CW Wilson; Rainer; Thompson; Tony Absolom (Golf)**; Marcus Reynolds (E36 Turbo); Winstone; Clarke; Mohan. **FL** Wilson 1m14.076s (96.18mph). **P Gent. S 27.**

**MINI SEVEN (BOTH 10 LAPS) 1 Zach Booth**; 2 Lewis Selby +1.989s; 3 Andrew Deviny; 4 Spencer Wanstall; 5 Charlie Budd; 6 Gareth Hunt. **CW** Selby. **FL** Wanstall 1m29.396s (79.69mph). **P Deviny. S 25. RACE 2 1 Selby**; 2 Ash Davies +0.122s; 3 Wanstall; 4 Deviny; 5 Graeme Davis; 6 Tom Sanderson. **CW** James Bull. **FL** Wanstall 1m29.634s (79.48mph). **P A Davies. S 25.**

**MG OWNERS CLUB (15 LAPS) 1 Adrian Wray (ZR)**; 2 Adam Jackson (ZR) +1.213s; 3 David Mellor (ZR); 4 Martin Willis (ZR); 5 Mark Baker (F); 6 Steve Williams (ZR). **CW Baker; Jim Baynam (B Roadster). FL** Mellor 1m24.085s (84.73mph). **P Mellor. S 20. RACE 2 (11 LAPS) 1 Jackson**; 2 Wray +1.060s; 3 Mellor; 4 Baker; 5 Phil Walker (ZR); 6 Williams. **CW Baker; Baynam. FL** Wray 1m24.756s (84.06mph). **P Mellor. S 19.**

**SCOTTISH MINI COOPER CUP (14 LAPS) 1 Kyle Reid**; 2 Dominic Wheatley +0.687s; 3 Malcolm McNab; 4 Paul Bell; 5 Shane Stoney; 6 Robbie Dalglish. **FL** Wheatley 1m27.342s (81.57mph). **P Wheatley. S 27.**

**RACE 2 (10 LAPS) 1 Wheatley**; 2 McNab +0.927s; 3 Bell; 4 Dalglish; 5 John Duncan; 6 Reid. **FL** Stoney 1m27.401s (81.51mph). **P Dalglish. S 27.**

**CNC HEADS NORTH WEST SPORTS & SALOONS (18 LAPS) 1 Paul Rose (Saker RapX)**; 2 Joe Spencer (Stuart Taylor Locosaki) +14.575s; 3 Steve Harris (Saker RapX); 4 Ric Wood (BMW M3 GTR); 5 Paul Dobson (Mazda RX7); 6 Luke Armiger (Vauxhall Tigra). **CW Spencer; Dobson; Armiger; Steven Parker (BMW Compact); Clive Dix (Ford Puma). FL** Rose 1m09.549s (102.44mph). **P Rose. S 36. RACE 2 (14 LAPS) 1 Rose**; 2 Harris +0.041s; 3 Garry Watson (Westfield SEW); 4 Dobson; 5 Armiger; 6 Dave Harvey (Locosaki). **CW** Dobson; Harvey; Paul Rotheroe (Citroen Xsara); Dix. **FL** Rose 1m10.828s (100.59mph). **P Rose. S 30.**

**PORSCHE CLUB (18 LAPS) 1 Mark McAleer (996)**; 2 Pete Morris (996) +0.385s; 3 Mike Johnson (911 C2); 4 Chris Dyer (Cayman S); 5 Richard Ellis (996); 6 Craig Wilkins (996). **CW** Andy Toon (Boxster S); John Gilmore (944 S2). **FL** Morris 1m15.988s (93.76mph). **P McAleer. S 20. RACE 2 (16 LAPS) 1 McAleer**; 2 Paul Winter (996) +0.573s; 3 Morris; 4 Johnson; 5 Wilkins; 6 Ellis. **CW** Toon; Gilmore. **FL** Johnson 1m16.383s (93.27mph). **P McAleer. S 19.**

**MAX5 (14 LAPS) 1 Nick Dunn**; 2 Paul Roddison +6.182s; 3 Geoff Gouriet; 4 Jonathan Halliwell; 5 Richard Breland; 6 Russell Tamplin. **CW** Roddison; George Sneel. **FL** Halliwell 1m24.740s (84.07mph). **P Dunn. S 28. RACE 2 (10 LAPS) 1 Breland**; 2 Dunn +1.802s; 3 Chris Webster; 4 John Munro; 5 Roddison; 6 Gouriet. **CW** Roddison; Andrew Bayliss. **FL** Breland 1m26.844s (82.03mph). **P Dunn. S 28.**

## ROCKINGHAM MSVR, JUNE 18-19

**RADICAL CHALLENGE (14 LAPS) 1 Steve Burgess (SR3 RSX)**; 2 Jack Lang (SR3 RSX) +1.597s; 3 Joe Stables (SR3 RSX); 4 Tony Wells (SR3 RSX); 5 Mark Richards (SR3 RSX); 6 John Macleod (SR3 RSX). **FL** Brian Caudwell (SR3 RSX) 1m18.968s (88.44mph). **P** Caudwell. **S 28. RACE 2 (9 LAPS) 1 Bradley Smith (SR3 RSX)**; 2 Burgess +13.668s; 3 Stables; 4 Brian Murphy (SR3 RSX); 5 Macleod; 6 Jason Rishover (SR3 RSX). **FL** Smith 1m18.324s (89.16mph). **P Smith. S 28. RACE 3 (29 LAPS) 1 Caudwell**; 2 Burgess +0.693s; 3 Wells; 4 Stables; 5 Richards; 6 Rishover. **CW** Peter Tyler/Tom Gladdis (SR3 RSX); Andy Chittenden (SR1). **FL** Caudwell 1m19.573s (87.76mph). **P Evgeny Klyucharev/Smith. S 28.**

**RACING SALOONS (BOTH 10 LAPS) 1 Nigel Innes (BMW M3)**; 2 Karl Cattliff (BMW M3) +0.429s; 3 Stuart Waite (BMW M3); 4 Stephen Pearson (BMW M3); 5 Darren Stamp (BMW M3); 6 Stuart Voyce (BMW Compact). **CW** Voyce; Ian Clark (Ford Capri); Pete Cross (VW Corrado); Karl Graves (BMW 120d); Andy Strong (BMW 320i); Kieron Lehane (Citroen Saxo). **FL** Cattliff 1m33.270s (74.87mph). **P Cattliff. S 23. RACE 2 1 Innes**; 2 Pearson +1.030s; 3 Stamp; 4 Waite; 5 Brian Jones (BMW M3); 6 Peter Osborne (Vauxhall Astra). **CW** Cliff Pellin (Ford Fiesta); Clark; Cross; Graves; Lehane. **FL** Innes 1m33.774s (74.47mph). **P Innes. S 21.**

**MINI CHALLENGE - COOPER (13 LAPS) 1 Steve Cocker (S)**; 2 Scot Adam (S) +0.446s; 3 Tim Porter (S); 4 Scott Jeffs (S); 5 Carlito Miracco (S); 6 Max Bladon. **CW** Bladon. **FL** Adam 1m33.863s (74.40mph). **P Adam. S 20. RACE 2 (8 LAPS) 1 Adam**; 2 Cocker +1.746s; 3 Miracco; 4 Jeffs; 5 Porter; 6 Rob Austin (S). **CW** Bladon. **FL** Cocker 1m34.142s (74.18mph). **P Cocker. P 20. RACE 3 (13 LAPS) 1 Porter**; 2 Cocker +3.803s; 3 Jeffs; 4 Adam; 5 Austin; 6 Bladon. **CW** Bladon. **FL** Cocker 1m34.054s (74.25mph). **P Jeffs. P 19. JCW (14 LAPS) 1 Jono Brown**; 2 Brett Smith +0.799s; 3 Nathan Harrison; 4 Chris Smith; 5 Rob Smith; 6 Henry Neal. **FL** Harrison 1m29.267s (78.23mph). **P B Smith. S 23. RACE 2 (14 LAPS) 1 Brown**; 2 C Smith +1.506s; 3 Charlie Butler-Henderson; 4 Harrison; 5 B Smith; 6 R Smith. **FL** Harrison 1m29.961s (77.63mph). **P Brown. S 23. RACE 3 (13 LAPS) 1 Harrison**; 2 Butler-Henderson +1.190s; 3 David Grady; 4 Mark Wakefield; 5 C Smith; 6 Neal. **FL** Luke Caudle 1m30.892s (76.83mph). **P R Smith. S 22.**

**GT CUP (18 LAPS) 1 Jordan Witt (Bentley Continental GT3)**; 2 Richard Chamberlain (Porsche 935) +29.079s; 3 Gareth Downing (Lotus Evora); 4 John Dhillon (Ferrari 458); 5 Nigel Hudson (Audi R8); 6 Tom Webb (BMW M3). **CW** Webb; Paul Bailey (458); Daniel O'Brien (Ginetta G55). **FL** Witt 1m18.139s (89.37mph). **P Witt. S 16. RACE 2 (9 LAPS) 1 Witt**; 2 Chamberlain +18.514s; 3 Downing; 4 Dhillon; 5 Hudson; 6 Webb. **CW** Webb; Bailey; Brent Millage (G55). **FL** Witt 1m19.324s (88.04mph). **P Witt. S 12. RACE 3 (34 LAPS) 1 Witt**; 2 Dhillon/Marco Cioci +18.026s; 3 Downing; 4 Hudson/Adam Wilcox; 5 O'Brien; 6 Webb/James Webb. **CW** O'Brien; Webb/Webb; Bailey/Andy Schulz. **FL** Witt 1m19.325s (88.04mph). **P Witt. S 14.**

**PRODUCTION BMW (BOTH 9 LAPS) 1 William Davison**; 2 Matthew Swaffer +6.562s; 3 Andy Strong; 4 Mark Palmer; 5 Bob Cooper; 6 David Graves. **FL** Davison 1m41.363s (68.90mph). **P Davison. S 25. RACE 2 1 Davison**; 2 Swaffer +1.534s; 3 Strong; 4 Matthew Wileman; 5 Edd Giddings; 6 Palmer. **FL** Davison 1m41.166s (69.03mph). **P Davison. S 24.**

**TIEDEMAN TROPHY (BOTH 11 LAPS) 1 Cato Poulsen (RF1000)**; 2 James Drew-Williams (Lola) +3.226s; 3 Omar Gazzaz (RF1000); 4 Nathan Corridon (Reynard 883); 5 Bryn Tootell (Van Diemen RF99); 6 Mark Smith (Dallara F395). **CW** Drew-Williams; Corridon; Chris Kite (Dallara); Geoff Fern (Reynard 84FF). **FL** Poulsen 1m19.055s (88.34mph). **P Poulsen. S 13. RACE 2 1 Poulsen**; 2 Gazzaz +3.842s; 3 Drew-Williams; 4 Corridon; 5 Tootell; 6 Smith. **CW** Drew-Williams; Corridon; Kite; Fern. **FL** Poulsen 1m20.911s (86.31mph). **P Poulsen. S 13.**

**TRACKDAY CHAMPIONSHIP (21 LAPS) 1 Kester Cook (Ford Fiesta)**; 2 David Gardner/Christopher Mills (Porsche Boxster S) +4.472s; 3 James Britton (BMW M3); 4 Richard Bromley (M3); 5 Warren Allen (Ginetta G27R); 6 Lewis Denslow (Ford Fiesta). **CW** Gardner/Mills; Allen; Denslow; Callum McDougall/Jim McDougall (Toyota MR2); Oliver O'Neill (Fiesta). **FL** Darren Goes (SEAT Leon) 1m33.238s (74.90mph). **P Cook. S 33.**

# WHAT'S ON



## The other attractions at Le Mans

EVEN WHEN ENDURANCE RACING is as entertaining as last weekend's Le Mans 24 Hours, there are times when the hardest of sleep-deprived enthusiasts need a break.

Le Mans organisers have traditionally been very good at catering for the needs of those soaking up the atmosphere trackside – after all, they've had enough practice. The Ford chicane Ferris wheel is one of the circuit's most iconic sights (and in turn provides spectacular views of the track), but with live music, modern and classic sportscar exhibits and funfairs on the outside of the Esses and start/finish straight, there's a wealth of off-track entertainment around the circuit for spectators to turn to in the depths of the race.

In a world where technology is advancing faster than ever, new or emerging tech can generate a lot of excitement. Fan villages are nothing

new, but they've increasingly become a place where fans are introduced to the next big thing. And this year's Le Mans was no exception, the most impressive attraction being the village's 'virtual room'.

Giving the public a taste of virtual reality before the technology becomes a part of our lives makes sense, particularly at Le Mans. As an emerging industry, there are few better places to be exhibiting the kit than a venue with 250,000 potential punters to appeal to.

So it wasn't surprising to see swathes of people queuing up for a go with one of the VR headsets. A (virtual) lap of the Circuit de la Sarthe in the passenger seat of the #64 Chevrolet Corvette, even at cruising pace, was no opportunity to pass up, and the 360-degree view from inside the cockpit offered a chance to explore the circuit more intensely than you can with any

**Even the most ardent race fans sometimes need a break from the on-track action**

other form of broadcast.

There's still room for improvement: while the tour looks and sounds lifelike, the experience doesn't extend to the feel of being in the car – something that racing simulators have been able to achieve. All in good time, though.

The gaming zone and selfie podiums that were also available are part of an increasingly standardised set of attractions at race tracks and other sporting venues. But with the virtual room free to enter with general admission, the ACO gave the paying public every opportunity to leave the circuit having experienced something new.

Self-facing cameras might not be everyone's cup of tea, but they didn't have to be. Motorsport event organisers should all by now be aware of the need to appeal to younger audiences, which the virtual room – commissioned by

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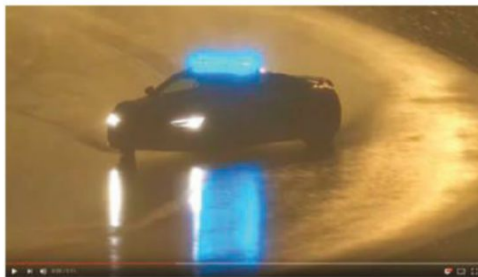


the ACO and put together by French marketing expert Uniteamsport, which has worked with some of the world's most recognisable clothing, food and drink, and entertainment brands – catered for accordingly. But the addition of features like the 'innovation zone', exhibiting footage of 24 Hours past and stand-out statistics from the race's 93-year history, and the centrepiece attraction – a windtunnel model of one of the Audi R18 prototypes – meant there was something for everyone.

'Total immersion' in the 24 Hours is a promise that the virtual room didn't quite live up to, but it was the mix of recreation and learning that made it such a success.

And it wasn't a bad option for escaping the frenetic race for a short while.

JACK COZENS



## HOT ON THE WEB THIS WEEK

YouTube DALMAS TAKES A SIDEWAYS VIEW

**Search for: Drifting King - Audi R8 Safety car at Le Mans**  
The appearance of a safety car doesn't normally herald on-track entertainment, but it seems no one told WEC driver advisor Yannick Dalmas, who took the opportunity of the red flag during the washed-out third Le Mans qualifying session to have a little fun in the 24 Hours' Audi R8 safety car.

**TV PICK OF THE WEEK**

**INDYCAR: ROAD AMERICA**  
BT SPORT/ESPN  
Sunday 1800

Imagine how you'd feel if Spa was returning to the Formula 1 schedule after a break of several years – without the horrendous asphalt runoffs it has now. You know how American road-racing fans are feeling. Tune in to watch IndyCar's drivers in full flow on a great – and fast – circuit.

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## INTERNATIONAL MOTORSPORT

### INDYCAR SERIES

Rd 9/15  
Road America, Wisconsin, USA  
June 26

### INDY LIGHTS

Rd 6/11  
Road America, Wisconsin, USA  
June 25-26

### EUROPEAN FORMULA 3

Rd 5/10  
Norisring, Germany  
June 25-26  
**WATCH ONLINE**  
Live fiaf3europe.com

### DTM

Rd 4/9  
Norisring, Germany  
June 25-26

### BLANCPAIN ENDURANCE CUP

Rd 3/5  
Paul Ricard, France  
June 25  
**WATCH ON TV**  
Live Motors TV, 1630

### FORMULA V8 3.5

Rd 4/11  
Paul Ricard, France  
June 25-26

### WORLD TOURING CARS

Rd 7/12  
Vila Real, Portugal  
June 26

### WATCH ON TV

Eurosport 1, 1800

### EUROPEAN TOURING CARS

Rd 4/6  
Vila Real, Portugal  
June 26

### EUROPEAN RALLY CHAMPIONSHIP

Rd 5/10  
Ypres Rally, Belgium  
June 23-25

### NASCAR SPRINT CUP

Rd 16/36  
Sonoma, California, USA  
June 26

### V8 STOCK CARS

Rd 5/12  
Taruma, Brazil  
June 26

### MOTOGP

Rd 8/18  
Assen, Netherlands  
June 26

### WATCH ON TV

Live BT Sport 1, 1245

## UK MOTORSPORT

### SNETTERTON 750MC

June 25-26  
Renault Clio 182, Enduro, Toyota MR2, Roadsports, 750 Formula, Bikesports, Sport Specials, Stock Hatch, Hot Hatch, Mazda MX-5 Cup, BMW M3 Cup

### BRANDS HATCH BARC

June 25-26  
Caterham Graduate, Clubmans, Renault Clio Cup, Citroen 2CV, Junior Saloons, Hyundai Coupe, Quaife Saloons, Tin Tops

### KIRKISTOWN 500MRCI

June 25  
FF1600, Saloon and GT, Ford Fiesta, Formula Libre, Ginetta Junior

### OULTON PARK BRSCC

June 25  
FF1600, Porsches, Mazda MX-5, Alfa Romeo



# INTRODUCING



# PETRU FLORESCU

**T**wo years ago, Petru Florescu was recovering from a nasty shunt that broke both of his legs. One year ago, he was languishing towards the back of the MSA Formula grid. Now he is fighting for the title in the same series in its new guise as the British Formula 4 Championship.

It's certainly a remarkable turnaround for the Romanian driver, who is currently second in the F4 points with the frontrunning Carlin squad.

Florescu's career could've been over at the beginning of 2014 when he was involved in a karting crash at La Conca. "There was one driver who was pushing and his throttle stuck open and he went over the top of my kart," says Florescu. "I was worried about my legs because some doctors thought I might lose my left leg. I couldn't drive for eight months but I recovered."

Having starred in several seasons of European karting, Florescu was determined to get back behind the wheel and began training as soon as he could. "I trained a lot to get ready for the MSA Formula championship," he says. "I had last year for getting used to the car."

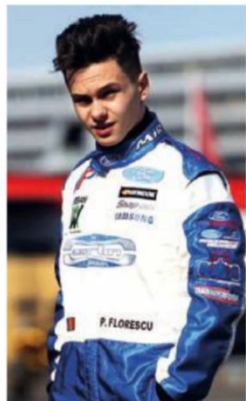
But it was a difficult season for Florescu, taking a best result of fourth at Croft as he finished 11th in the standings. He admits he "didn't expect anything more".

This year, however, he has certainly delivered a lot more. An intensive testing programme over the winter, and the stability brought by staying with Carlin, propelled him into the title fight. He won two of the three opening races at Brands Hatch and hasn't looked back, taking two further victories. He's now battling team-mates Max Fewtrell and James Pull plus Arden's Luis Leeds for the crown. "The drivers I'm racing are very good so you can't afford to be relaxed. What's good for me is I'm the most experienced," he says.

Looking to the next phase of his career, Florescu has also contested rounds of Euroformula Open (for Formula 3 cars) and the Formula Renault 2.0 Eurocup.

Considering his accident, Florescu is in a remarkable position today. But he never doubted he would be able to challenge. "If you don't have a goal, you don't achieve anything," he reflects. "This is all I wanted to do."

STEPHEN LICKORISH



- Age** 17
- 2016** Currently 1st in British F4 (Carlin); has also raced in Euroformula Open and Euro FRenault
- 2015** 11th in MSA Formula (Carlin)
- 2014** Karting season cut short by leg injuries
- 2013** 9th in CIK World KF Junior
- 2012** 8th in CIK-FIA Euro KF3



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