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VERSTAPPEN'S BIG CHANGE

- Why Max has replaced Kvyat
- But can he beat Ricciardo?



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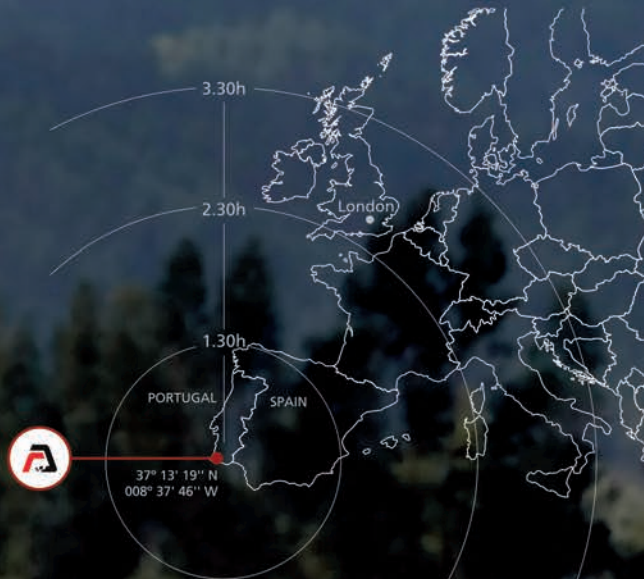
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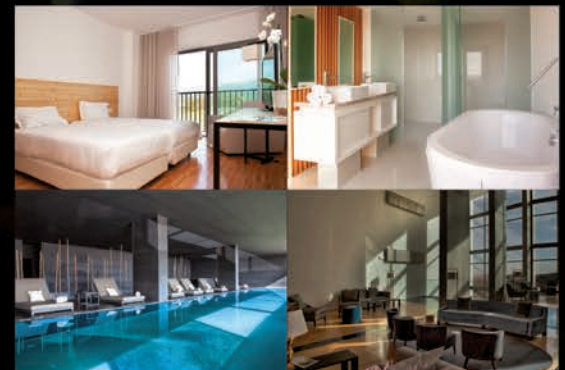
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Red Bull likes to play a high-stakes game

RED BULL IS INEVITABLY CRITICISED WHEN IT MAKES any kind of move involving its junior drivers. The swap of Max Verstappen and Daniil Kvyat is no exception.

It's certainly harsh on Kvyat, a driver with real potential who'd been making progress before his mishaps at the start of the Russian Grand Prix. And it puts enormous pressure on 18-year-old Verstappen at a time when he is still, inevitably, learning his trade at the highest level in only his third season of car racing.

But Red Bull has always been unashamedly ambitious with its young drivers. It's looking for world-champion material. You can't blame Red Bull for its willingness to put Verstappen to the test, especially given the risk that if he was left at Toro Rosso for too long, it could fall to a rival team to benefit from his huge potential.

It's hard to argue with Red Bull's approach. The attitude of Brendon Hartley – now a world champion in sportscars, remember – when he was dropped in the middle of 2010 has always stuck with me. "I've no hard feelings towards Red Bull," he later said. "Without them, there is no way I'd be racing."

He also accepted that he had not delivered to his backer's sky-high expectations. And while you may not agree with Red Bull's methods, fundamentally that desire not just to develop very good racing drivers, but the very best, is laudable.

It's a big ask for Verstappen, but this is elite sport and it's not supposed to be easy.



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Verstappen's big break

The only real surprise about Max Verstappen's mid-season switch from Toro Rosso to Red Bull is that it's come early. But is it too soon even for a talent this prodigious?

By Ben Anderson, Grand Prix editor

[@BenAndersonAuto](#)

Nothing has been conventional about Max Verstappen's career to date. Straight out of karting into the Formula 3 European Championship in 2014, then into Formula 1 with Toro Rosso in 2015 (before he was even old enough to drive on the road!), and now parachuted into Red Bull in place of Daniil Kvyat for this weekend's Spanish Grand Prix, just four races into the 2016 season.

There was an inevitability in Verstappen racing for Red Bull in F1. Given the way in which the 18-year-old's relationship with the drinks manufacturer has evolved, it seemed only a matter of time before it happened. Red Bull has given Verstappen everything he's wanted since the middle of 2014. When F1 teams were first courting him as an F3 rookie, he wanted the chance to go straight to F1 the next season. Red Bull offered him that opportunity at Toro Rosso, so that's where he went.

He got a fixed three-year deal and promotion straight from F3 to F1, rather than having to slog it out on the junior single-seater ladder trying to earn promotion to the next rung on a season-by-season basis, as the rest of Red Bull's junior drivers usually have to do.

Red Bull advisor Helmut Marko reckoned Verstappen was an exceptional talent, the likes of which he hadn't seen since Ayrton Senna, and Red Bull wanted to make sure it got its man – and crucially that Mercedes didn't.

This unique arrangement has arguably given Verstappen more power than is usually afforded a Red Bull driver before they've even started a grand prix. That doesn't mean he can cruise and collect – he still has to deliver the goods – but the dynamic is different. He's not been under the same sort of pressure as other Red Bull juniors. He has more security.

The Verstappen camp wanted two seasons for Max to hone his craft at Toro Rosso before using the final year of his deal to gun for glory with Red Bull. The fact that he has shone so impressively, bagging strong results and showing exceptional racecraft throughout his short time at Toro Rosso, only bolstered the impression that he was destined for promotion.

Meanwhile, China podium aside, Daniil Kvyat has endured a difficult start to the season. His qualifying form has been poor, and not easily explained away by technical problems. He has

struggled to get the super-soft tyres working properly on circuits where that rubber has not been used before. He was embarrassingly eliminated in Q1 in Australia and Bahrain. And although he made

Q3 at each of the last two races, on both occasions he was more than three tenths slower than team-mate Daniel Ricciardo.

Add in the recent clashes with ex-Red Bull star Sebastian Vettel in Russia, for which Kvyat received a stop/go penalty, and it's clear things are not going well for the man who replaced Vettel when the four-time champion left for Ferrari in 2015.

Kvyat's first season at Red Bull also wasn't the smoothest, certainly early on, so you'd have to say that if Red Bull was always minded to give Verstappen a shot in its main team at >>

“Red Bull wanted to make sure it got its man – and crucially Mercedes didn't”

some point, it was always likely that Kvyat would make way, rather than Ricciardo, who continues to look like the real deal on the other side of the garage.

So here we are. The unconventional rise of teenager Max Verstappen – from karting star to driving for a world champion F1 team in a little over 24 months and just 23 grand prix starts.

“Max has proven to be an outstanding young talent,” says Red Bull boss Christian Horner. “His performance at Toro Rosso has been impressive so far and we are pleased to give him the opportunity to drive for Red Bull.

“We are in the unique position to have all four drivers across Red Bull Racing and Toro Rosso under long-term contracts, so we have the flexibility to move them between the two teams.”

That may be so, but ultimately you’d have to say it’s an unusual step to switch drivers after just four races. Then again, the move potentially accomplishes several important things.

Firstly, it offers Red Bull the chance to assess the potential of its most exciting prospect against its most established star. If Verstappen performs, then Red Bull knows it made the right call in promoting him as quickly as possible; if Ricciardo gets the better of Verstappen, then perhaps Red Bull won’t be so bothered if rival teams come calling.

It’s no secret that Verstappen is hot property in F1, and that several other big teams potentially have seats available next season. Kimi Raikkonen is out of contract at Ferrari

“He possesses a Senna-esque belief that he shouldn’t be beaten by anyone”

after this year, while championship leader Nico Rosberg has yet to agree fresh terms with Mercedes.

It seems unlikely that Mercedes would upset its status quo unless the battle between Rosberg and Lewis Hamilton turns toxic again, while an ultra-conservative team such as Ferrari is unlikely to take a punt on a teenager who is not part of its own driver-development programme.

But this is F1, where stranger things have happened. Promoting Verstappen now potentially allows Red Bull to fend off any interest from rivals nice and early, and decide whether fending off that interest is even worthwhile.

At the same time as answering questions about Verstappen’s ultimate potential, this move also removes an element of serious tension from within Toro Rosso, which we saw blow up briefly in Australia as Verstappen went rogue on strategy in his desperation to beat team-mate Carlos Sainz Jr.

Toro Rosso has struggled to deal with the fallout of the two drivers slugging it out for their F1 futures, and trying to calm the stormy waters is part of the reasoning behind this seat swap.

This is potentially the main area of weakness for Verstappen. He’s shown several times already at Toro Rosso that he can get too easily distracted by external matters and won’t shy from putting his own interests above the needs of his team.

The way he refused team orders to let Sainz past in Singapore last year revealed that selfish streak, and in Australia this year he cost himself potentially a much better result by being too bothered about his team-mate’s strategy, rather than simply focusing on his own task.

The feeling is that Verstappen is perfectly happy when he’s the quickest driver in the team, but he possesses an almost Senna-esque belief that he shouldn’t be beaten by anyone under normal circumstances. When his team-mate is in his mirrors, or applying pressure by being faster in qualifying, he doesn’t react well.

Will Verstappen be able to cope if Ricciardo is faster and better in the upcoming races? How will he cope with the added pressure of racing for Red Bull? It hasn’t worked >>



Verstappen got a taste for Red Bull during his snow run in January. Now he has the seat

Relations between Verstappen and Sainz have been troubled



XPB IMAGES

Dad Jos has been a key figure in Max's career development



XPB IMAGES



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Verstappen has been consistently strong in races during his Toro Rosso stint

out well for Kvyat, who like Verstappen was promoted to Red Bull earlier than expected and not at the ideal point in his personal development as a driver. This could also be the undoing of Verstappen.

There is also a new degree of pressure on Ricciardo now, who will know he is being used as a benchmark for Red Bull's chosen talent. How he reacts will be key, though if the past is anything to go by he will probably be utterly unperturbed. He is driving very well this year, so it will be no easy task for Verstappen to prove he is Red Bull's best bet.

And what of Kvyat, who has been despatched back to Toro Rosso in a 'swap deal'? Sending Kvyat there at least avoids freezing out a driver Marko is known to rate highly.

It also gives Sainz an established benchmark against which to make his case, and Red Bull's 'junior team' a proven talent (there are no candidates below ready to make the step up yet) to help it secure points in what looks to be an extremely close midfield constructors' title battle with Force India, McLaren and Haas.

This also gives Kvyat the chance to rebuild his confidence in a lower-pressure environment. He has clearly had a rough time since graduating to Red Bull, but it seemed the worst was behind him after a strong end to 2015.

Unfortunately things have unravelled again at the start of this year. Kvyat has a podium to his name, but his

“Verstappen has the chance to show the world that he is the real deal”

performances have been consistently underwhelming.

“It was primarily a measure to take the pressure off Daniil,” says Marko of the move. “This year he has not been near the same performance as last year. He has been on average three to five tenths slower than Ricciardo. Last year he was at eye level.

“He has been very inconsistent, had many ups and downs, and the crash at Sochi was as a consequence of the internal pressure he had built himself. It did not come from us.

“Romain Grosjean was once in a similar situation when he had crash after crash. We wanted to avoid that, and our luxury is we have the ability to set him up for Toro Rosso again.”

Red Bull is all about pressure, though, so it's not good news that Kvyat is struggling. Perhaps it realises it promoted him from Toro Rosso a year too soon and he needs a bit more time to develop. That would explain why Red Bull is eager to 'rehabilitate' Kvyat at Toro Rosso, rather than dump him altogether.

For the Red Bull group this is probably a win-win situation; for Kvyat this is certainly not what he would have wanted, but all he can do is make the best of it and hope Verstappen turns out to be a flash in the pan rather than the real deal.

“Dany will be able to continue his development at Toro Rosso,” adds Horner, “in a team that he is familiar with, giving him the chance to regain his form and show his potential.”

Horner is fond of talking about Red Bull's 'pool' of drivers, from which it can dip in and out as it chooses. Whether they drive for Red Bull Racing or Scuderia Toro Rosso they are all Red Bull drivers ultimately, so where they actually race doesn't matter all that much to Red Bull.

But of course it does matter really — certainly to the drivers, who know what's really what in terms of the pecking order.

Verstappen has his expected promotion, but at an unexpected time. He has a top car at his disposal now, and the chance to go head to head with one of the best drivers on the grid. A chance to show the world that he really is the real deal.

The unconventional rise of Max Verstappen continues. ✎



Verstappen's Toro Rosso career ended in engine failure that cost sixth place

Despite Sainz's obvious talents, he's been in the shadow of Verstappen



TEE/LAT

Why Red Bull's driver reshuffle could present Sainz with a great opportunity

ON THE FACE OF IT THIS ALL looks like bad news for Toro Rosso's 'other' young star, Carlos Sainz Jr. But this could in fact turn out to be a blessing in disguise for the Spaniard.

Usually, if one driver gets a promotion to Red Bull's top team, it means the other is just counting down his days to heading for F1's scrapheap. But that's not the case here yet.

This represents a good opportunity for Sainz to show what he can do while waiting out the ever-rising tide of the Verstappen storm.

The tension at Toro Rosso had become palpable, and was distracting for Sainz and the team. The decision to promote Verstappen removes that problem.

While Red Bull has clearly

been very keen on Verstappen since signing him up, it's also well aware of Sainz's ability and the misfortune he's suffered since graduating to F1 alongside Verstappen.

Sainz has been very quick – arguably a touch quicker than Verstappen in qualifying overall – but just hasn't been able to convert that pace into results; sometimes because of mistakes on his side, but often because of circumstances outside his control.

Meanwhile Verstappen has been making headlines everywhere with stunning passing moves and some big results in races. The understandable excitement around Verstappen – both inside and outside of Red Bull – has created a circus at times,

but now all that fuss moves along the pitlane to the big team's garage.

Sainz can get back to focusing on his job and his own career progression, and perhaps his achievements and performances can be judged in isolation rather than in the shadow of what Verstappen is doing.

In Kvyat he will have a useful measuring stick, one he knows well as a rival from karting and a Red Bull junior team-mate in Formula BMW, Formula Renault 2.0 and GP3, but also one he must surpass if he is to turn this apparent snub into an opportunity.

Toro Rosso will be a calmer place without the Verstappen/Sainz dynamic to manage, and there is no reason why



HONE/LAT

“Now the circus has moved on, Sainz can focus on his job”

Sainz can't flourish alongside Kvyat and assert himself in a way that may have been difficult to achieve with Verstappen's camp on the other side of the garage.

Red Bull still has faith in Sainz, and just wants him to get on with his job. He has a better opportunity to do that now the landscape around him has been shaken up.

He will also know that however things play out at Red Bull it will leave him in a good place to take advantage. If Verstappen gets the better of Ricciardo it will reflect well on Sainz.

If Ricciardo sorts out Verstappen then it will potentially open a door to Sainz further down the road if Verstappen moves on.



WORLD ENDURANCE CHAMPIONSHIP

LMP1 privateer entries

THE INTRODUCTION OF A DRAG REDUCTION system is one of a number of ideas under evaluation to increase the performance of privateer LMP1 cars in the World Endurance Championship from next season.

A wide-ranging review of the non-hybrid P1 class, in which only privateers can run, has been instigated by the rulemakers in an attempt to make the division more attractive. The aim is to close the widening gap between the independent teams and the factories under the latest P1 rulebook introduced at the start of 2014.

Le Mans 24 Hours organiser the Automobile Club de l'Ouest, which writes the rules with the FIA, has revealed that it is ready to go beyond simply increasing power by upping the permitted fuel flow and reducing weight to achieve this end. DRS is known to have been discussed at a meeting of interested parties at the official WEC test at Paul Ricard in March, although the ACO is refusing to confirm that it is eyeing aerodynamic means to help the private teams.

"Within the rules there are many restrictions and some of them reduce performance," said ACO sporting manager Vincent Beaumesnil. "If you remove some of those restrictions, the

car will be quicker without a lot of money spent."

The privateers already racing in P1 and some potential entrants believe that the introduction of DRS as a pure performance tool – rather than one designed to aid overtaking by increasing straightline speed – will go ahead for 2017. The ACO, however, is refusing to talk about specifics ahead of an announcement at Le Mans in June.

The existing privateers, Rebellion Racing and ByKolles (both pictured above), and potential entrants in the class such as Strakka Racing, have mixed feelings about the introduction of DRS.

"DRS would be doable, but it is not a bolt-on solution," said Strakka team principal Dan Walmsley. "Look at the Rebellion: it is already bloody quick in a straight line. It would require the privateers to develop all-new aerodynamics."

Rebellion boss Bart Hayden explained that adding a DRS system to its existing R-One chassis would have a negligible effect.

"It would do very little because the R-One is a low-drag car anyway," he says. "We would have to produce a high-downforce bodykit and then use DRS to reduce the drag at the appropriate time."

Walmsley also pointed out that the rear DRS systems used in Formula 1, DTM, GP2 and



WEC

STRAKKA SUGGESTS LIGHTER CAR CLASS

THE STRAKKA RACING team has floated the idea of a lightweight prototype class, akin to the LMP675 of the early 2000s, as an alternative for the future of LMP1 privateers.

The class in which MG competed with its Lola-built EX257 was not seen as a secondary category like LMP2, but was regarded as a category that could provide the winner.

“If the factories have the hybrid-technology message, why not champion the technology of lightweight materials in the privateer class?” said Strakka team boss Dan Walmsley. “If you used a two-litre turbo engine, it would be possible to get down to 750kg.”

The ACO’s Vincent Beaumesnil is sceptical about the idea.

“Light materials are expensive – a lightweight car would be for a manufacturer, not a privateer,” he said.

“I also don’t believe that with the safety standards we have that it would be possible to reach that weight level.”

But reintroducing weight reduction as a performance tool for next season is being considered, according to Beaumesnil.

The Rebellion R-One ran as light as 810kg in 2014 before its switch from a Toyota V8 to the twin-turbo AER V6. Neither the ORECA-built car, nor ByKolles CLM, can get much under the present 858kg minimum weight.

GARY WATKINS

could run with DRS

Formula V8 3.5 create a shift in the aero balance of the cars. This, he argued, would be potentially dangerous in a multi-class arena.

“There are four classes of car in the WEC, which means the drivers are continually having to take evasive action,” he explained. “That’s not something you want to be doing when you have a significant shift in the balance of the car.”

It is for this reason that the ACO and the FIA are understood to be considering a double-DRS system. This would involve the privateer P1 machinery shedding downforce and drag both via the rear wing and the internal front flaps that were allowed from 2014.

A double-DRS system would likely be introduced along with a significant power hike in 2017. That would also ensure a significant performance gap between the private P1s and the new breed of faster, more powerful LMP2 cars that will come on stream next season.

The ACO believes that the package it is planning could foster real interest in the privateer P1 category at a time when the number

of constructors permitted to race in LMP2 is being capped at four.

“We know that what we have put in place in P2 means there is room for constructors to build LMP1 privateer cars,” argued Beaumesnil. “We have the potential for five constructors, as well as three or four engine suppliers. We just need to make it more attractive.”

“The ACO believes this could foster real interest”

Part of that process will involve allowing existing privateer machinery to race on beyond the end of 2017, when new safety regulations will come into force for the factories. This will cover the Dome S103 P2 design that Strakka would use as the basis of its proposed LMP1 contender and also allow ORECA, Ligier/Onroak, Dallara and Riley Technologies to do likewise with their 2017-rules LMP2 tubs.

The interest is there in the non-hybrid P1 category. Yet who will to commit to building cars probably won’t become clear until after the ACO makes its announcement next month.

GARY WATKINS

HOW F1'S NEW TYRE RULES HAVE SPICED UP THE SHOW

THE DECISION TO allow teams to use three different compounds of slick tyre has added unpredictability to Formula 1 this year, based on the four races we have seen so far.

Key to this development is the fact that Pirelli is making softer compounds available at circuits where previously it was reluctant to do so.

The super-soft has been used at each of the first four races this year, on circuits where it has never been used before. It's this more aggressive approach that has mixed up strategies and added some of the unpredictability F1 desperately needs.

In Australia Ferrari focused on the super-softs and made more stops than Mercedes. This turned out to be a mistake, but created a situation where Sebastian Vettel tried (and ultimately failed) to hunt down Nico Rosberg and Lewis Hamilton.

In Bahrain and particularly China we saw lots of midfield battling thanks to the conundrum of deciding between a faster tyre that wouldn't last very long and more durable rubber that was slower but longer-lasting.

Only in Russia, where Pirelli admits it should have used its new ultra-soft tyre for the first time, did things regress

in this respect. We saw more flat-out driving, but less battling and less strategic variation, because the tyres barely degraded.

But the new rules are deemed to have been successful. "The feedback we've had from the strategists is that it seems to be a really positive move," says Pirelli motorsport boss Paul Hembery. "Judging by what we've seen in races that historically have maybe been a little bit less exciting than others, it's had a positive impact."

The downside came in China, where Nico Rosberg was able to escape Q2 on a harder compound than the rest and thus buy himself a huge strategic advantage for the race.

"It gave Mercedes the option to do what they wanted at the start of the race, which is a great advantage," agrees Hembery. "We used to have a second between 18 cars in the V8 era, so we are still a long way from closing up the field. That's the most significant factor that is going to affect race results."

"Having said that, the new rules make the racing outside the top four very exciting, because there seems to be a strong group of cars with performance that's very close. It's almost two races in one weekend."

BEN ANDERSON



Formula 1 pace analysis

Mercedes is ahead, but examining the field's pace compared to late last year reveals who's improved

P

PERFORMANCE AND PERFORMANCE IMPROVEMENTS are hard to quantify in Formula 1. What we've seen so far is that the cars are 1-2 seconds per lap faster than they were in 2015, but that can be a result of many things.

Car improvements play a big part, but some of it is also down to the tyre regulations, which in effect allow teams to nominate one-compound-softer tyres than Pirelli would have done last year. Power-unit development has also improved performance.

What's important is to look closely at the relative performance of each team and whether or not it has closed the gap to the pacesetter or the team that was directly ahead last year.

This can be analysed by taking the fastest single lap from each team from the last four grand prix weekends of 2015 expressed as a percentage. This can be compared to the average figure for each team from the first four races of this year.

As Mercedes is still on top, with a performance figure of 100.000 per cent (because it has set the fastest individual lap in each of the first four race weekends of 2016 and the final four of last year), there's no clear way to measure its improvement, but for the remaining 11 teams we can look at their gains/losses relative to the pace.

Just as with laptime, you want a minus figure to show you are closing the gap, rather than a plus figure for a loss.

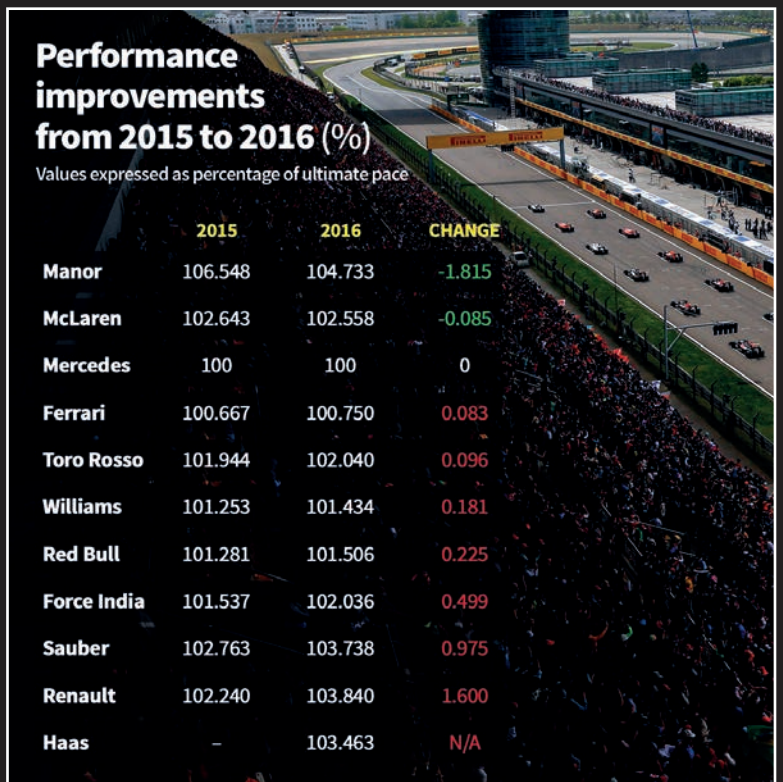
What the figures below show is that only two teams are closer to the overall pace than they were at the end of last year. That is testament to the progress Mercedes has made to extend its advantage.

GARY ANDERSON

Performance improvements from 2015 to 2016 (%)

Values expressed as percentage of ultimate pace

	2015	2016	CHANGE
Manor	106.548	104.733	-1.815
McLaren	102.643	102.558	-0.085
Mercedes	100	100	0
Ferrari	100.667	100.750	0.083
Toro Rosso	101.944	102.040	0.096
Williams	101.253	101.434	0.181
Red Bull	101.281	101.506	0.225
Force India	101.537	102.036	0.499
Sauber	102.763	103.738	0.975
Renault	102.240	103.840	1.600
Haas	-	103.463	N/A



IN THE HEADLINES



TOYOTA YARIS WRC TEST CAR SPOTTED

Pictures of Toyota's all-new Yaris WRC car have emerged from the team's latest test in Finland this week (above). Juho Hanninen and Toyota Gazoo Racing team principal Tommi Makinen continue to drive the test car on roads close to the team's base in Puuppola, Finland.

PIQUET TO MAKE SURPRISE F3 RETURN

Reigning Formula E champion Nelson Piquet Jr is to make a shock return to Formula 3 in this weekend's Pau Grand Prix – and may even race at Macau. Piquet, 30, will drive the fourth Carlin Dallara-Volkswagen vacated after the European championship's Paul Ricard opener by Raoul Hyman, who is waiting for sponsorship funds.

CARROLL COULD MAKE FORMULA E DEBUT

Adam Carroll is in the frame to replace Antonio Felix da Costa at Team Aguri for the Berlin Formula E round. The deal had not been finalised as *Autosport* closed for press.

COURT TO DECIDE ON BATTERSEA RACE

The fate of Formula E's planned Battersea double-header will be decided in court on May 24. A judicial review will be held into the extent of Wandsworth Council's closure of the park and the planning consent required for the event. It is not known whether an alternative venue is being sought in London or elsewhere in the UK.

NO REPLACEMENT FOR RUSSIA

Formula E has failed in a bid to replace its cancelled June 4 round in Moscow with a race in Monaco. The logistical issues of getting the F1 paddock cleared and the Formula E set-up completed in less than a week, combined with an international show-jumping event in Monte Carlo later in June, scuppered the attempt.

MOTOGP EXTENDS LE MANS DEAL

MotoGP will continue to visit Le Mans for its French Grand Prix until at least 2021. The venue has hosted the race since 2000 and also staged the first French Motorcycle GP in 1920.

TCR ITALY HOLDS FIRST RACE

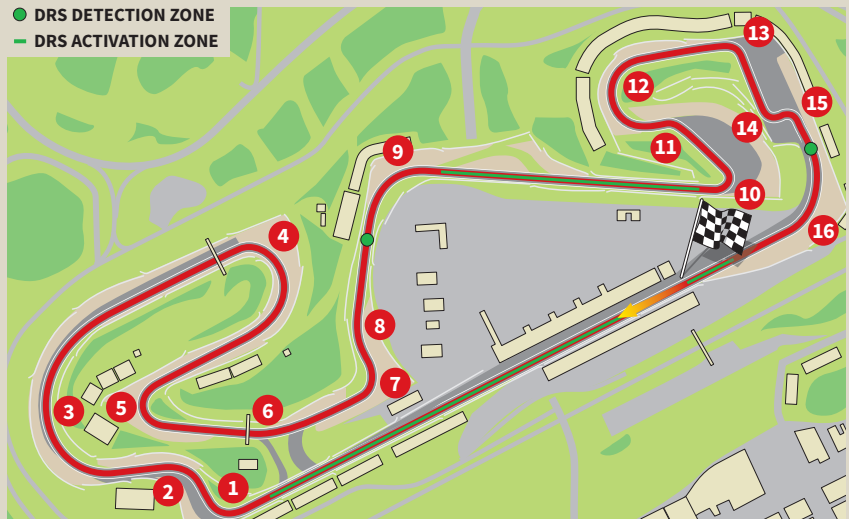
Another TCR series has started, running as a class within the Italian Touring Car Championship. Ex-works Alfa Romeo driver Roberto Colciago won last weekend's two inaugural races at Adria in a Honda Civic (below).



F1 PREVIEW

Spanish Grand Prix

May 13-15



CIRCUIT DE BARCELONA-CATALUNYA

LENGTH 2.892 miles NUMBER OF LAPS 66

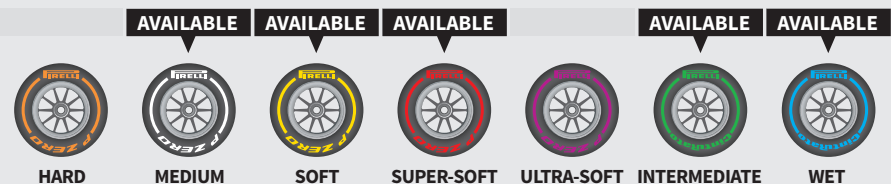
2015 POLE POSITION Nico Rosberg 1m24.681s

QUALIFYING LAP RECORD Mark Webber 1m19.995s (2010)

RACE LAP RECORD Kimi Raikkonen 1m21.670s (2008)



Slick-tyre allocation



UK start times

LIVE ON CHANNEL 4 & SKY SPORTS F1

FRIDAY

FP1 0900 FP2 1300

SATURDAY

FP3 1000 QUALIFYING 1300

SUNDAY

RACE 1300

RADIO COVERAGE

5 LIVE SPORTS EXTRA AND BBC.CO.UK

Previous winners

2015	Nico Rosberg	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Fernando Alonso	Ferrari
2012	Pastor Maldonado	Williams
2011	Sebastian Vettel	Red Bull
2010	Mark Webber	Red Bull
2009	Jenson Button	Brawn
2008	Kimi Raikkonen	Ferrari
2007	Felipe Massa	Ferrari
2006	Fernando Alonso	Renault

Themes to watch

ALL EYES ON MAX

Max Verstappen swaps places with Daniil Kvyat to get his shot with the senior Red Bull team. How will he perform against Daniel Ricciardo?

HAMILTON'S RESPONSE

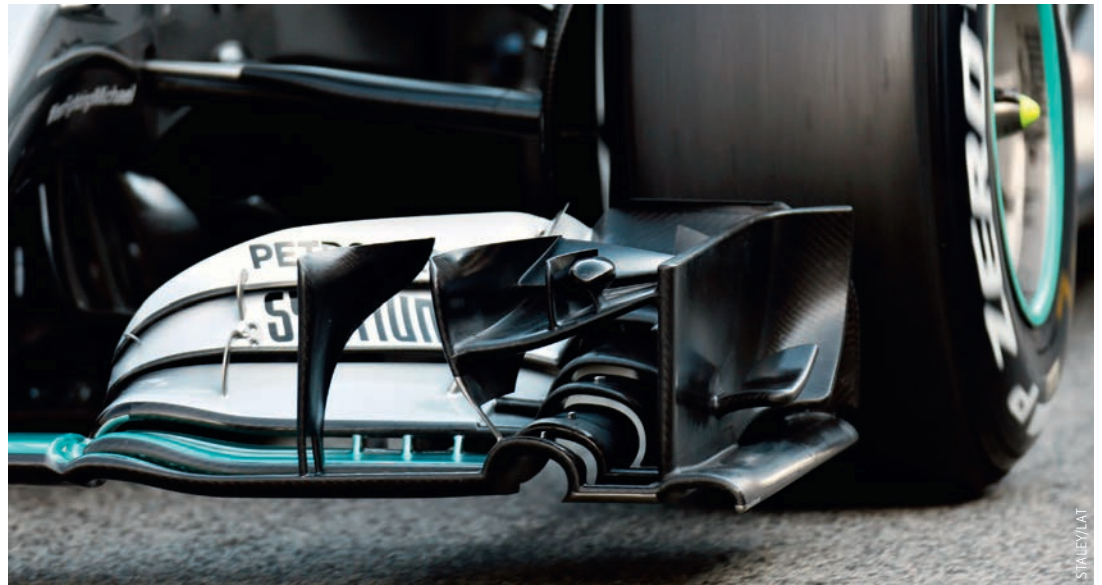
Nico Rosberg says Lewis Hamilton is mentally strong enough to bounce back and challenge for the title. Will Barcelona be the starting point?

HAAS ON SONG

Haas got back into the points in Russia and now heads to the first track on this year's calendar where it has previously gathered data in pre-season testing.

FEEDBACK

Formula 1 must go back to basics



Formula 1 is dead and here's why. F1 is and always was an engineering challenge where the fastest car wins. This is not new. Every year, designers strove to find an advantage so their car could be better and faster than the previous year.

But then it happened. Cars just got too fast and instead of this continued pursuit of speed, we deliberately made them slower.

If engineers were given a free hand, they could design a car which would lap at speeds way beyond what we have now, but instead we introduce regulations that artificially make the cars slower for what are largely (and understandably) safety reasons.

We are caught up in some weird groundhog-day nightmare, while deluding ourselves that the cars on the grid are the best that they can be. They aren't and never again can they be so.

My solution? We should rename F1 as simply 'The World Drivers' Championship' and drop the constructors' element. It doesn't

matter then if the cars aren't the most technical or the fastest. Just so long as we have the best drivers in the world competing for the drivers' crown.

Freed of this pretend, 'technical excellence' constraint, we can also bring back cars which are really difficult to drive and which you can overtake in. You know, 1000bhp, no wings, manual gearshifts. Stuff we've talked about before but have ignored because, well, F1 has to be the technical pinnacle, doesn't it?

A challenge, I know, and not one to be taken in isolation as we'll need to look at all the feeder formulas too. But we are where we are. Let's stop pretending. The emperor is naked and needs new clothes!

Mark Kelsall
By email

How to fix F1? Ban aero

My solution for F1 would be to get rid of aero, however hard that is to take. How to do that? Flat wings front and back,

Aero's the enemy, says reader Davies. Time to rein it in for the sake of Formula 1's future?

flat undersides, regulated windtunnel testing to a maximum downforce. Keep the look, remove the grip.

John Davies
By email

Ferrari fan's money is on Lewis

Like Kevin Friday (May 5) I am a huge fan of Lewis Hamilton's racecraft, even if I'm a more ardent fan of the Maranello machines (c'mon Lewis, you know you really want a pair of red overalls!).

I'll be honest, I think Herr Wolff & The Mercedes Massive are damned if they do and damned if they don't in scribing a letter to the fans.

There's still 17 races to go – surely Mercedes couldn't deliberately bugger up Lewis's car for that long!

Whatever, I've got £20 on Lewis finishing above Nico come season end and am savouring the fightback in the meantime.

Andy Rhodes
By email

'Saving fuel' won't save face

Why was 'fuel-saving' used as an excuse for McLaren's shortcomings (May 5, p13)? Surely the need to save fuel is an inherent problem in McLaren's design. It didn't 'hamper' Alonso's race.

What's next? McLaren's slow car hampered Alonso's race? "Without a bad car, we would have another 50 seconds," said Boullier.

John O'Sullivan
By email

HAVE YOUR SAY, GET IN TOUCH

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Theatre of hate

They say a lie gets halfway around the world before the truth has a chance to get its pants on. Same goes for conspiracy theories

By Ian Parkes, Chief F1 Correspondent

[@ianparkesf1](#)

WE ALL ENJOY A GOOD CONSPIRACY THEORY IN Formula 1. It's that 'What if?' suggestion of some noir plot that appears at face value to be too far-fetched to be true. But the more the argument is peddled, and the more you think about it, then maybe, just maybe, there could be a grain of truth at its core.

After all, when the first murmurings of the Renault 'crashgate' saga started to emerge, how many of you genuinely believed there was a shred of truth in the suspicion that the team deliberately ordered Nelson Piquet Jr to plough into a wall during the 2008 Singapore Grand Prix to favour team-mate Fernando Alonso? If ever there was a litmus test of what can shake our beliefs to their foundations, that was surely it.

So why should we believe Mercedes following claims that the team is favouring Nico Rosberg over Lewis Hamilton this season? Who is to say the Mercedes hierarchy did not pool its collective thinking and come up with a plan to deliberately tamper with Hamilton's car and hand Rosberg the initiative?

Let me be abundantly clear on this – what a steaming pile of horse manure! It's easy for people to misread situations, as will have been the case after the 'evidence' stacked up in China and Russia. There was the unscheduled gearbox change to Hamilton's car before the weekend had started in Shanghai, followed by the MGU-H failure in qualifying that resulted in him being unable to set a flying lap in Q1. Rolling into Russia there was a repeat of the MGU-H issue at the end of Q2 and another engine change, as occurred in China.

Hamilton managed to limit the damage by finishing second to Rosberg at Sochi, but even that was not without problems due to a water-pressure issue, later traced to a cracked carbon pipe. That was enough ammunition for the Hamilton lovers and the Rosberg haters to give Mercedes both barrels as the conspiracy theories lit up social media.

Mercedes motorsport boss Toto Wolff was scathing in his condemnation, describing the critics as a "bunch of lunatics", and accusing them of "lying in their bed with a laptop on their chest and sending out abusive messages".

While I might have mentioned the once-in-a-blue-moon actions of Renault, to accuse Mercedes of deliberate subversion is beyond the pale. Its reputation as a global leader in car manufacturing is on the line every time it takes part in a motorsport event, be it F1, DTM, whatever. The last thing it needs, when millions are watching worldwide, is the sight

of one of its cars breaking down, and for there to be a repeat of a particular failure is the worst possible advertisement for the brand. If Mercedes genuinely wanted to wreck Hamilton's title hopes, do you think it would do so in such a public manner? There must be subtler ways of tampering with a car than to expose it to a double MGU-H issue.

And let's not forget the man-hours that then went into the repairs that followed, the engine replacements, the rush to fly in new parts, notably overnight to Russia. It's not only Hamilton who's affected, but his engineers and mechanics, placing enormous strain on them, and also Wolff and executive technical director Paddy Lowe, who oversee the work.

The bottom line is this: to 'noble' a car goes against every sporting ideal. It would be the worst form of cheating.

For those who want to throw crashgate back at me, there is a difference. Renault used the actions of one driver to help another win a race, and so further the team's ambitions in F1. Yes, it was cheating and a despicable thing to do. But for Mercedes to attempt to advance the cause of one of its drivers

over another undermines the organisation as a whole.

No wonder Mercedes issued an open letter to its fans, reminding them of "the blood, sweat and tears" of the 1000 men and women at Brackley and Brixworth. Their

purpose is to ensure Mercedes wins – and they work for the team, not one driver. To suggest sabotage at the top level also undermines their efforts and would strike at their pride and integrity.

Even Hamilton was forced to issue his own statement, urging those hawking the hate not to "put any more thought into my team doing anything unjust towards me".

It is all too easy in this internet-fuelled world for a faceless entity hiding behind a pseudonym to spout fantasies on social media without recognising the consequences. Put them in front of the workforce at Mercedes – Hamilton, Rosberg, Wolff *et al* – and urge them to repeat their remarks and they would likely be reduced to gibbering wrecks.

So, yes, we might enjoy a good conspiracy theory, and more often than not we're able to laugh them off. On occasion, though, there are those who take things to extremes.

All power to Mercedes for displaying a united front in the days that followed the Russian Grand Prix and putting the "lunatics" in their place. 🍷

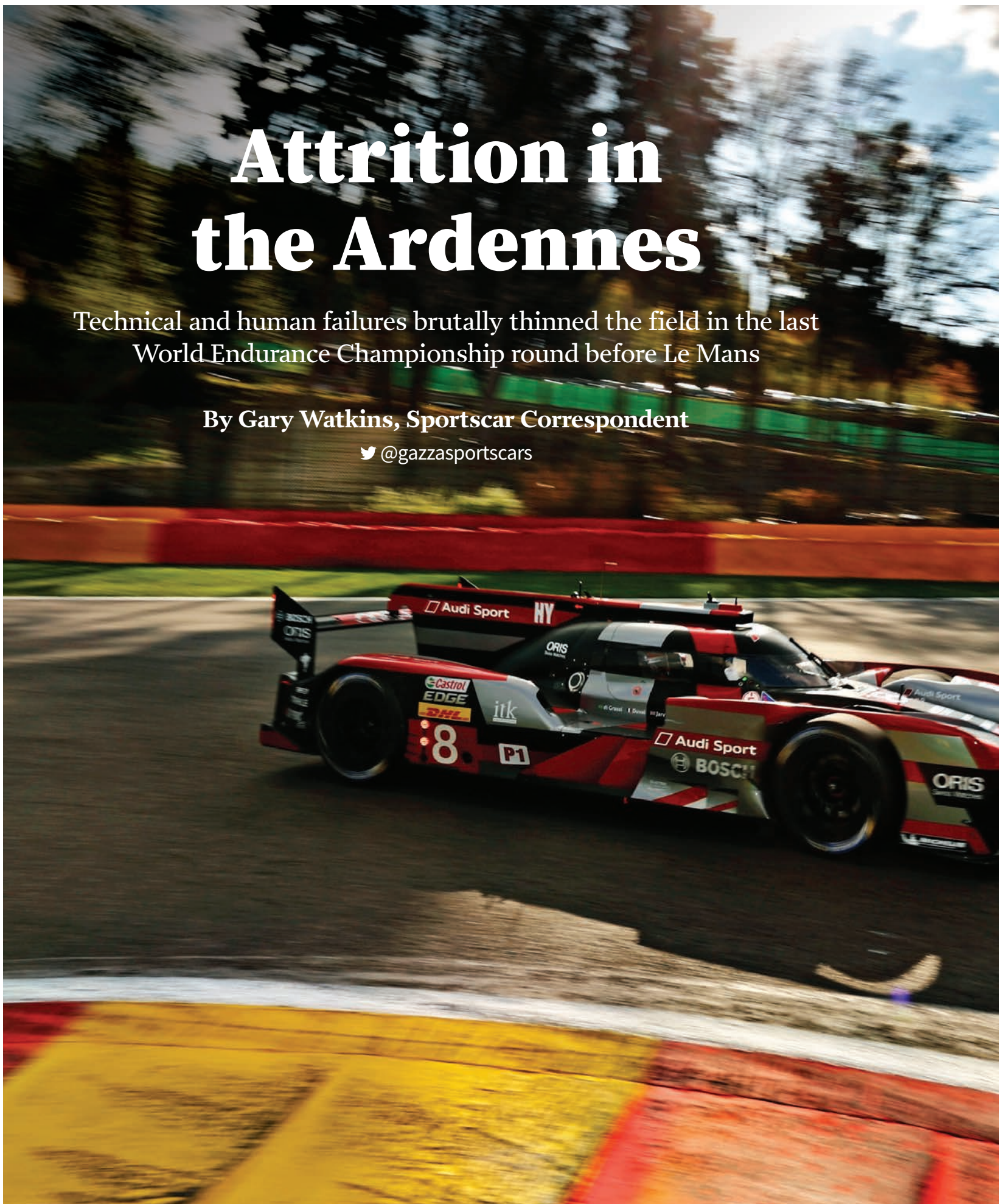
“Let me be clear on this – what a steaming pile of horse manure!”

Attrition in the Ardennes

Technical and human failures brutally thinned the field in the last World Endurance Championship round before Le Mans

By Gary Watkins, Sportscar Correspondent

[@gazzasportscars](#)





There was a big element of luck in Audi's victory in a race of attrition at Spa last weekend. Not that Lucas di Grassi, Loic Duval and Oliver Jarvis appeared

to mind too much. They reckoned it was payback for all the misfortune they've encountered since the formation of their partnership at the start of last year's World Endurance Championship.

The winning Audi R18 e-tron quattro was a lap down immediately before it inherited the lead and then a full two laps up on the second-place Porsche at the end of the last WEC round before the Le Mans 24 Hours. Each of the six factory LMP1 contenders encountered major problems with the exception of that driven by di Grassi, Duval and Jarvis, a trio of drivers who've had the majority of Audi's bad luck over the past year.

"We've had some hard times together and been unlucky," said former champion Duval, the only one of the trio with a WEC win to his name prior to Spa, "but we've certainly been lucky this time.

"I believe this victory is well-deserved even though we weren't the strongest today. We won because we were reliable, but we can't be 100 per cent happy because our sister car had problems."

The issues encountered by the #7 Audi shared by Benoit Treluyer, Marcel Fassler and Andre Lotterer on its run to fifth place were largely driver-induced. The floor needed replacing after Treluyer ran over a kerb early on and Fassler twice damaged the nose. Those that hit Porsche and Toyota were of a technical nature and therefore more significant in the run-up to Le Mans.

Toyota looked to have this one in the bag in the fourth hour. The #5 TSO50 HYBRID shared by Sebastien Buemi, Anthony Davidson and Kazuki Nakajima was a lap clear when engine failure intervened. It wasn't, however, the end of the car's race.

A protracted safety-car period that began with just over an hour to go slowed the pace of the race, which meant Buemi was sent back out to complete a lap on electric power. That was enough for the car to be classified in 26th position and pick up a handful of manufacturers' points.

The second Toyota was in trouble early on. The car needed repairs after Mike Conway misjudged his braking at the Bus Stop chicane and tagged the back of an SMP Racing LMP2. The nose needed replacing, but the car Conway shared with Kamui Kobayashi and Stephane Sarrazin was in third position and closing on the Audi that would go on to win when engine problems put the Toyota out early in the fourth hour.

Porsche had an equally problematical day in Belgium. The reigning world >>



champions came away with second place for Marc Lieb, Neel Jani and Romain Dumas, but the #2 919 Hybrid was in trouble almost from the beginning. The hybrid stopped giving full power as early as the sixth lap, and after a couple more Porsche realised that it was going to have to live with the problem.

“We had a little bit of boost sometimes, and not where we wanted it, and nothing at others,” said Lieb. “It took quite a bit of tuning to get a decent balance after that. If you told me that we were going to finish P2 after seven laps, I wouldn’t have believed you.”

The sister car that Brendon Hartley and Timo Bernhard had qualified on pole finished last with exactly the number of laps required to be classified. Its problems were precipitated by a puncture in the second hour just as Bernhard was making a bid for Buemi’s lead.

The German had to complete a full lap of the 4.35-mile Circuit de Spa-Francorchamps with a deflating left front. Worse than that, damage to the bodywork caused by the flailing tyre resulted in a repeat puncture after Mark Webber climbed aboard.



Again the car had to go a full lap on the damaged tyre. Body repairs were effected, but twice limping back to the pits with only one wheel turning properly damaged the gearbox that delivers the Porsche’s hybrid power.

It gave up at the start of the third hour, and the team opted to replace the transmission and the motor-generator unit with the loss of one hour and 40 minutes. Its toil wasn’t in vain courtesy of the safety car: the Porsche completed the exact number of laps required for a classified finish and points.

The #1 Porsche’s challenge was blunted by damage from two front-left punctures

The problems for the factory cars allowed P1 privateer Rebellion Racing to reprise its third and fourth places from the Silverstone WEC opener last month. Only this time, Alexandre Imperatori, Dominik Kraihamer and Matheo Tuscher got to spray some champagne alongside the factory boys. Their AER-engined R-One inherited third in Britain on the exclusion of the Audi that won on the road, but at Spa they were up into a podium position as early as the fourth hour.

The drivers of the #13 Rebellion again had the edge over team-mates Nick Heidfeld, Nicolas Prost and Nelson Piquet Jr in the sister car. Imperatori was able to ease away from Heidfeld in the early stages and establish a handy advantage.

The gap between the cars grew in the second hour when Heidfeld had an electrical glitch as he entered the pits, and then closed again when Kraihamer spun after tagging a P2 car at La Source in the third hour. There were just a handful of seconds between Tuscher and Heidfeld as the five-hour mark approached. But the race leader was between the two when the safety car

The Porsches led at the start after locking out the front row in qualifying



BIRD TAKES FLIGHT WITH END IN SIGHT

FERRARI CLAIMED A SECOND STRAIGHT victory of the 2016 WEC with the new 488 GTE, but not with the car that led all but seven laps. Gianmaria Bruni and James Calado were ahead from the start, but engine failure in the closing stages handed the GTE Pro victory to AF Corse team-mates Sam Bird and Davide Rigon.

Bruni jumped ahead of Bird, who was hemmed in on the inside, when the lights went green at the beginning of a race in which the two AF Ferraris ran one-two throughout until nine minutes to go. The winning car repeatedly lost out in the pitstops because it had to be dragged back into position in front of the sister car, while Bird dropped a few seconds when he went wide at Pouhon. But each time the drivers were able to make up the lost ground.

Rigon fell 26s behind during the second full-course yellow of the race, but the late safety car set up a race to the flag between Calado and Rigon. They were separated by just over a second when the leader's engine let go.

"We were genuinely a little bit quicker on pace today," said Bird, "but this isn't the way we want to win. Gimmi [Bruni] is fantastic in traffic, though, and I need to learn from that."

The Ferrari was again in a class of its own. The best of the Aston Martin Vantage GTEs, which had been given a 20kg weight break, qualified only a couple of hundredths behind the second Ferrari in the hands of Richie Stanaway and Fernando Rees, but the car co-driven by Jonny Adam was a minute behind within 20 laps.

An electrical glitch when Rees was at the wheel lost the car upwards of half a minute in

the third hour and explained why it could only finish third behind the Chip Ganassi Team UK Ford GT of Andy Priaulx, Marino Franchitti and Harry Tincknell.

The Ford, which didn't get a performance break but was given a larger refuelling restrictor to even up time spent in the pits, was nearer to the pace at Spa than at Silverstone last month. The GT shared by Stefan Mucke, Oliver Pla and Billy Johnson had been ahead of the sister car until a turbocharger wastegate problem delayed the car in the fifth hour.

An unidentified problem, which the team initially suspected was a puncture, then sent Mucke hard into the barriers at the top of Eau Rouge, bringing out the safety car. The German driver escaped with bruising and a cut to his right leg.

Aston Martin Racing more or less dominated GTE Am with Pedro Lamy, Paul Dalla Lana and Mathias Lauda from halfway through the opening hour and were over a minute clear prior to the safety car. That allowed the AF Corse Ferrari 458 Italia with Francois Perrodo at the wheel to take the lead, but Lamy was able to come from behind to seal the victory.

Rui Aguas had led the early laps in the AF car in which he and Perrodo shared with Emmanuel Collard, but a six-stop strategy, plus a further two pitstops to take drive-through penalties, ultimately blunted their challenge. Perrodo also lost out to Patrick Long in the Proton Porsche 911 RSR in the race to the flag, but an assault from an LMP2 put the German car out of the race in the closing stages.

came out, which explained the one-lap advantage for the #13 at the finish.

The WEC 6 Hours of Spa-Francorchamps, as this race was correctly known to differentiate it from the Spa 6 Hours historic event, would have been a close-run thing between Porsche and Toyota but for their myriad of problems. Audi, too, might have been able to play a part in this putative battle had it been able to maintain the pace shown by its R18s early in the race.

Hartley was easing away from team-mate Lieb when the second Porsche encountered its hybrid problems and continued to extend the lead over di Grassi and then Buemi before the first round of pitstops. Toyota, which unlike its factory rivals wasn't running its Le Mans low-downforce aero kit at Spa, then proved that it was going to be a contender for its first WEC victory since its championship year in 2014.

Each manufacturer gets to choose two types of Michelin tyre for each race. The Japanese manufacturer had opted for the soft-hot-plus and the soft-hot, whereas Porsche and Audi had both gone for the soft-hot and the soft-low-temperature >>



SAFETY CAR MAKES FOR CLOSE LMP2 FINISH

THE SIGNATECH ALPINE squad looked home and dry in LMP2 with just over an hour of the race to go. The ORECA-Nissan 05 shared by Nicolas Lapierre, Stephane Richelmi and Gustavo Menezes had just made its penultimate stop and was only a second behind Roberto Merhi in the Manor ORECA, which was due into the pits.

The safety car that followed blew the P2 battle wide open. Lapierre held a narrow advantage of just three seconds when the race went green with 40 minutes to go, but he also knew he was going to have to make a splash-and-dash before the end.

The former Toyota LMP1 driver was able to pull away from Pipo Derani, who was in fuel-save mode aboard the lead Extreme Speed Motorsports Ligier-Nissan JSP2. Lapierre managed to get in and out of the pits in time

to resume ahead of the Ligier and secure victory by just over three seconds.

“The team told me that I had to push to open the gap,” he explained. “The plan was to run as long as possible to build a cushion.”

The ESM car, which Derani shared with Ryan Dalziel and Chris Cumming, only emerged as a contender with the safety car. That explains why team boss Philippe Dumas described its eventual second-place finish as “a hold up”.

The Ligier wasn't on the pace of the rival French machine at Spa. The narrow-chassis ORECA held an advantage on a circuit with a high percentage of flat-out running, and ESM's second position owed a lot to the problems encountered by the other 05 coupes.

The Manor ORECA shared by Merhi, Richard Bradley and



Signatech had to work harder for win after safety car

Matt Rao, which had been in the lead when the safety car came out, ultimately finished third thanks to a brave move from Merhi on Filipe Albuquerque in the RGR by Morand Ligier into La Source on the final lap. The car had been delayed first by a spin at the start, then by a stop to replace the tail section and

finally a drive-through, after Merhi ran a red light at the end of the pitlane.

The second Manor car driven by Will Stevens, James Jakes and Tor Graves had led too, but hit brake problems in the fourth hour. The Jota-run G-Drive ORECA, which Rene Rast and Roman Rusinov had put on pole, again had the

speed but not the luck to win. It went wrong when Nathanael Berthon clashed with a GTE car, sustained a puncture and damaged the bodywork. The misfortune that left them fifth at the finish was compounded by a second puncture on the out-lap after the repairs.

The #5 Toyota led for over half the race





XPB/IMAGES

tyres. The unusually warm temperatures in the Ardennes last weekend played into Toyota's hands.

Buemi wasn't given new tyres at his first stop, which turned a deficit of 10 or so seconds into an 18s advantage. Bernhard, on fresh rubber, closed that gap in the space of 11 laps and briefly made it into the lead into La Source on the very lap he sustained the #1 Porsche's first puncture.

Toyota Motorsport GmbH technical director Pascal Vasselon predicted that "it would have been a fight all race long" had the #5 TS050 and the #1 Porsche run

without problems to the end. There wasn't a plan to do repeated double stints on the tyres, but Toyota knew that it would have a big advantage when the drivers of the 919 had to do two stints on tyres less suitable for the hot conditions.

"The good thing is that we made a lot of engineering decisions for this meeting that all worked well," he said. "We had to sacrifice qualifying with our tyre choice, but it was the right one. We ticked all the boxes except reliability."

Toyota was unable to elaborate on the engine problems, except to say that the same issue didn't affect both cars.

**Rebellion trio
Tuscher, Kraihamer
and Imperatori took
third for the second
consecutive race**

"It is too early to talk about the engine problems," said Vasselon, "but we have never had an engine problem before."

Porsche agreed with Toyota that it would have been a fight to the end. "We still had to do a double," said Webber. "We were in for a good race."

The #2 Porsche almost certainly wouldn't have been part of that battle. Jani and his team-mates weren't happy with their car and didn't know why. Audi, meanwhile, lacked the performance of its rivals over the distance.

"We were too slow," said Audi Sport Team Joest boss Ralf Juttner, "but we can account for some of the laptime that we have lost and we have the tools to find it."

Di Grassi reckoned Audi could have battled with Toyota, based on his pace in the opening stint.

"If our car was perfect it would have been close," he explained. "They had the different tyre and their gamble was probably correct."

What the performance of the factories last weekend means when it comes to making predictions for Le Mans isn't entirely clear. Audi's Le Mans aero was clearly light on downforce for Spa and Toyota's simulations suggested that its own low-drag bodywork wasn't the optimum solution for that track.

What was clear is that there are still reliability issues to be overcome in the short time before the 24 Hours. ❄



**Hobbled for all but
the first six laps by a
hybrid problem, the
#2 Porsche took an
unexpected second**

EBREV/LAT

High performance on the track.

Another gram lighter, another second faster, a cubic centimeter less - in motorsport precision equals performance. This is where the rational motion story begins.

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POWER ELECTRONICS (INVERTER)

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water cooled
IGBT technology



ENERGY STORAGE (BATTERIES AND CAPACITORS)

Super cap
30 & 60 cells
1 & 2 packs



VEHICLE MANAGEMENT UNITS

12V DC
PowerPC architecture
Multi-core CPU

RESULTS ROUND 2/9, SPA-FRANCORCHAMPS (B), MAY 7 (160 LAPS – 696.323 MILES)

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Lucas di Grassi (BR) Loic Duval (F) Oliver Jarvis (GB)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	6h00m32.112s
2	Marc Lieb (D) Romain Dumas (F) Neel Jani (CH)	Porsche Team	Porsche 919 Hybrid	LMP1	-2 laps
3	Alexandre Imperatori (CH) Matheo Tuscher (CH) Dominik Kraihamer (A)	Rebellion Racing	Rebellion-AER R-One	LMP1	-4 laps
4	Nick Heidfeld (D) Nicolas Prost (F) Nelson Piquet Jr (BR)	Rebellion Racing	Rebellion-AER R-One	LMP1	-5 laps
5	Benoit Treluyer (F) Marcel Fassler (CH) Andre Lotterer (D)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-5 laps
6	James Rossiter (GB) Simon Trummer (CH) Oliver Webb (GB)	ByKOLLES Racing Team	CLM-AER P1/01	LMP1	-9 laps
7	Nicolas Lapierre (F) Gustavo Menezes (USA) Stephane Richelmi (MC)	Signatech Alpine	ORECA-Nissan 05	LMP2	-9 laps
8	Pipo Derani (BR) Ryan Dalziel (GB) Chris Cumming (CDN)	Extreme Speed Motorsports	Ligier-Nissan JSP2	LMP2	-9 laps
9	Roberto Merhi (E) Matt Rao (GB) Richard Bradley (GB)	Manor	ORECA-Nissan 05	LMP2	-9 laps
10	Filipe Albuquerque (P) Ricardo Gonzalez (MEX) Bruno Senna (BR)	RGR Sport by Morand	Ligier-Nissan JSP2	LMP2	-9 laps
11	Rene Rast (D) Roman Rusinov (RUS) Nathanael Berthon (F)	G-Drive (Jota Sport)	ORECA-Nissan 05	LMP2	-10 laps
12	Giedo van der Garde (NL) Simon Dolan (GB) Jake Dennis (GB)	G-Drive (Jota Sport)	Gibson-Nissan 015S	LMP2	-12 laps
13	Scott Sharp (USA) Ed Brown (USA) Johannes van Overbeek (USA)	Extreme Speed Motorsports	Ligier-Nissan JSP2	LMP2	-14 laps
14	Sam Bird (GB) Davide Rigon (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-15 laps
15	Will Stevens (GB) Tor Graves (GB) James Jakes (GB)	Manor	ORECA-Nissan 05	LMP2	-16 laps
16	Marino Franchitti (GB) Andy Priaulx (GB) Harry Tincknell (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-16 laps
17	Richie Stanaway (NZ) Fernando Rees (BR) Jonny Adam (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-16 laps
18	Richard Lietz (A) Michael Christensen (DK)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Pro	-18 laps
19	Pedro Lamy (P) Paul Dalla Lana (CDN) Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	-20 laps
20	Rui Aguas (P) Francois Perrodo (F) Emmanuel Collard (F)	AF Corse	Ferrari 458 Italia	GTE Am	-21 laps
21	Paolo Ruberti (I) Yutaka Yamagishi (J) Pierre Ragues (F)	Larbre Competition	Chevrolet Corvette C7.R	GTE Am	-21 laps
22	Wolf Henzler (D) Christian Ried (D) Joel Camathias (CH)	KCMG	Porsche 911 RSR	GTE Am	-21 laps
23	Adam Carroll (GB) Mike Wainwright (GB) Ben Barker (GB)	Gulf Racing	Porsche 911 RSR	GTE Am	-22 laps
24	Vitaly Petrov (RUS) Kirill Ladygin (RUS) Victor Shaytar (RUS)	SMP Racing (AF)	BRE-Nissan BR01	LMP2	-24 laps
25	Patrick Long (USA) Khaled Al Qubaisi (UAE) David Heinemeier Hansson (DK)	Abu Dhabi-Proton Racing	Porsche 911 RSR	GTE Am	-24 laps
26	Brendon Hartley (NZ) Timo Bernhard (D) Mark Webber (AUS)	Porsche Team	Porsche 919 Hybrid	LMP1	-48 laps
27	Sebastien Buemi (CH) Anthony Davidson (GB) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-50 laps
R	Nelson Panciatici (F) David Cheng (USA) Ho-Pin Tung (PRC)	Baxi DC Racing Alpine	ORECA-Nissan 05	LMP2	143 laps-puncture
R	Gianmaria Bruni (I) James Calado (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	140 laps-engine
R	Nicolas Minassian (F) Maurizio Mediani (I) Devi Markozov (RUS)	SMP Racing (AF)	BRE-Nissan BR01	LMP2	123 laps-rad/water temp
R	Olivier Pla (F) Billy Johnson (USA) Stefan Mucke (D)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	100 laps-accident
R	Mike Conway (GB) Stephane Sarrazin (F) Kamui Kobayashi (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	87 laps-electronics/engine
R	Danny Watts (GB) Nick Leventis (GB) Jonny Kane (GB)	Strakka Racing	Gibson-Nissan 015S	LMP2	78 laps-engine
R	Marco Sorensen (DK) Nicki Thiim (DK) Darren Turner (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	40 laps-accident

Winner's average speed 115.881mph. **Fastest lap** Hartley, 1m58.431s, 132.290mph. **LMP2** Rast, 2m09.317s, 121.154mph. **GTE Pro** Bird, 2m18.485s, 113.133mph. **GTE Am** Aguas, 2m20.679s, 111.369mph. In each car, first-named driver started race.

QUALIFYING

1 Hartley/Bernhard, 1m55.793s; **2** Jani/Lieb, 1m56.590s; **3** Sarrazin/Kobayashi, 1m57.698s; **4** Jarvis/Duval, 1m57.716s; **5** Nakajima/Davidson, 1m57.750s; **6** Lotterer/Fassler, 1m57.915s; **7** Kraihamer/Imperatori, 2m01.547s; **8** Heidfeld/Piquet, 2m02.126s; **9** Rossiter/Trummer, 2m03.571s; **10** Rast/Rusinov, 2m07.363s; **11** Lapierre/Menezes, 2m07.822s; **12** Merhi/Rao, 2m08.036s; **13** van der Garde/Dolan, 2m08.557s; **14** Stevens/Graves, 2m08.893s; **15** Albuquerque/Gonzalez, 2m09.125s; **16** Petrov/Shaytar, 2m09.445s; **17** Derani/Cumming, 2m09.601s; **18** Minassian/Mediani, 2m09.625s; **19** Panciatici/Cheng, 2m10.230s; **20** Watts/Leventis, 2m11.160s; **21** Sharp/Brown, 2m13.708s; **22** Rigon/Bird, 2m17.644s; **23** Bruni/Calado, 2m17.961s; **24** Rees/Stanaway, 2m17.987s; **25** Pla/Mucke, 2m18.380s; **26** Franchitti/Priaulx, 2m18.418s; **27** Thiim/Sorensen, 2m18.739s; **28** Lietz/Christensen, 2m20.036s; **29** Lamy/Dalla Lana, 2m20.351s; **30** Aguas/Perrodo, 2m22.202s; **31** Long/Al Qubaisi, 2m22.457s; **32** Carroll/Wainwright, 2m22.928s; **33** Henzler/Ried, 2m23.316s; **34** Ruberti/Yamagishi, 2m23.590s.

Fastest in each class: LMP1 Hartley, 1m55.691s; LMP2 Rast, 2m06.748s; GTE Pro Rigon, 2m17.632s; GTE Am Lamy, 2m19.158s.

CHAMPIONSHIP

LMP drivers 1 Lieb/Dumas/Jani, 43; 2 Kraihamer/Tuscher/Imperatori, 30; 3 Duval/Jarvis/di Grassi, 25; 4 Heidfeld/Prost/Piquet, 24; 5 Kobayashi/Conway/Sarrazin, 18; 6 Cumming/Derani/Dalziel, 12. **LMP manufacturers** 1 Porsche, 56; 2 Toyota, 43; 3 Audi, 41. **LMP2 drivers** 1 Senna/Albuquerque/Gonzalez, 37; 2 Menezes/Lapierre/Richelmi, 37; 3 Cumming/Derani/Dalziel, 36; 4 Berthon/Rast/Rusinov, 27. **GTE drivers** 1 Rigon/Bird, 52; 2 Priaulx/Tincknell/Franchitti, 30; 3 Bruni/Calado, 18; 4 Collard/Perrodo/Aguas, 16; 5 Lauda/Dalla Lana/Lamy, 16; 6 Turner/Sorensen/Thiim, 15. **GTE manufacturers** 1 Ferrari, 78; 2 Aston Martin, 46; 3 Ford, 40; 4 Porsche, 24. **GTE Am drivers** 1 Lauda/Dalla Lana/Lamy, 44; 2 Collard/Perrodo/Aguas, 43; 3 Ruberti/Ragues/Yamagishi, 30; 4 Ried/Camathias/Henzler, 24.



Audi moved into the lead in the fourth hour



Oddities, the form man and the fallen

As all those around him lost their heads, Jorge Lorenzo kept his. The Yamaha man's reward for a flawless Le Mans weekend is the MotoGP championship lead

By Mitchell Adam, International Editor

 @DrMitchellAdam





MotoGP at Le Mans feels like a bit of an oddity. Of course, countless issues worth of material about *that* twice-around-the-clock sportscar race have been published in this magazine over the years.

The June enduro defines the region and French motorsport, and in May the previous year's branding and corporate hashtags of Audi, Porsche and Nissan still line the pit straight. At one stage in the paddock during the weekend, my phone automatically logged in to the 'Ford@LM24' WiFi network, a legacy of the marque's GT launch 11 months earlier, rather than forward planning. Then you have the Bugatti circuit, which is an afterthought in every sense of the word, built in 1965 when the primary circuit had already hosted 30-odd instalments of the 24 Hours.

Watching MotoGP bikes being muscled into the first corner at around 300km/h is quite a sight, but the rest of

the lap is a largely unrelated sequence of lower-speed esses and hairpins.

The other oddity entering the weekend, in a strictly MotoGP sense, was that Le Mans was the only established venue where Jorge Lorenzo had not claimed a pole position in the premier class, despite having won four of his eight starts. On this year's calendar, the same could only also be said about Argentina's Termas de Rio Hondo (which joined the schedule in 2014), Austin (in '13) and the Red Bull Ring (making its debut this August).

The Yamaha man won on the Bugatti circuit last year amid the run of four consecutive victories that started his charge towards a third world title, but he did so from the outside of the front row, Marc Marquez having blitzed the field in qualifying by more than half a second.

One year later, it was Lorenzo's turn. He set the pace during practice, so few were surprised when he claimed pole position. His 1m31.975s effort was the fastest-ever two-wheeled lap around the circuit, and he was a remarkable 0.441 seconds clear of the pack.

Few observers were tipping anything other than a Lorenzo romp to victory, to

The Ducatis chased Lorenzo early on before both riders crashed out

cap the week in which he'd turned 29. And that's what transpired.

Any serious challenge to Lorenzo's supremacy would have to come off the line, but he controlled the start and led from there to the finish. The statistics underline what a performance this was: the eighth consecutive victory by a polesitter in MotoGP, and Lorenzo's final margin of 10.654s over Valentino Rossi was the largest in a race since the 2014 Australian Grand Prix, when the Yamaha team-mates crossed the line in the opposite order.

Other than Lorenzo's victory leading a four-rider pack to start the season in Qatar, all of this year's races have had a clear-cut winner. Perhaps this will define the Michelin MotoGP era, or at least the start of it, paired with the new-for-2016 control electronics.

"One of the reasons is that maybe with the Michelin you have to work more on the settings," Lorenzo said, when asked about a lack of overtaking for the lead so far this year.

"You can create more difference between the rest, especially with a long race. That's why the difference in first position can be bigger than before, you



can make a difference with the setting and riding style. Track to track, it changes the performance of the riders.”

Lorenzo’s run at the front was typically relentless. The Ducatis kept him honest early, but a string of mid-to-high 1m33s laps put the race to bed long before he eventually dipped into the low-1m34s bracket with a handful of laps to go.

His reward wasn’t just a 42nd premier-class victory. He also left as the championship leader once again, after Marquez crashed on his Honda and finished in 13th place. Lorenzo, Marquez and Rossi are all race winners this year, but they have also effectively dropped one race due to a fall. With 12 points now covering the top three, Lorenzo believes the championship has basically been reset after what he described as a “perfect day” at Le Mans.

“Before this race, Marquez didn’t make any mistake, the opposite of the Yamaha riders with myself in Argentina and Rossi in Austin,” Lorenzo said.

“So we start from zero in the next race. Leading the championship with this five points advantage, now comes Mugello, a track I love and my favourite track. The Ducatis will be strong with the long

straight, and it’s a track they spend more days testing at. But they don’t count for the championship with the mistakes from both riders, so I think we need to count our level with Marc and Rossi.

“It’s great we’re coming there leading the championship.”

Behind Lorenzo, a large number of front tyre-influenced crashes was the talking point. They peppered the race and influenced the order. First it was the rider who looked like he had a chance – and believed he had it – of beating Lorenzo, Ducati’s Andrea Iannone.

The Italian has never been short on speed, but is in a lean run of finishes, as Ducati decides whether to keep him or Andrea Dovizioso next year to partner the incoming Lorenzo. Dovizioso got the best start, jumping from fifth to second off the line, but Iannone worked his way past on lap six. One second behind Lorenzo, he started the seventh lap well, with the fastest two first sectors recorded in the race to that point. But then he crashed, losing the front end.

Stopping Lorenzo would have been a mighty ask, but Iannone had topped Saturday morning’s third practice session, and might have run Lorenzo >>

Vinales was thrilled by first podium



SUZUKI GETS ON THE BOARD

WHEN LORIS CAPIROSSI FINISHED THIRD IN the 2008 Czech Grand Prix at Brno for Suzuki, Maverick Vinales was just 13 years old.

That was the last time a Suzuki rider graced the MotoGP podium and it has been a long time between drinks, including the Japanese brand spending 2012, ’13 and ’14 on the sidelines owing to the impact of the global financial crisis.

Since returning last year, Suzuki has made major inroads, particularly over the last winter to bring its engine closer to the pack and introduce a seamless-shift gearbox. Vinales qualified on the front row in Qatar and should have claimed his maiden podium in Argentina, when he fell challenging Valentino Rossi for second.

Three rounds later at Le Mans, things did not look good on Saturday. Ducati was quick, so too were the satellite Tech3 Yamahas, and Vinales wound up a frustrated ninth on the grid, having struggled to get his GSX-RR to turn.

Sunday was better. Vinales made progress and kept the front end planted while others didn’t and ended Suzuki’s podium drought.

“I concentrated, I tried to overtake faster riders and make my own pace,” he said.

“Dani [Pedrosa] was closing the gap [late in the race] but I was not pushing the limit. I was just trying to have the situation under control and give this third to Suzuki, I was thinking a lot on Argentina and trying not to make the same mistake. This motivates us a lot to develop the bike and try to go faster.”

The 21-year-old is still the centre of attention in MotoGP’s silly season as he weighs up a move to Yamaha, but the romantic notion he can win with Suzuki will only be fuelled by the rostrum.





closer for pole had he not crashed late in qualifying. When asked post-race if he could have challenged in the race and sought Ducati's first win since October 2010, Iannone replied: "I think yes.

"Because for all of the weekend we showed a very good pace, a very good potential, very good performance and I had a very good feeling with the bike. I rode without difficulty. I rode very, very easy and [it was] not important to push hard to ride fast and I'm happy for this.

"I think we had a very good potential for the podium. I don't know in 28 laps what happens, but for sure we – before the crash – had a very good pace, and why not? For sure it's a great fight with Jorge, but I think we had this potential."

Dovizioso continued with Marquez for company but they were soon joined by Rossi. On consecutive laps, Rossi picked them off and settled into second place. With Lorenzo already five seconds up the road and no incentive to chase him, it was a decent outcome from seventh on

the grid after Rossi's mistake-riddled Saturday afternoon.

Now third and fourth, Dovizioso and Marquez both had identical but unrelated accidents at Turn 7. Like Iannone, they simply found the point of no return with Michelin's front tyre, which is a focal point of development. Iannone described his fall as "completely strange", saying he wasn't even pushing, a view shared by the eight riders who crashed after losing the front end during the race.

"I'm very disappointed about the crash, but anyway it was my mistake," Dovizioso said. "I just had two degrees more lean angle and it was enough to lose the front. The front tyre worked very well during the weekend and also in the race, but this is the characteristic of Michelin. Everybody crashed in the same way and you never feel you are over the limit, but if you push a little bit more it can happen and you lose the front.

"Me and Marc crashed in the same way, like all of the riders, but it's the

Lorenzo's pole-to-flag victory was dominant; his winning margin was MotoGP's largest in two years

same for everybody, this is just about everybody having to manage this characteristic. It's not a problem."

Rather something the MotoGP field will have to adapt to. And Michelin itself is still adapting to MotoGP after seven seasons away and developing accordingly. After the Jerez event was dominated by talk about rear-tyre spinning, associated with a stiffer casing introduced in Austin following a safety scare, Michelin came to its home race armed with a softer construction rear among its options. It was duly used by 20 of the 21 riders.

"I think for the moment with the Michelin you don't have the bike 100 per cent under control," Lorenzo said.

"The bike is moving more, especially the rear, in the exit of the corner. Braking improved so much on the front with this new tyre but it's not as stable as with the [previous supplier] Bridgestone.

"You can't feel the bumps as much – it's a different style and you have to get used to it. We are in a good way to give the best tyres for all the riders."

Behind Rossi in an oddly-drawn-out field, Maverick Vinales was third to secure Suzuki's first podium finish since returning to MotoGP last year. Dani Pedrosa in fourth was the only one of five Honda riders not to crash out of the race, having compromised his weekend with a qualifying crash that left him 11th on the grid. Pedrosa was among the riders happier with the softer-construction rear tyres, while Tech3's Pol Espargaro was again the best of the satellite riders, taking fifth this time around.

The large number of crashes helped Marquez limp home in 13th place. Those three points he salvaged may well prove very handy in six months' time. ❄

Iannone was a podium threat and a possible challenger for the win, but crashed out



Rossi had to fight through for second from the third row



RESULTS ROUND 5/18, LE MANS, MAY 8 (28 LAPS - 72.812 MILES)

POS	DRIVER	TEAM	TIME
1	Jorge Lorenzo (E)	Yamaha	43m51.290s
2	Valentino Rossi (I)	Yamaha	+10.654s
3	Maverick Vinales (E)	Suzuki	+14.177s
4	Daniel Pedrosa (E)	Honda	+18.719s
5	Pol Espargaro (E)	Tech3 Yamaha	+24.931s
6	Aleix Espargaro (E)	Suzuki	+32.921s
7	Danilo Petrucci (I)	Pramac Ducati	+38.251s
8	Hector Barbera (E)	Avintia Ducati	+38.504s
9	Alvaro Bautista (E)	Aprilia	+48.536s
10	Stefan Bradl (D)	Aprilia	+54.502s
11	Eugene Laverty (IRL)	Aspar Ducati	+1m02.677s
12	Loris Baz (F)	Avintia Ducati	+1m07.658s
13	Marc Marquez (E)	Honda	-1lap
R	Bradley Smith (GB)	Tech3 Yamaha	19 laps (crash)
R	Jack Miller (AUS)	Marc VDS Honda	17 laps (crash)
R	Andrea Dovizioso (I)	Ducati	15 laps (crash)
R	Andrea Iannone (I)	Ducati	11 laps (crash)
R	Tito Rabat (E)	Marc VDS Honda	7 laps (crash)
R	Cal Crutchlow (GB)	LCR Honda	6 laps (crash)
R	Yonny Hernandez (CO)	Aspar Ducati	6 laps (crash)
R	Scott Redding (GB)	Pramac Ducati	5 laps (engine)

Winner's average speed 99.618mph. **Fastest lap** Rossi, 1m33.293s, 100.346mph.

Qualifying 2 1 Lorenzo, 1m31.975s; 2 Marquez, 1m32.416s; 3 Iannone, 1m32.469s; 4 Espargaro, 1m32.502s; 5 Dovizioso, 1m32.587s; 6 Smith, 1m32.820s; 7 Rossi, 1m32.829s; 8 Vinales, 1m32.933s; 9 Crutchlow, 1m32.963s; 10 Petrucci, 1m33.102s; 11 Pedrosa, 1m33.109s; 12 Espargaro, 1m33.115s.

Qualifying 1 1 Espargaro, 1m33.139s; 2 Petrucci, 1m33.199s; 3 Barbera, 1m33.291s; 4 Redding, 1m33.310s; 5 Hernandez, 1m33.360s; 6 Laverty, 1m33.452s; 7 Bradl, 1m34.003s; 8 Miller, 1m34.049s; 9 Bautista, 1m34.333s; 10 Rabat, 1m34.348s; 11 Baz, 1m34.455s.

Riders' Championship 1 Lorenzo, 90; 2 Marquez, 85; 3 Rossi, 78; 4 Pedrosa, 53; 5 Vinales, 49; 6 Espargaro, 47; 7 Espargaro, 42; 8 Barbera, 39; 9 Laverty, 33; 10 Iannone, 25; 11 Dovizioso, 23; 12 Bradl, 23; 13 Bautista, 21; 14 Smith, 20; 15 Redding, 16; 16 Pirro, 12; 17 Rabat, 11; 18 Petrucci, 9; 19 Baz, 8; 20 Crutchlow, 5; 21 Hernandez, 3; 22 Miller, 2.

Manufacturers' Championship 1 Yamaha, 115; 2 Honda, 95; 3 Ducati, 67; 4 Suzuki, 55; 5 Aprilia, 27.



Petrucci



Crutchlow

IN THE HEADLINES



WOOD/LAT

PETRUCCI BACK

Pramac Ducati rider Danilo Petrucci finished seventh in his first start of the year. The Italian broke three metacarpals in his right hand in a pre-season testing crash at Phillip Island in February, and tried to return to action at the Qatar opener but withdrew after practice. Following further surgery, he got through the Le Mans weekend weary but unscathed. Team-mate Scott Redding retired with an engine problem while running ahead on the road.

UPS AND DOWNS

Sixth on the grid was Bradley Smith's best qualifying result of 2016. The Brit believes he has made inroads, having struggled so far this year with Michelin's tyres, despite being among the riders to crash on Sunday.

ROAMING SATELLITES

After five races, satellite riders Pol Espargaro and Hector Barbera are the only two men to have finished every grand prix inside the top 10.

RINS AND REPEAT

Spaniard Alex Rins moved into the lead of the Moto2 standings with his second victory of the 2016 season at Le Mans. Rins and Simone Corsi broke away at the front of the field, and Rins then edged away to win by 1.8s. Polesitter Thomas Luthi was third, while Sam Lowes was a quiet sixth, and now trails Rins by five points in the standings. Announced pre-race as a 2017 MotoGP rider with Tech3 Yamaha, Jonas Folger crashed out on the first lap.

BINDER MATCH

Brad Binder made it back-to-back Moto3 victories at Le Mans, but in very different circumstances to his last-to-first breakthrough win at Jerez a fortnight earlier. The South African started second and was in an 11-rider lead fight that eventually shrank to four. Binder made his decisive move past Romano Fenati on the penultimate lap, with Jorge Navarro and rookie Aron Canet completing the quartet, as Binder extended his championship lead.





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The real winners and losers in F1 2016

Sometimes it's hard to see the wood for the trees in the maelstrom of F1 – so it's time for Channel 4's analyst to drill down into the storylines of the season to understand what's really happening

By Karun Chandhok

[@karunchandhok](#)





“Rosberg’s fastest lap in Russia was a warning shot, as if to say, ‘I’ve got a load in reserve if I need it’”

HONE/LAT

With four races of the 2016 Formula 1 season already in the books, amid a whirlwind of controversy about qualifying regulations, next year’s rules, engine cost-cutting agreements and an ongoing debate about the state of the sport, it’s a good time to take a proper overview of what we’ve seen so far. Even for those who’ve watched every lap of the season, there are some fascinating trends and details you may have missed.

Nico Rosberg versus Lewis Hamilton

Despite Ferrari’s early optimism, it’s clear that the world championship battle is going to be fought out between the two Mercedes drivers. Nico Rosberg’s season has started off brilliantly, in similar fashion to the way 2015 ended. At the back end of last season there was some merit in the argument that Lewis Hamilton had taken his eye off the ball once the title was secured and, while that might have done Rosberg a disservice, it was hard to disagree.

This year it’s been really difficult to draw conclusions on the battle between them because so far there hasn’t really been a straight fight. Hamilton took pole position for the opening two races but on both occasions was slow off the line, which cost him a shot at victory. In China and Russia the MGU-H issues in qualifying meant we didn’t get to see the fight we all crave. Russia was a real shame as it was shaping up nicely for a tight battle for pole, and a race where we only had one pitstop could have been crucial to Hamilton turning the tide.

When we interviewed Rosberg in Russia for Channel 4, he was quick to repeat the lines “It’s never easy to win in F1”,



We’ve yet to see the Mercedes team-mates enjoy a straight fight

XPB IMAGES

“Yes, Lewis has been unlucky but I’m still delivering”, and “There’s still a long way to go”. It’s almost like he was trying to play down what a comfortable ride it’s been for him so far. In Melbourne Ferrari gifted him the win with its wrong strategy call at the restart, in China all his rivals’ chances self-destructed at various points of the weekend, and in Russia Mercedes’ pace advantage was abnormally large. In reality only in Bahrain was he challenged by Kimi Raikkonen for pace, but even then ended up winning by more than 10 seconds.

In fairness to Rosberg, he’s probably driving better than ever. Even during the qualifying sessions – or parts of qualifying sessions – where Hamilton has been running cleanly, Rosberg has pushed him harder this year. He learned from Mercedes’ poor starts at Melbourne and has made decent getaways since then. He’s been error-free and consistent in the races to rack up maximum points, and his fastest lap in Russia was a warning shot, as if to say, ‘I’ve got a load in reserve if I need it’.



While Hamilton has hit trouble, Rosberg has sailed serenely on

Based on the law of averages you'd have to assume that Rosberg is going to have his own problems at some point this season. The championship battle is far from over – 43 points to catch with 17 races to go is perfectly doable for Hamilton. Think back to 2007, when Raikkonen was 26 points behind Hamilton with 10 races to go. Bearing in mind the points system changed in 2010, in today's money that would equate to being 56 points behind. Taking that adjusted stat, on average Raikkonen made up 5.6 points per race – Hamilton today needs 'only' to make up 2.53 points per race.

Has Ferrari actually closed the gap?

You'd have to say yes. If we look at the first three races, there's clear evidence that the James Allison-led team has produced a car that's not a million miles away from the Mercedes. Yes, on paper in every qualifying session the top Ferrari has been at least half a second away from pole position. But looking at race pace you'd have to say Ferrari is not as far away over the longer runs, which is where the points count.

Ferrari has had a messy start to its campaign. In Melbourne it looked in control of the race until the red flag, when the team strangely decided to put both cars on the super-soft tyres and pretty much gifted Mercedes victory. In Bahrain Sebastian Vettel's engine went pop on the warm-up lap, while in China the collision at Turn 1 ruined what could have been a genuine challenge. This was particularly disappointing because, with Hamilton at the back and complex options on tyre strategy available, there was a real chance for Ferrari to split the strategies and get its cars to play tortoise-and-hare with Rosberg. All the signs from Friday's long runs indicated that Ferrari was only a couple of tenths away; indeed, Mercedes sources indicated to me on Sunday morning that they felt there was going to be a real race. And then we went to Russia.

The pace advantage the Mercedes cars had at Sochi was



Vettel has two podiums and two DNFs to his name

XPB IMAGES

staggering. The consensus seemed to be that the Mercedes drivers were able to switch the tyres on in a way nobody else could. Williams was arguably better than Ferrari at getting the front tyres into the operating window, but inherently the Ferrari is a quicker car and eventually in the race that came to the fore.

Mercedes folk, Ferrari folk, Pirelli folk and paddock technical sages were all quick to point out on Sunday evening that what we saw in Sochi was an anomaly. I have to say that I do believe them because the surface there is a bit weird in comparison with, well, anywhere else on the planet! The grip level is quite low and therefore the tyre degradation is extraordinarily low. There was no significant Mercedes upgrade that we are aware of and the tyres do seem to have a very small optimum operating window.

Both Mercedes and Ferrari have had their share of reliability issues and will be keen to get on top of those quickly, while their Barcelona upgrades will be key to performance over the next few grands prix, so we'll need to reassess things in a few races' time. >>

Are we witnessing a Red Bull revival?

Red Bull has shown clear signs of progress. The Chinese Grand Prix in particular was very encouraging for everyone in Milton Keynes, I'm sure. Yes, Daniil Kvyat was still a long way behind Rosberg and got beaten by Vettel, despite the Ferrari losing time with the lap-one incident. But a three-four result at a circuit where horsepower is critical is encouraging.

The Red Bull chassis has been time and again acknowledged as among the best out there. It's certainly a match for the Mercedes through high-speed corners, but it's in the slow-speed turns where the car seems to have its real advantage. This was clearly evident in China, where Daniel Ricciardo was able to make a sharp 'V' through some of the slow corners and get the car to pivot more visibly than the Mercedes or Ferrari drivers. Watch out for strong races in Monaco and Hungary.

The Renault engine has genuinely made progress in 2016, especially in terms of driveability. Renault also has more engine-development tokens in hand compared with rival manufacturers, and in Russia there were a lot of rumblings about the Viry-Chatillon engineers getting on board with a trick ignition system that some people suspect Mercedes has used from day one, and which Ferrari clocked on to in 2015.

The rumour mill talks about a potential extra 30 horsepower coming for Canada, which could bring Red Bull into play. This is going to be something to watch out for, and certainly everyone at Red Bull has talked about Renault's renewed commitment to development ever since it took the plunge with its works team.

Of course, the Kvyat-and-Max Verstappen seat swap has grabbed all the headlines in the build-up to the Spanish GP. My gut feeling, however, is that this is as much to do with Red Bull being smart enough to get a jump on the 2017 silly season as it is with performances this year. Leaving aside the Russian GP incidents, even in China, where Kvyat got his podium, he beat Ricciardo by less than seven seconds despite the Australian



getting a puncture early on and losing a chunk of time – which would not have gone unnoticed by Helmut Marko.

Has Williams stalled?

In F1 you can often draw a direct correlation between money spent and results achieved. The feeling at Williams is that it was probably punching above its weight for the past couple of seasons, and if you compare its budget to Red Bull or McLaren you'd have to agree with those sentiments.

The reality is you would have to say that Williams being fourth in the points standings is a fair reflection of its performance this year. It is probably further away from Ferrari than it's been for the past couple of seasons, and Red Bull has now slotted in between the two. Russia was a particularly strong race that coincided with a disaster for Red Bull, but prior to that Williams was having to watch for Toro Rosso, Force India and Haas nipping at its heels in the opening three races.

“The Red Bull chassis is certainly a match for the Mercedes, and has a real advantage in slow-speed corners”



The team has done an outstanding job of improving its pitstops, and aero upgrades are constantly being made. But you get the feeling that on the majority of circuits Williams is not really in a position to attack Red Bull. At venues that have a high power sensitivity, such as Montreal, Spa, Monza or Yas Marina, it should be strong. But unless we see big upgrades coming, fourth seems to be where Williams is at. Still, very respectable when you plot the spending-versus-performance curve.

Underachieving in the midfield

Force India came into this season full of optimism. An all-time best finish of fifth in last year's world championship, a very competitive car in the latter stages of 2015, stability in the rules, still the best power-unit-and-drivetrain solution in the business – all meant optimism was well founded. The reality, however, has turned out a bit different so far.

The VJM09 still has a turn of pace, especially in qualifying. Force India has had a car in Q3 every time this season, and Sergio Perez in particular has been on top form on Saturday afternoons – apart from the ill-timed final Q1 run in Bahrain, where he got knocked out.

But in the races a combination of lap-one incidents and unusually high tyre wear has meant that the team hasn't been able to rack up the points as much as it should. Being eighth in the constructors' standings would not have been part of the plan, and questions about how Vijay Mallya's other business issues may impact the team have also been an unwelcome distraction. The car inherently has some pace in it, but the team needs to find a way to translate that into points.

Toro Rosso has had a fairly chaotic start to the season. And the young, talented and feisty status of its driver pairing is unlikely to change after Verstappen's exit and Kvyat's return.

We saw Carlos Sainz Jr and Verstappen clash in Australia, where the latter also called a wrong pitstop strategy, and in



Russia some journalists spotted a rather explosive conversation in the paddock between team boss Franz Tost and the Verstappen side of the garage after qualifying.

James Key and his team in Faenza and Bicester have come up with perhaps the best-looking car of 2016, and with the older Ferrari engine they want to be scoring as many points as possible in the first half of the year before the others get their upgrades. On more than one occasion this season the team hasn't been able to fulfil its potential of points scored and collectively needs to address how it's going to fix that.

Sainz has also been very unlucky, I think. He got tagged on lap one in Bahrain, which gave him a puncture, and he got some bodywork from Kvyat's car stuck in his sidepod in Russia. Verstappen did very well to score points in the opening three races, but his engine failure while running in a strong sixth place yet again underlined the team's unfulfilled potential in terms of points scored. >>



Red Bull looks to be on the up, and more power is promised



Signs of encouragement for McLaren-Honda

There have been genuine signs of improvement from Honda, which is great news for McLaren. Yes, I admit it's strange still to talk about getting excited over the team maybe getting into Q3. Compared to a year ago, however, McLaren is at least in the hunt. A double points finish in Russia was a good reward for all the pain and hard work.

It's obvious to see the engine is still lacking in torque, power and driveability when compared to the Mercedes, but at least we now see McLaren-Honda being single digits down in the speed traps rather than 15-16km/h. One point that was made to me in Russia was that as soon as we got to a circuit like the Sochi Autodrom, where dealing with the 100kg/hour fuel limit was quite hard, the McLaren drivers had to do more fuel saving than others. This is somewhat logical, I suppose, if they have less power. The early safety car helped, but I gather they needed about six laps behind the safety car to make it a straightforward attacking race.

On lap 52 of the grand prix, however, Fernando Alonso gave us a glimpse of the package's potential speed and actually set the fifth-fastest lap of the race – within three tenths of Raikkonen just a few laps earlier, and within six tenths of what Felipe Massa did on fresh super-softs. No way that would have happened last year!

How much Honda can develop the engine within the current architecture remains to be seen. You do wonder if plans are afoot for a whole new approach to 2017, possibly sacrificing the 'size-zero effect' for a bigger turbo...

The strugglers and surprises at the back

Renault and Haas seem to be locked in a battle just behind McLaren. In my review of pre-season testing I mentioned how Renault is having a season of rebuilding and restructuring. Team boss Frederic Vasseur is an incredibly clever man and



Alonso showed a glimpse of McLaren's pace at Sochi

a true racer. He's also a hard taskmaster who doesn't suffer fools, which is exactly what the team needs at this stage. I suppose it knew it was in for some short-term pain, but looking at the expressions of Vasseur, Alan Permane and Nick Chester in China, you could tell that these guys aren't taking that short-term pain well. Real racers hate having bad weekends, and that's what we love about them.

It was good to see Kevin Magnussen get some points on the board and hold his own in the race in Russia. But being three tenths away from getting into Q2 shows just how much work lies ahead for the factory team. Jolyon Palmer started the season off strongly at Melbourne, but after a couple of wobbly weekends a change of floor cheered him up in Russia, where he wasn't a million miles away from Magnussen's pace on Saturday and Sunday.

Haas's performance at the opening two grands prix was perhaps the biggest surprise of the year so far. In China it

“The Honda engine is still lacking power and torque, but compared to last year McLaren is at least in the hunt”



Rookie squad Haas's flying start was biggest surprise of the season

had a nightmare, but in Russia its performance was maybe where we would have expected it to be. Romain Grosjean's race in Bahrain changed all expectations, but in reality we have to remember that this is still a new team that needs to get itself sorted operationally.

Manor has been a very pleasant surprise thus far as well. When Grand Prix Editor Ben Anderson and I went trackside at the pre-season test at Barcelona we both commented on how the car looked 'basic' compared with the midfield teams, but once the racing started the team has done a very good job operationally to be punching above its weight.

Manor has got some very good people on board in Dave Ryan, Pat Fry and Luca Furbatto, and I hope it has a good enough budget to keep up development. There's been a lot of noise around Pascal Wehrlein and he's certainly been impressive this season, especially in Bahrain (he qualified 16th and finished 13th), but actually Rio Haryanto in the other car has also done a very good job and has perhaps pushed the German harder than many expected.

Sauber has been having a very tough season. Every week there have been all sorts of rumours about the team's financial health, while the relative strength of the Swiss franc versus the US dollar in the last couple of years hasn't helped.

On track, Felipe Nasr rather grumpily went through two weekends with a chassis he felt wasn't at 100 per cent. In fairness to him, when they did change it for Russia his performance improved significantly, but it couldn't have been easy for a team that's struggling for funds to do a chassis swap so early in the year. This could be a long season unless the team is able to secure some decent investment.

Have the radio rules worked?

I would have to say that in general they have. We aren't really seeing a massive change to the pecking order, but

Pits-to-car radio limits have increased demands on drivers



HONE/LAT

I wouldn't have expected to – it's not exactly as big a change as banning active suspension!

Where I think we're really seeing a difference is at the starts, because the drivers are no longer able to get the information about clutch maps and are therefore having to manage the now single-paddle clutch system on their own. This is much trickier than it sounds, which is why we're seeing a lot of inconsistency up and down the grid.

In terms of strategy as well we're seeing a few issues that perhaps wouldn't have existed if the radio rules hadn't become more restrictive. Having the three tyre compounds has hugely changed the strategic options available and not being able to discuss it does complicate life.

The one downside is that people watching on TV have lost one big element by which they used to get insights into how the race was unfolding for the drivers. Mind you, Vettel's rant after the crash in Russia was a highlight! ✨

The last piece of the puzzle

Alex Lynn enters this weekend's GP2 season opener with the status of title candidate plus a renewed Williams Formula 1 role. Succeed in both and an F1 drive will surely be within his grasp

By Matt Beer, Autosport.com Deputy Editor

[@Mattofautosport](#)



“Can I just ask, what’s the structure of the piece?” Well, Alex, basically that you’re starting this year with a Williams test drive and GP2 title-contender status, and that if you succeed in both in 2016 then a Formula 1 drive could be just around the corner, so

this year is the last piece in the puzzle of your career.

Lynn declares that plan “perfect”. It fits how he wants the world to perceive his 2016 season – beginning this weekend with the Barcelona GP2 opener at the kick-off of his second campaign with the French DAMS team – and the targets he’s going to be demanding of himself.

“The emphasis is on getting the opportunity and convincing people that I’m the right guy and deserve to have the chance,” he says. “If there are enough people saying it, and it’s backed up with results, then it puts a bit more pressure on the right people.”

Those “right people” are the decision makers at Williams approaching a potentially volatile time for the F1 driver market. The day after our chat, the Fleet Street F1 pack are among Lynn’s guests at a media lunch in London. It’s all good for his wider public profile too, but that’s not a priority and he feels it’ll take care of itself. Lynn’s ‘target readership’ is the F1 community. He wants to have the kind of groundswell of momentum that ensures he’s one of those young drivers the F1 paddock decides just has to be on the grid, rather like reigning GP2 champion Stoffel Vandoorne.

But there’s no sense of entitlement when he describes how he wants 2016 and beyond to go. There’s confidence that he *should* be capable of completing that puzzle, *if* he works hard enough and gets enough things right. Everything Lynn wants, he plans to earn. And he’s given it all a *lot* of thought, something Williams deputy team principal Claire Williams has become used to.

“Alex is quite a complex character, he thinks a lot about everything that he does,” she says. “He doesn’t just go crashing in there, everything is well considered.”

Very well considered. After our interview he admits he sometimes worries that his words come across as too negative on paper. And perhaps someone with such attention to detail and such a predilection for self-analysis could even seem neurotic on the page. He’s not. He just cares a lot about getting this right and doesn’t want any detail that he could attend to slipping away from him if he can do something about it.

He gives the example of caring about whether his team-mate is getting on with their engineer, as that will impact on the general flow of information in the team. “I do think I’m aware of, or I try to be, a lot of things,” he explains. “I want to use every morsel of information and performance I can to try to help me on my way.”

That’s surely going to be a useful trait in an ever-more-complex F1 world. Though the Williams role last year featured just one on-track appearance – in the Barcelona mid-season test – Lynn spent 45

days in the team’s simulator and 85 in the factory, following a programme he enthusiastically likens to “work experience at school” that gave him a taste of every element of a modern F1 team.

“They’ve seen a lot of me,” he admits. “It was so great. I feel like I know most of the faces around the factory. I really did work in every department – windtunnel, model shop, I built an engine cover in the composites department as well as a fuel-filler cap. If racing goes tits up, I’ve got a small qualification in composites.

“I really tried last year to make as much of an impact as



GRIFITHS/LAT

Lynn is a thinker; he cares about getting every detail right

I can by just being myself and showing that I can and I do really want to succeed with this team. Claire said a lot of interesting things, so hopefully it’s made a slight impact.”

It has. “He has overdelivered,” says Williams. “He has really outshone himself.”

Prove you can integrate yourself with an F1 team: tick.

But the work-experience placement is done. His dream future employer wants to see him complete his CV with a final qualification. There’s a GP2 title to be won, and he says he’s been told to “focus on himself from now on”.

As Williams puts it: “In 2016, I think we’ll be able to see where Alex is as a driver.”

He’s already ticked enough on-track boxes in this regard. Win a national junior championship (Formula Renault UK, 2011: tick), win a major event (Macau Grand Prix, 2013: tick), win an international championship (GP3 Series, 2014: tick). Star as a rookie in an F1 feeder series... hmm, is 2015 a tick or not?

There wasn’t a lot that Lynn didn’t do on his way to sixth in the GP2 championship last season. Wins (two), shunts, penalties, charges, tactical gambles that proved masterstrokes, tactical gambles that did not.

In GP3, Lynn calculated the average points per weekend every previous champion had scored and made sure he achieved it. But he knew that approach wouldn’t work in GP2, declaring 12 months ago that “you’ve got to hit it hard and you’ve got to win and you’ve got to be fast” with such emphasis on ‘fast’ it

almost demanded capitals, bolding and italics.

He admits that led to a “trying to run before we could walk” performance, but also acknowledges that letting

himself off the leash he had fastened for GP3 was quite fun.

“I enjoyed last year massively because, for right or for wrong, every race was just ‘go out and try to win it from anywhere on the grid’, which I don’t think was the best mentality I or the team could have taken,” he reflects. “Sometimes it came off really well, sometimes it bit me in the arse.

“Maybe I needed last year. Off the back of my GP3 season I think some people thought I didn’t have a nitty-gritty racer – who could fire it down the inside, and could make the big overtakes – in me. I was really happy with those races where I put that to bed.” >>

“I want to use every morsel of information I can to try to help me on my way”

OTHER CONTENDERS

ALTHOUGH ALEX LYNN WAS AMONG those predicting 2015 was going to be a “golden year” for GP2, there was always a suspicion given Stoffel Vandoorne’s end to ’14 and continuity at ART that he might be unstoppable. And, sure enough, his rivals were completely stoffelled.

This year’s man with continuity at ART is Honda protege Nobuharu Matsushita. As superb as Matsushita’s first campaign in

“A premature Sauber F1 deal skewed perceptions of Sergey Sirotkin. He will be hard to beat in 2016”

Europe was, you’d put more money on new team-mate Sergey Sirotkin. A premature Sauber F1 deal that ultimately evaporated skewed perceptions of Sirotkin into pay-driver territory and made people overlook just how impressive he’d been as a teenager in Formula Abarth and Auto GP. Still only 20, he was third in GP2 at the first attempt (albeit with two years in the similarly-rapid Formula Renault 3.5 behind him) for Rapax last season. He will be hard to beat in 2016.

By last summer Mitch Evans

seemed set to follow mentor Mark Webber into sportscars, and he already has a foot in that door, but he’s giving GP2 another chance – now in a Jagonya Ayam-backed Campos team – and has long been a change of luck away from major success in the series. His Russian Time replacement Raffaele Marciello has a point to prove after being jettisoned by Ferrari.

FR3.5 champion Oliver Rowland might be with a less-heralded team in MP Motorsport, but he stuck its car on the front row for only the second of his stand-in GP2 appearances last year and has thrived with Tony Shaw’s guidance before.

Three poles proved Pierre Gasly’s speed last season; zero wins proved he still had work to do on racecraft. Lynn sees him as a definite title threat with incoming powerhouse team Prema.

Also flying without quite winning in 2015 was Jordan King. He’s been rapid in testing, as has Racing Engineering team-mate Norman Nato – an FR3.5 race winner whose first year of GP2 was disappointing.

With an experienced pack that impressive, a rookie champion is highly unlikely, but a strong newcomer group is headlined by erstwhile GP3 title contenders Luca Ghiotto and Marvin Kirchhofer, plus European Formula 3 runner-up Antonio Giovinazzi.

He was rapid from the outset – perhaps too rapid. A debut win was possible before a clash with Alexander Rossi in Bahrain, and the first victory followed next time out in Spain.

“Pre-season testing went probably too well,” he says. “We went into Bahrain with huge expectations. I qualified third, then got into second place in the race. We had the safety car on lap five and Stoffel [Vandoorne] was on the prime and I was sitting in the car thinking, ‘Wow I’m going to win my first GP2 race, isn’t this all a bit easy?’ And well, yeah, it didn’t quite work out that way...”

“I qualified second, three tenths off Stoffel in Barcelona for my second ever GP2 qualifying, and I was seriously pissed off.

“We laugh now because we looked back at the end of the season and the team reminded me, ‘Do you remember how annoyed you were...?’ I expected too much. And I didn’t learn the necessary lessons to be able to back up the speed that we always had. We weren’t slow many times. It was just all about finishing the result.”

Some of those results were lost to errors, others to high tyre degradation – a weakness that he is optimistic “a lot of deep analysis” of driving style and set-up over the winter will address.

He admits 2015 is among the times in his career when he’s been guilty of “over-thinking”, but this winter he’s put that mental capacity to good use. “I don’t think there are many things that are the same as last year, either for me or the team,” says Lynn. “We’ve had an engineering reshuffle, which I think has been really positive. With all great teams there just needs to be a bit of a refresh. Sometimes you need to reinstall the hunger back into a team that’s always been very successful.

“It all sounds very cliched, but I’ve never seen a group of guys work so hard over a winter. It’s really inspiring to see. We’ve been working ruthlessly.

“I’d like to think some of that’s come from me as well. I’ve really made a big effort as a driver and a person to be much fitter, much more mentally strong, much calmer when I need to be and just a much-more-rounded racing driver.

“A lot’s changed since 2015 with the way DAMS approach their testing. For the last few years it was very rare to not see a DAMS car at the top. I really wanted to change that mentality in myself as well. Sometimes it’s better to keep your powder dry, learn what you need to learn, and then when the time is right you show your hand.”



Sirotkin (#2) and Gasly are strong title contenders



Matsushita has advantage of continuity at ART

GP2 ENTRY LIST

TEAM	DRIVERS	
ART Grand Prix	Nobuharu Matsushita (J)	Sergey Sirotkin (RUS)
Racing Engineering	Norman Nato (F)	Jordan King (GB)
DAMS	Alex Lynn (GB)	Nicholas Latifi (CDN)
Campos Racing	Mitch Evans (NZ)	Sean Gelaef (RI)
Russian Time	Raffaele Marciello (I)	Artem Markelov (RUS)
Rapax	Gustav Malja (S)	Arthur Pic (F)
Trident	Philo Paz Armand (RI)	Luca Ghiotto (I)
Carlin	Marvin Kirchhofer (D)	TBA
Prema Powerteam	Antonio Giovinazzi (I)	Pierre Gasly (F)
MP Motorsport	Oliver Rowland (GB)	Daniel de Jong (NL)
Arden International	Jimmy Eriksson (S)	Nabil Jeffri (MAL)
Status Grand Prix	TBA	TBA



STALEY/LAT

Only 2015 on-track F1 outing was May's Barcelona test, but Lynn put in a lot of time at the Williams factory

Lynn says a touch under 2500 words during our conversation. Questions about his likely rivals elicit just 18 in response – and one of those is “yeah”. But that makes sense. Whether Sergey Sirotkin can pick up where Vandoorne left off at ART or whether Prema hits the ground running with Pierre Gasly are out of Lynn’s hands, beyond the scope of his mental checklist of self-improvement goals. If there’s a ‘rival’ in mind, it’s the shadow over the grid left by the “extremely intelligent” Vandoorne.

“Very good pace every day he was in the car, and his bad days were still very good days.” It’s Lynn’s summary of Vandoorne’s 2015 campaign, but it’s also his aspiration for himself in 2016.

Address rough edges from rookie season: tick. Just one more box to tick – put it all into practice and “do the business” in GP2. ✘



GRIFITHS/LAT

DAMS has “worked ruthlessly” to prepare for 2016 GP2 season



GRIFITHS/LAT

GP2 CALENDAR

BARCELONA (E)
MAY 14-15

MONTE CARLO (MC)
MAY 27-28

BAKU (AZ)
JUNE 18-19

RED BULL RING (A)
JULY 2-3

SILVERSTONE (GB)
JULY 9-10

HUNGARORING (H)
JULY 23-24

HOCKENHEIM (D)
JULY 30-31

SPA (B)
AUGUST 27-28

MONZA (I)
SEPTEMBER 3-4

SEPANG (MAL)
OCTOBER 1-2

ABU DHABI (UAE)
NOVEMBER 28-29

The best junior grid of 2016

GP3 has imported much of motorsport's best young talent this season. Among them are five home-grown in the UK

By Marcus Simmons, Deputy Editor

[@MarcusSimmons54](#)

“This has got to be the strongest field in junior single-seaters. I'm under no illusion how hard it will be – there's probably 12 people who can win a race. You'll have to be consistent; you can't expect to be winning every race and losing your head when you're not.”

Those are the words of Jake Hughes, Formula Renault ALPS runner-up last year and one of a staggering intake of talent into this year's GP3 Series. Proteges of Ferrari, McLaren, Honda, Renault and Haas will hit the track at Barcelona this weekend for the opening round, ensuring the spotlight is trained on an ultra-competitive series. Among the grid are no fewer than five finalists from the McLaren Autosport BRDC Award – Hughes (with DAMS), FRenault Eurocup and ALPS champion Jack Aitken (Arden International), European Formula 3 star and 2012 Award winner Jake Dennis (also Arden), 2013 Award winner and second-year GP3 racer Matt Parry (Koiranen GP), and Anglo-Thai F3 podium finisher Alexander Albon (ART Grand Prix). That means a high focus on GP3 from the UK too; all five have a realistic chance of race wins and a top-10 championship finish.

“With the new car [from Dallara] and engine [Renault], and amount of talented drivers going into GP3 this year, it's just unbelievable,” says Dennis. “You've got me, [Charles] Leclerc, Hughes, Parry, [Antonio] Fuoco, Aitken... Obviously Felix Rosenqvist was a masterclass in F3 last year, but the depth in GP3 is even stronger – out of eight to 10 of us I have no clue who's going to win the championship. I've just got to play it by ear and go in open-minded, especially on the Pirelli tyres, which seem so different from one session to the next.”

In past seasons, the Pirellis have been a key aspect in adapting

to GP3. This year's are different, Dennis explaining that “the degradation is much less. It's more like thermal degradation – if you do a cooler lap and then push again it's not too bad. But you can't have a cool lap halfway through a race...”

Parry believes that the changes to tyres and car have eradicated some of the advantage that he and other GP3 ‘veterans’ might otherwise have enjoyed, although he points out that “you always take the experience, just from knowing the weekend format. Especially for me, because I've kept the same team this year with the same group of guys – engineer, first mechanic and second mechanic.

“The car has changed a lot. How you drive it has changed, not only in qualifying, but on race runs. The harder compound of tyre means you don't get the dropoff. Effectively we have to start again from new.”

Koiranen had a tough season in 2015, but Parry reckons new team direction at the Finnish-owned, Spanish-based squad has addressed the issues. “We struggled with a few areas, maybe not in ability but with structure. The engineering I can't fault at all – I'm 100 per cent confident in the team.”

Aitken and Dennis, meanwhile, line up together at Arden. After his experience partnering Hughes in FR2.0, new Renault F1 protege Aitken jokes: “I've got another quick Jake in the team. We seem quite well matched, which is nice because you do need more than one quick driver to move forward. It's a new car and we want to get up to speed as quickly as possible.”

Both the British Arden boys will travel to Barcelona with recent race experience. In Aitken's case, he contested the Euroformula Open (F3) round at Estoril to get in the groove. “I thought I'd give it a go to shake off some rust. In the first race I had a bit of a tangle on the first lap so I didn't get to do much racing, and in the second I led from start to finish so... I didn't get to do much racing! So that defeated the purpose of doing it.” >>



Hughes makes the step up with new-to-GP3 DAMS team



Parry remains with Koiranen for a second season in the series

Right: Dennis switches from F3 to join Arden



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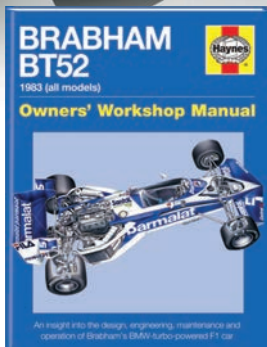


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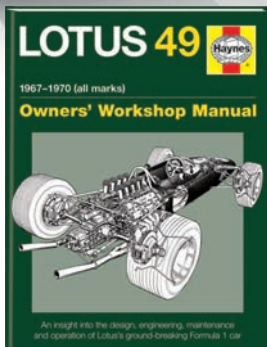
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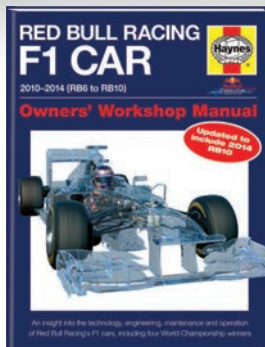
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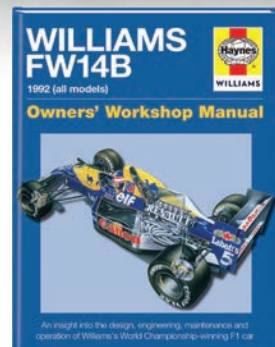
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WAITING TO BE DISCOVERED

Racing Steps Foundation-backed Dennis, meanwhile, is fresh from last weekend's Spa 6 Hours with Jota Sport, and it's the tie-up between Jota and Arden that's key to him racing in GP3. "If it was just GP3 I'd have spoken to RSF about doing Formula V8 3.5 or GP2," he says, "but the link gives me two LMP2 races [Spa and Le Mans]. We're obviously looking at that side of the motorsport world, with the way F1 is going."

Over at ART, Albon is the most under-the-radar member of what is arguably junior motorsport's strongest driver line-up in years, with Ferrari's Leclerc, McLaren's Nyck de Vries and Honda's Nirei Fukuzumi. "It's quite an amazing experience at the moment," says Albon. "We've had three tests – Estoril, Valencia and Barcelona – and all of us have been quicker at different tracks. No matter what I do and the others do we always seem to be in the same tenth as each other. We really do have four different driving styles, and it's great that everyone's quick – there's so much data to look at."

Albon, a former Red Bull and Lotus junior, keeps fingertip contact with the F1 world. Gwenael Lagrue, who ran the defunct Gravity/Lotus junior scheme, is now at Mercedes looking after

Hughes: "DAMS don't like to guess – everything has to be done for a reason"

Pascal Wehrlein and reigning GP3 champion Esteban Ocon, but has also retained his involvement with Albon. "I'm sure my team-mates have pressures but in terms of me having it... I don't have F1 backing like them but I still have management, sponsors... It's a year where there's definitely no excuses in terms of team."

Apart from ART, DAMS is the other French powerhouse in GP3. It might be new to the series, but there is no doubt that Hughes and his team-mates – Aitken's Renault junior stablemate Kevin Jorg and Haas-affiliated F3 graduate Santino Ferrucci – will profit from great engineering and direction. "I'm friends with Alex Lynn [DAMS's GP2 leading light] and he told me a lot about them," says Hughes. "The methodology of how to approach tests and race weekends is a step up from what I've had in my career so far. It's the next step to being a professional racing driver. They don't like to guess – everything has to be done for a reason."

Again, here is a very evenly matched line-up, Hughes echoing Albon's ART situation when he says: "With Kevin and Santino, all three of us are different in terms of personality and driving style. If you put our theoretical best laptime together we'd probably be half a second clear in every session. All three of us will push each other until we reach the maximum of what the car can do. I'm looking forward to it."

So is everyone who will be watching. 🏁



Renault 2.0 king Aitken has Renault backing

GP3 CALENDAR

BARCELONA (E)
MAY 14-15

SPA (B)
AUGUST 27-28

RED BULL RING (A)
JULY 2-3

MONZA (I)
SEPTEMBER 3-4

SILVERSTONE (GB)
JULY 9-10

SEPANG (MAL)
OCTOBER 1-2

HUNGARORING (H)
JULY 23-24

YAS MARINA (UAE)
NOVEMBER 26-27

HOCKENHEIM (D)
JULY 30-31

Albon, with ART, is highly rated by many



GP3 ENTRY LIST

DRIVER	TEAM
Charles Leclerc (MC)	ART Grand Prix
Nirei Fukuzumi (J)	ART Grand Prix
Alexander Albon (T)	ART Grand Prix
Nyck de Vries (NL)	ART Grand Prix
Antonio Fuoco (I)	Trident
Artur Janosz (PL)	Trident
Giuliano Alesi (F)	Trident
Sandy Stuvik (T)	Trident
Jake Dennis (GB)	Arden International
Tatiana Calderon (CO)	Arden International
Jack Aitken (GB)	Arden International
Matt Parry (GB)	Koiranen GP
Mahaveer Raghunathan (IND)	Koiranen GP
Matevos Isaakyan (RUS)	Koiranen GP
Ralph Boschung (CH)	Koiranen GP
Akash Nandy (MAL)	Jenzer Motorsport
Richard Gonda (SK)	Jenzer Motorsport
Oscar Tunjo (CO)	Jenzer Motorsport
Alex Palou (E)	Campos Racing
Steijn Schothorst (NL)	Campos Racing
Konstantin Tereschenko (RUS)	Campos Racing
Santino Ferrucci (USA)	DAMS
Jake Hughes (GB)	DAMS
Kevin Jorg (CH)	DAMS

Congratulations



UNIVERSITY OF WOLVERHAMPTON TO ENTER NEW TEAM IN MSV F3 CUP

Students from the University of Wolverhampton have formed part of a brand new team in MSV F3 Cup Championship in 2016, an exciting enterprise linked to the provision of a range of Motorsport Engineering courses at the Telford Innovation Campus.

Entering the ultra-competitive championship under the banner University of Wolverhampton Racing, abbreviated as UWR, the squad will be headed-up by Team Principal, David Tucker who is the Principal Lecturer in Mechanical Engineering at the institution's Faculty of Science and Engineering.

Shane Kelly, who raced in Formula Renault UK back in 2002 and 2003 before going on to win the Club Formula 3 title in 2006, prior to establishing a career as professional driver on TV and film sets, will pilot the UWR car in MSV F3 Cup this year. Some of Kelly's recent screen work has included driving roles in the box office smash 'Rush' and hit film 'Fury'.

Over the past few years, Tucker and Kelly have been working together in the 750 Motor Club Formula 4 Championship, Monoposto, IMechE Formula Student & AR Morgan Challenge and will now extend their partnership into MSV F3 Cup where the students – who will balance involvement in the championship with their degree studies – will be putting theory into practice on the technical side of the operation.

"This kind of undertaking is a huge challenge for seasoned engineers, so for students to be placed into this high pressure environment is a real challenge", said Tucker, "However, what is learned from this experience is invaluable in terms of life and teamwork skills.

"In addition to this, it gives students the chance to overcome the original catch-22 faced by graduates whereby they cannot gain work placement until they have experience, but cannot get the necessary experience without being given a work placement. This undertaking allows for real-world experience to be gained while in education, giving them a real edge in terms of future employment and prospects."

Based at Telford Innovation Campus, the University of Wolverhampton's engineering department already undertakes a high volume of work for a number of prestigious high-end motorsport teams in the production of solid metals from powders. It is also a world leader in surrounding technologies, such as ALM – Additive Layer Manufacturing.

The new suite of bespoke courses which began in 2015 have been specifically designed to provide industry with the graduates they require across a variety of disciplines, such as Automotive Engineering and Motorsport Engineering for example.

Importantly, the new courses have a heavy focus on the application of technical theory to real world situations and the students' involvement in MSV F3 Cup will provide the opportunity for their respective project work to be centred around the study of the racing car and its data.

Deputy Vice-Chancellor and Chairman of UWR, Professor Ian Oakes commented

'The University has made a massive investment in our facilities to provide a really attractive course offering for students who want to study all forms of engineering. Our involvement in the Formula 3 race activities, is part of this investment and provides our students with first hand practical experience of what it is like to work in the exciting world of motorsport.'

UWR BACKGROUND

In their debut year in Motorsport, the UWR team ran a Formula Renault in the 2015 Monoposto 2000 Championship. The team successfully secured themselves two wins and six podium finishes at world famous tracks, Spa-Francorchamps, Brands Hatch, Snetterton, Oulton Park and the home of British Grand Prix, Silverstone - to watch the team grow to the competitive level they are now in just over a year is incredible!



Photo Credit: JDHmotorsportphotography.com (JDH Motorsport).

Follow UWRs progress



@UWRacing

MSV F3 CUP



Team UWR!



UWR RACE REPORT FROM TRIPLE WIN IN MSV F3 CUP DEBUT AT DONINGTON PARK

After what seemed like an incredibly long winter break for UWR, this weekend saw the phenomenal first round of the MSV F3 Cup at Donington Park and the second round of the AR Morgan Challenge at Silverstone!

The weekend started off with a successful day testing the F3 car on Thursday and despite the traffic on track, Shane was able to get a fastest lap time of 1:03.8.

Saturday saw the first clash of the season for the UWR team. Alongside being the first round of the F3 Cup at Donington Park, it was also round 2 of the AR Morgan Challenge at Silverstone. Forward planning allowed for the teams to be divided and the two AR Motorsport drivers both had a successful race. Mild conditions and a slippery track lead to an unfortunate spin for AR Motorsports Tony Hirst in the ARV6 which caused him to lose a few positions but he pushed hard to gain back places and confidentially finished in 3rd. After qualifying first out of the novice racers AR Motorsports Craig Hamilton-Smith fought well to consistently improve lap times and finished 14th in class.

Feeling confident with setup and the dry conditions on Saturday, the UWR F3 team qualified in pole position for race one and in the process, secured pole for race 2. After a slow start off the line, we slipped into 2nd place which was soon recovered by the end of the first lap. The UWR car confidently lead the race and our first victory of the season was secured for the team! After congratulations were shared, our students got straight back to work on the Dallara F308 to make sure we were fully setup and prepared for the two races that followed on Sunday.

The start of the second race saw the UWR car fall back to 4th position which jumped to 3rd by the end of the first corner. Shane fought hard to gain back the time he'd lost and by the 4th lap he'd pulled to 2nd place overtaking Tony Bishop. With a gap of 3 seconds to leader Daryl Jones, Kelly pulled off a series of qualifying laps to close the gap. It was then a close fight between UWRs Shane Kelly and Team Fox Racings Daryl Jones and with 4 laps to go Kelly sent the Mugen-Powered F308 down the inside of Jones' similar Volkswagen-powered car at Redgate corner where he pulled out a 4.5 second lead which brought home a second victory for the weekend.

Preceding the start of the final race of the weekend, the clouds closed in over the circuit putting doubt into the condition of the race. Students prepared for a late change to a wet setup as drizzle started to fall in assembly. The race began in dry conditions as UWRs Shane Kelly confidently pulled away from the line. Falling behind Daryl Jones initially, Shane managed to squeeze his way past by the end of the first lap. With conditions worsening, 2 main challengers got caught out and had to retire from the race. Confident in mixed conditions, Kelly extended his lead finishing 30 seconds ahead of the other competitors. The UWR car was welcomed in the pit lane by an extremely proud team and after podium celebrations were made the UWR F3 car was then brought back home to the Telford Innovation Campus.

Following on from the successful season UWR had last year in the Monoposto 2000 Championship the team couldn't be happier with their debut in the MSV F3 Cup. The students have worked incredibly hard to learn a new car and this victory is certainly the reward. It's now back to the workshop for the UWR car and team and they'll be working hard to ensure that we're fully prepared ahead of Round 2 of the MSV F3 Cup at Brands Hatch (14th – 15th May).

Championship Co-ordinator, Simon Davey says:

"Shane Kelly and the University of Wolverhampton Racing Team had a fantastic debut in F3 racing with a triple win at Donington, in the face of stiff opposition. It's going to be fascinating to see how well they withstand the pressure on the Brands Indy circuit, which can be a brutal arena for F3 racing. With around six competitors in contention to take a win, qualifying will be crucial."

UWR Team Principal, David Tucker said:

"this weekend was a big test for the team, the first F3 event we've undertaken at Donington along with an AR Morgan Challenge race on Saturday at Silverstone saw the team split across two events for the first time, the painstaking preparation & planning worked well with smoothly executed events running at both circuits simultaneously. While the results at Donington speak for themselves we're always striving to improve, so preparations for the next event at Brands Hatch are already being put in place, which we're all now focused on & looking forward to."

UWR Pro-driver, Shane Kelly says:

"I feel honoured to be part of the UWR team and to be given this opportunity. We've had a mega start to the season with 3 wins and two fastest lap times, which is really a testament to how hard the students work. I'm feeling confident for the rest of the season and look forward to getting back out on track at Brands Hatch Indy on 14th – 15th May."



Mercedes man Morgan

BRITISH TOURING CAR CHAMPIONSHIP
THRUXTON (GB)
MAY 8
ROUND 3/10

THREE PODIUM FINISHES, INCLUDING HIS second victory of the season, meant Adam Morgan has laid down some pretty serious title credentials after three hectic races last weekend.

Races two and three were shortened after several cars suffered tyre failures in the opener, which was red flagged after a multi-car accident. They went from the slated 16 laps down to 12, equalling almost 10 miles less in race distance.

None of that bothered Morgan, as his Mercedes-Benz A-Class was able to hang on to the grip in its Dunlops just long enough for the race-one triumph. His third place in race two was taken after a valiant attempt to fend off the feisty Motorbase Ford Focus Andrew Jordan (and he was later jumped by Rob Collard's BMW too).

In race three, Morgan profited when some ahead collided to nab third place and cement his highest-yet single-weekend points tally. It has vaulted him to third in the standings, just three adrift of joint leaders Collard and Matt Neal.

Lancashire ace Morgan is now in his fifth season in the BTCC, and this is already the first

campaign in which he has won more than one race. He puts it down to experience – and that extends to the engineering side of the Ciceley Racing operation too.

The team is run by his dad Russell Morgan, and it has recruited experienced engineer Marco Calovolo to the backroom staff over the winter. Calovolo has years of experience in the tin-top world working with James Thompson.

“We had a poor second meeting at Donington Park so wanted three high-scoring positions at Thruxton,” said Morgan Jr. “We weren’t bothered if we were on the podium – we just wanted to be there or thereabouts.”

A blowout in free practice, which happened on the 16th lap of running, meant the team was in the ballpark but still had to be careful on the A-Class’s set-up. “Before qualifying, we sat down with Marco and we made some little slight adjustments and you saw what it did to Aiden [Moffat, Ciceley Racing team-mate]’s car: he put in the best lap of his life,” said Morgan, who would line up sixth.

While Moffat set off from the front row of race one, early skirmishes damaged his car and he ultimately had a puncture, most likely caused by the steering being knocked out of kilter.

There were no such problems for Morgan, who



AT A GLANCE

RACE ONE

- 1 Morgan Mercedes
- 2 Ingram Toyota
- 3 Jordan Ford

RACE TWO

- 1 Jordan Ford
- 2 Collard BMW
- 3 Morgan Mercedes

RACE THREE

- 1 M Jackson Ford
- 2 Neal Honda
- 3 Morgan Mercedes

 P57 FULL RESULTS

EBREV/LAT

Morgan leads the way from Jordan

steps up to the BTCC's A class

passed Neal's Team Dynamics-run Honda for the lead in race one. "I could push around the fast stuff but in the slower stuff I really had to back it off and slow it down," said Morgan. "It seemed to work well for me." And that set Morgan up for the brace of third places later on.

Tyre worries mean his victory in the truncated first encounter would likely have come under threat from second-placed Tom Ingram, who had taken pole in the Speedworks Toyota, had it not been to the Neal-triggered red flag. Neal had been stunning in qualifying to put the fully ballasted Civic third, and then ran in second, but had a tyre failure at the end of lap 11. As he ran wide across the chicane, he darted right for the pit entrance just as Josh Cook's Triple Eight Racing MG was trying to overtake him on the right. They collided, and Neal's team-mate Gordon Shedden was caught up in the aftermath, along with several others.

Neal rebounded to 11th from the back in race two and then worked his way up to second to rescue something from the weekend and walk away from Hampshire with his share of the title

lead. "That was one to get away from," said Neal. "It was tough, but we have to look forward now."

Shedden's drive from 23rd to fourth in race two looked like it might earn him some redemption, but he was taken out of race three after contact with a wayward Jack Goff (WSR BMW 125i M Sport) on lap 11 of the finale. So angered was the Scot that he didn't want to talk to any media afterwards.

Neal is sharing the title lead with Collard. The Hampshireman left his home track, which has traditionally been a bogey circuit for him, disappointed that he hadn't won a race.

Sixth in race one was followed by superb racecraft to jump to second in race two, and sixth in the finale was a good sign-off.

That was taken despite a controversial clash with Shedden in the fast sweeps around the back of the circuit.

"They took away some of the BMW's advantage by making the races shorter," grimaced Collard. "Our car comes on stronger when the others struggle with rubber."

The other winners of the weekend were the Motorbase Performance pairing of Andrew

Jordan: "I always said don't write me off. I'm so happy"

Jordan and Mat Jackson. Jordan qualified well and took advantage of the chaos in race one to jump to third.

He controlled his drive in race two beautifully to jump Morgan for the lead and secure his first win since June 2014. "I've always said don't write me off," said Jordan after the victory. "I have the car with me now – I'm so happy."

That turned sour in race three when he had a rear puncture – unrelated to the heat – but he was still upbeat.

Jackson was too. He had suffered at the hands of the rubber when his front-left Dunlop expired coming out of Church in race one, but his charge to eighth in race two put him on the front row for the reversed-grid race three. Jackson made no mistake and dominated as others behind him fell over each other.

The major casualty of the race weekend was Team BMR, which was forced to withdraw all four of its Subaru Levorg machines due to a problem with the high-pressure fuel rail. It had caused a spectacular blaze for James Cole last time out at Donington and the fix the team had come up with didn't fully cure the issue. That meant Jason Plato, Colin Turkington, Cole and Warren Scott all withdrew from the races.

MATT JAMES



Szymkowiak kept Mies under pressure through closing laps

Audi wins a cat-and-Mies game at

**BLANCPAIN SPRINT CUP
BRANDS HATCH (GB)
MAY 8
ROUND 2/5**

A BLANCPAIN GT ROUND THAT BOILS down to a battle between a WRT Audi and an HTP Motorsport Mercedes is nothing new, and that's exactly what the Brands Hatch faithful enjoyed last weekend. But what was different was that this Sprint Cup event was a fight that featured neither of those teams' usual leading line-ups. Victory went to the Audi of Christopher Mies and Enzo Ide over the Merc of Bernd Schneider and Jules Szymkowiak, and it was a very close-run thing.

A safety car meant the one-hour race boiled down to a seven-lap sprint to the finish, during which Mies just clung on to beat star silver-rated driver Szymkowiak, who was the revelation of the weekend.

The 20-year-old ponytailed Dutchman, in just his second season of GT competition and only his third of public car racing, has made a massive step in 2016, confiding that he has "learned heaps and heaps" from Schneider, 31 years his senior and who became DTM champion for the first time two weeks before Szymkowiak was even born. After qualifying second, Szymkowiak used the torque of the Mercedes-AMG GT3 to thunder ahead of the polesitting ISR Audi

R8 LMS of Franck Perera into Paddock Hill Bend in the qualifying race. Schneider had a 5.6-second advantage when he took over the car, and extended that to 21s by the finish, as Perera's co-driver Marlon Stockinger – the Filipino-Swiss ex-GP3 race winner still very new to GT racing – held off a challenge from Ide.

What was crucial for Ide was that he was able to assert his authority over Stockinger to grab second into Paddock at the start of the main race. While Schneider cruised away at the front, Ide at least managed to keep the 'unretired' German veteran in sight, and stayed calm when the M-Sport Bentley Continental of a charging Maxime Soulet began to loom large in his mirrors.

Ide is hugely popular within the WRT team – even more so now as it was the bespectacled, curly-haired, stocky Belgian's opening stint that laid the foundations for the #33 Audi's win. He was just 6.5s adrift of Schneider when he pitted to hand over to Mies, while at the same time HTP didn't do a very good job of turning around its other two cars in the pits, forcing the team to keep Schneider out for longer than he wanted.

"The last two laps before my stop I ran into traffic," said Schneider. "I told the team earlier I had to stop but it was not easy with three cars, and the problem was some of the lapped cars did not recognise the blue flags. I lost three seconds, and

also our pitstop was not that fast."

All the while Mies was setting a cracking pace in clear air, and Szymkowiak rejoined with a 3.2s deficit to the Audi. Instantly the flamboyant-driving Szymkowiak set the race's fastest lap on his first flying lap, but the gap looked insurmountable until the safety car was scrambled – ironically due to a crash involving two sister WRT Audis.

Michael Meadows was running 14th, in a large train of cars, with the #2 R8 when he went off at the fast Westfield bend, and was unavoidably hit by the #3 machine of Sergio Jimenez. Both cars were stricken on the grass close to the track, and it took 10 minutes for the race to resume.

Szymkowiak was a little faster, but not by enough to force an opening from Mies, a long-time Audi safe-pair-of-hands. "There's only a few spots where you can overtake so I closed the door there," said Mies. "Enzo made the first step for the win."

Andy Soucek converted Soulet's magnificent opening stint into third for Bentley. Considering the car had qualified 24th, that was a miracle result for the M-Sport team. The Bentley moved up to 10th in the qualifying race, and then the team took the gamble of using its remaining fresh set of Pirellis for Soulet's opening stint in the main race. Soucek emerged from an ultra-rapid stop on the bumper of Szymkowiak, but had no

AT A GLANCE

MAIN RACE

- 1 Ide/Mies Audi
- 2 Schneider/Szymkowiak Mercedes
- 3 Soulet/Soucek Bentley

QUALIFYING RACE

- 1 Szymkowiak/Schneider Mercedes
- 2 Perera/Stockinger Audi
- 3 Mies/Ide Audi

[➔ P56 FULL RESULTS](#)



Brands

chance of staying with the now-fresh-tyred Merc. “Maxime is the man today,” said Soucek, who had to fend off the Garage 59 McLaren of Alvaro Parente – and started by Rob Bell – to the finish.

Parente had used lapped traffic just after the restart to find a way past Perera, who ran very strongly all weekend for the ISR team and had kept Mies at arm’s length in the battle for second in the qualifying race.

While the #86 HTP Merc finished second, the #85 machine was ruled out of contention after being a factor all weekend. Jazeman Jaafar qualified it third and Clemens Schmid ran fifth until wheelgun failure cost 40s in the pits. Meanwhile, the star #84 crew of Maxi Buhk and Dominik Baumann were hit by a drive-through in race one after Baumann punted Bell wide, dropping them to 18th, from where they recovered to seventh in the main race.

If there was any consolation for them, it was that the #1 WRT car of Audi talisman Laurens Vanthoor and Frederic Vervisch finished outside the points. Vervisch was running fourth early on when a right-rear puncture – caused by Bentley contact – cost them the best part of a lap. That meant that, as the teams left Brands at the end of a glorious 10th-anniversary weekend for GT3, Mies and Ide had taken a narrow lead in the Sprint Cup standings, with Bell ahead in the overall points.

MARCUS SIMMONS



Kovalainen took his first Super GT podium with Hirate in Lexus

Quintarelli at the last gasp

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

NISMO’S REIGNING CHAMPIONS RONNIE Quintarelli and Tsugio Matsuda made it a rare two wins on the trot in their Nissan, but only after the Impul Nissan of Joao Paulo de Oliveira and Hironobu Yasuda suffered tyre failure while leading with four laps remaining.

The Kazuyoshi Hoshino-fronted Impul team had led most of this longer-than-usual race, with de Oliveira driving the first and last stints and Yasuda the middle. Quick pitwork got Quintarelli out after the final stops in the lead, only for de Oliveira to repossess the Italian, whose car was carrying 40kg of success ballast.

Heikki Kovalainen was able to take his first podium with second in the SARD Lexus he shares with Kohei Hirate, with James Rossiter/

Ryo Hirakawa and Nick Cassidy/Daisuke Ito taking a TOM’S Lexus three-four.

The Hoshino family at least got some consolation when Kazuyoshi’s son Kazuki, sharing with Jann Mardenborough in a B-Max Nissan, claimed the GT300 honours – the Darlington-born Welshman’s first win in Japan.

JIRO TAKAHASHI

RESULTS

1 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R), 110 laps in 2h58m58.430s; **2 Heikki Kovalainen/Kohei Hirate (Lexus RC F)**, +2.666s; **3 James Rossiter/Ryo Hirakawa (Lexus)**; **4 Daisuke Ito/Nick Cassidy (Lexus)**; **5 Kazuya Oshima/Andrea Caldarelli (Lexus)**; **6 Kosuke Matsuura/Tomoki Nojiri (Honda NSX Concept-GT)**; **7 Satoshi Motoyama/Katsumasa Chiyo (Nissan)**; **8 Yuhi Sekiguchi/Yuji Kunimoto (Lexus)**; **9 Daiki Sasaki/Masataka Yanagida (Nissan)**; **10 Daisuke Nakajima/Bertrand Baguette (Honda)**. **Points 1 Quintarelli/Matsuda, 40**; **2 Rossiter/Hirakawa, 27**; **3 Kovalainen/Hirate, 19**; **4 Chiyo/Motoyama, 15**; **5 Caldarelli/Oshima, 14**; **6 Ito/Cassidy, 11**.

Pit call benefits Lowndes

V8 SUPERCARS
BARBAGALLO (AUS)
MAY 7-8
ROUND 4/15

TWO OPPOSITE STRATEGIES WERE THE keys to Craig Lowndes and Mark Winterbottom winning at Barbagallo Raceway.

Lowndes took his first win of the season on Saturday when, while he was trapped in traffic in the top six, his Triple Eight-run Red Bull team made the bold move to pit him for a second set of fresh tyres. The move dropped him to 22nd but he charged back to the front, taking the lead with three laps remaining. It was a strong performance after the race started on a wet track – and the rain returned on the final lap!

After woeful tyre life saw Winterbottom finish 22nd on Saturday, his Prodrive team chose an opposite strategy on Sunday, making an earlier

second pitstop to seize the lead and then nursing his Dunlop tyres to the flag. A pack of Scott McLaughlin, Lowndes and Shane van Gisbergen closed by as much as 1s per lap, but by the time they caught the leader all four drivers were completely out of grip, leaving Winterbottom to take his first win of the season by 0.31s.

McLaughlin’s Volvo struggled in the first race, finishing 11th, while on Sunday it was Jamie Whincup’s turn to feel the pace. A strategy that saw him on even older tyres than the leaders at the end of the race saw him finish 11th.

Holden took the first six places in the first race, before four makes shared the top five places on Sunday, topped by Winterbottom’s Ford.

Van Gisbergen had a very consistent weekend, while Rick Kelly showed Nissan’s improving pace in the longer race, adding fifth place to the ninth he scored on Saturday.

PHIL BRANAGAN

RESULTS

Race 1 1 Craig Lowndes (Holden Commodore), 50 laps in 51m03.2882s; **2 Shane van Gisbergen (Holden)**, +5.8635s; **3 Jamie Whincup (Holden)**; **4 Will Davison (Holden)**; **5 Garth Tander (Holden)**; **6 James Courtney (Holden)**. **Race 2 1 Mark Winterbottom (Ford Falcon)**, 83 laps in 1h22m22.8550s; **2 Scott McLaughlin (Volvo S60)**, +0.3067s; **3 Lowndes**; **4 van Gisbergen**; **5 Rick Kelly (Nissan Altima)**; **6 Chaz Mostert (Ford)**. **Points 1 Lowndes, 894**; **2 Whincup, 852**; **3 McLaughlin, 846**; **4 Winterbottom, 816**; **5 van Gisbergen, 803**; **6 Davison, 756**.



Lowndes tops the series standings

Huff heads Honda triple



Civic domination as Huff leads Michelisz and Monteiro

FLAMAND/DPPI

WORLD TOURING CAR CHAMPIONSHIP MARRAKECH (MA) MAY 8 ROUND 4/12

WHEN JOSE MARIA LOPEZ GOT OUT his Citroen out of shape during the final qualifying shootout, that was the decisive moment in allowing Rob Huff to lead a Honda 1-2-3 in the main race in Morocco the following day.

Huff plus team-mates Norbert Michelisz and Tiago Monteiro had all made errors on their Q3 runs, leaving Lopez looking nailed on to score an unlikely third WTCC pole position from four rounds after trailing the Honda contingent for much of the weekend.

Lopez's first split time was a tenth up on the benchmark, but then the Argentinian's C-Elysee squirmed uncomfortably off the Turn 4/5 chicane, and the resulting loss of traction cost him 0.3s through the second sector – enough to force him down to fourth.

Pole instead fell into the hands of a jubilant Huff, who clinched his first

WTCC qualifying pole since Macau in 2012. Content with the changes to the revised 1.85-mile Circuit Moulay El Hassan, Huff had seemed comfortable all weekend on the circuit and the lockout was a genuine reflection of Honda's pace. And with overtaking opportunities limited, the Briton looked a comfortable favourite to win – until the weather threw a curveball just before the start of the main race.

Spits and spots turned to a sprinkling and soon into a well-developed shower – enough to make rain tyres the only viable option for the race.

But if that was supposed to have fazed the Honda drivers, it didn't work. Huff's charge from pole to Turn 1 at the start was an ominous indication of the pace of the Hondas, wet or dry. Although Lopez was able to get by Monteiro for third with a better run off the first corner, he was limited in providing any further threat.

While victory never quite looked certain given the conditions, Huff always appeared in control and, lap by lap, any fears of disaster were gradually eroded.

Michelisz did get too close for comfort on one occasion, Huff asking his team over the radio "Why is Norbi on my arse all the time?" – but victory was ultimately a routine one as Huff crossed the line 0.611s clear of his team-mate.

The rout was completed by a recovering Monteiro, the Portuguese profiting from a rare error from Lopez (his second of the weekend), who ran too deep into Turn 10, rejoining the circuit as his rival swept by into third.

Lopez attempted to make amends and stayed with the leading trio in the closing stages but could not find a way past. He

settled for fourth, 1.459s behind Monteiro but comfortably clear of team-mate Yvan Muller in fifth.

While Huff was pleased with the circuit design, that view wasn't shared unanimously among the drivers.

"This has nothing to do with motor racing," said ROAL Motorsport's Tom Coronel after qualifying. "The old circuit was challenging; I loved it, I really did. The chicanes, I was shitting my pants every time I got to them because they were high-speed, on the kerbs. That was cool. This is just driving between the walls."

You'd suspect his opinion might have changed after the opening race, as Coronel used all of his racing nous to fend off a relentless Lopez for his first WTCC victory since 2013.

The Chevrolet's route to first might have been laid on a plate when Lada racer Hugo Valente wiped out polesitter James Thompson's Munnich Chevy at the start – with Valente quickly receiving a drive-through penalty while leading for his actions – but Coronel put up a stout defence over the last 12 laps, which included a nudge from Lopez into the final complex, to pick up his fifth WTCC win.

There's no indication, yet, that momentum has swung to Honda. After all, Lopez was able to extend his championship lead by three points. But this was a momentous weekend as, for only the second time since it joined the WTCC in 2014, a Citroen did not win either of the two races. Yes, Morocco was a unique venue, but the prospect of Honda being able to beat Citroen more regularly – regardless of ballast levels – is an exciting one in the fight for honours.

AT A GLANCE

RACE ONE

- 1 Coronel Chevrolet
- 2 Lopez Citroen
- 3 Muller Citroen

RACE TWO

- 1 Huff Honda
- 2 Michelisz Honda
- 3 Monteiro Honda

➔ P57 FULL RESULTS

JACK COZENS



Coronel fended off Lopez in first race



Delighted di Resta has taken points lead after Hockenheim

Di Resta is *das beste*

DTM
HOCKENHEIM (D)
MAY 7-8
ROUND 1/9

PAUL DI RESTA UNDERLINED WHY he is tipped by so many to regain the DTM title this season with an emphatic victory in race two to give him an early 11-point lead in the standings.

The Scotsman, who was crowned champion in 2010 prior to his move to F1, was measured and controlled as he maintained a steady lead just a day after finishing fourth in race one.

There was a brief, yet serious, challenge from fellow Mercedes driver Gary Paffett, but a drive-through penalty wrecked any hopes of an all-British scrap. Di Resta was simply too good for the rest of the field, some of whom lost their heads while he remained calm, and he finished more than 13 seconds clear of BMW's Timo Glock (who was later excluded due to a bootlid-size infringement) and Augusto Farfus despite a slow pitstop.

"Of course, it was easier after Gary was gone but, all in all, we had a commanding win in the race here, in spite of the problem during the stop [as the team struggled to get the right-front tyre on his car]," he said. "We are simply much faster than last year, which is making me very, very happy."

There are no exaggerations there. Di Resta qualified on pole for race two, just 0.2s off Nico Muller's pole time for race

one in the faster Audi. And Mercedes team-mate Robert Wickens sits second in the standings after he was runner-up in race one despite fighting the quicker Audis, which were loaded with 10kg of extra weight for race two.

But none of this will comfort Paffett, whose penalty came as he closed on di Resta. He fell to 11th but a superb recovery drive saw him cross the line just 0.6s behind Maxime Martin's BMW, which moved up to third with Glock's exclusion. Had the race lasted a couple of laps longer, Paffett would have completed a remarkable recovery drive with second.

Italian driver Edoardo Mortara may have won race one but championship favourite Jamie Green had a weekend to forget as Audi also suffered a disappointing opener.

Audi had four of the top qualifiers for race one, including polesitter Muller, but they finished the race with only two of the top eight. Mortara, another title contender from last season, held off Wickens to win by just 1.6s, with Muller taking third ahead of di Resta. Green finished 15th after he ran wide on lap one from fourth place and was later handed a drive-through penalty for causing a collision.

Only 16 of 24 cars finished as contact knocked out Glock, Mike Rockenfeller and Esteban Ocon — who failed to finish either race on his DTM debut.

BMW looked to be the slowest of the three manufacturers, so its two podiums — after Bruno Spengler's best of sixth in the opening race — was a strong return.

IN BRIEF

SUPER TC2000

Facundo Arduso ran out the winner for the works Renault team in round three at San Martin (in the Province of Mendoza), as the series repeated the rallycross-style joker-lap format it introduced at the same venue in 2015. Arduso's strategy differed to that of most of his rivals as he used both his jokers right near the finish to defeat Fabian Yannantuoni (Peugeot 408) and Norberto Fontana (Chevrolet Cruze). Fontana's team-mate Agustin Canapino ended up fourth after clambering through the field and in the process bagged the series lead.

EUROPEAN RALLY CHAMPIONSHIP

Latvian talent Ralfs Sirmacis caused a sensation by winning the Acropolis Rally on his debut in an R5-spec car. Sirmacis, driving a Skoda Fabia R5, was headed only very briefly by regular frontrunner Alexey Lukyanuk, who lost 17 minutes with suspension problems on SS9 and then suffered a turbo drama. Reigning champion Kajetan Kajetanowicz was also in the wars, recovering from a first-stage roll to eighth. That left Lambros Athanassoulas to take second from Jaromir Tarabus and Raul Jeets in a Skoda 1-2-3-4.

AUTO GP

Auto GP limped into its new format, as a domestic Italian modern take on the old 1970s Shellsport Group 8 'Libre' series, with just seven cars at Adria. German-Mexican Michael Dorrbeker won both races, beating the similar ex-A1 GP Lola-Zytek of former F3 backmarker Mahaveer Raghunathan (second in race one) and Luis Sa Silva (race two). Brake problems put Sa Silva out of the first race when challenging Dorrbeker.

ITALIAN FORMULA 4

With Mick Schumacher and his Prema team-mates absent (their main focus is German F4), Venezuelan Mauricio Baiz was on top after leading all the way in the final at Adria. His Mucke Motorsport team-mate Yifei Ye climbed from seventh on the grid to second, with Marcos Siebert (Jenzer Motorsport) third. Baiz won the first heat, and led the second before he was passed by Mexican Raul Guzman. Siebert won the third heat after Guzman and Simone Cunati collided while battling for the lead.

JAPANESE FORMULA 4

TOM'S Toyota prospect Kazuto Kotaka took both wins at Fuji, from second and third on the grid. He beat Shinji Sawada (B-Max) and Honda-backed Sena Sakaguchi in race one, then defeated team-mate Ritomo Miyata and Sawada in race two. First-round dominator Shintaro Kawabata failed to finish either race, so Kotaka leads the points.

GERMAN CARRERA CUP

Sven Muller beat Christian Engelhart and Jeffrey Schmidt in the first race at Hockenheim. Schmidt won the second from Engelhart, as Dennis Olsen passed Muller for third.

AT A GLANCE

RACE ONE

- 1 Mortara Audi
- 2 Wickens Mercedes
- 3 Muller Audi

RACE TWO

- 1 di Resta Mercedes
- 2 Farfus BMW
- 3 Martin BMW

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Comini chases Vernay in the second race

Vernay wins a round of Golfs

**TCR INTERNATIONAL
SPA (B)
MAY 6-7
ROUND 3/11**

CONVENTIONAL WISDOM HAS it that you can't win a race at the first corner; you can only lose it. But Aku Pellinen proved that the first few seconds of races can be decisive as he catapulted his West Coast Racing Honda Civic from third on the grid to first at the start of Spa's first race. At the end of the first lap he was almost two seconds clear of

Pepe Oriola's SEAT Leon and on his way to a first TCR victory.

While Finn Pellinen did have a scare late on as he struggled on fading tyres, allowing Oriola to get close, the result never looked in doubt. Behind, towering Serbian Dusan Borkovic completed the podium after making a mediocre start from pole position and dropping to second before slipping behind Oriola later on the first lap.

In the second race, ex-Red Bull junior Jean-Karl Vernay made up for losing fourth place after being give a

time penalty in race one for booting James Nash off the track at the chicane. He prevailed in a battle of the WRT-run Volkswagen Golfs, first losing the lead to team-mate Stefano Comini – who couldn't start the first race because of a driveshaft problem – at Les Combes and then returning the favour a lap later.

Antti Buri, who held second early on before being passed by Comini, took third, while Borkovic and Gianni Morbidelli both failed to finish as a result of a collision.

Oriola's seventh was enough to

keep the points lead, even though he finished one place behind rival Nash.

EDD STRAW

RESULTS

Race 1 1 Aku Pellinen (Honda Civic TCR), 9 laps in 23m19.800s; 2 Pepe Oriola (SEAT Leon TCR), +0.376s; 3 Dusan Borkovic (SEAT); 4 Mato Homola (SEAT); 5 Gianni Morbidelli (Honda); 6 Kevin Gleason (Honda). **Race 2 1 Jean-Karl Vernay (Volkswagen Golf GTI TCR)**, 9 laps in 23m15.816s; 2 Stefano Comini (VW), +2.262s; 3 Antti Buri (VW); 4 Homola; 5 Pellinen; 6 James Nash (SEAT). **Points 1 Oriola, 84**; 2 Nash, 82; 3 Morbidelli, 80; 4 Pellinen, 63; 5 Comini, 59; 6= Sergei Afanasiev & Vernay, 56.

No uprooting for Busch

**NASCAR SPRINT CUP
KANSAS SPEEDWAY (USA)
MAY 7
ROUND 11/36**

KYLE BUSCH FENDED OFF Kevin Harvick and brother Kurt to win at Kansas for the first time.

The Joe Gibbs Racing driver had to defend when a late caution allowed the Stewart-Haas pair to pit for four tyres towards the end.

Like Busch, Matt Kenseth elected not to pit, but was unable to keep the hunters at bay on the way to a season-best fourth.

The only big drama in the race came when Denny Hamlin and Talladega winner Brad Keselowski tagged each other going three-wide with Kyle Larson, which spun them around and collected Joey Logano. Hamlin, Larson and Logano were forced out, but



Win #3 for Kyle Busch this year

Keselowski was able to continue and rounded out the top 10.

RESULTS

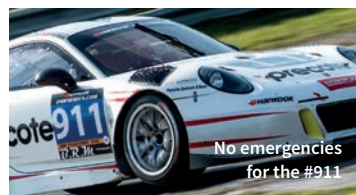
1 Kyle Busch (Toyota Camry), 267 laps in 2h49m20s; 2 Kevin Harvick (Chevrolet SS), +1.112s; 3 Kurt Busch (Chevy); 4 Matt Kenseth (Toyota); 5 Ryan Blaney (Ford Fusion); 6 Austin Dillon (Chevy); 7 Ryan Newman (Chevy); 8 AJ Allmendinger (Chevy); 9 Chase Elliott (Chevy); 10 Brad Keselowski (Ford). **Chase grid 1 Kyle Busch, 3 wins/386 points**; 2 Carl Edwards, 2/367; 3 Jimmie Johnson, 2/353; 4 Keselowski, 2/332; 5 Harvick, 1/390; 6 Denny Hamlin, 1/273; 7 Kurt Busch, 0/350; 8 Joey Logano, 0/320; 9 Dillon, 0/307; 10 Dale Earnhardt Jr, 0/305; 11 Martin Truex Jr, 0/303; 12 Elliott, 0/303; 13 Jamie McMurray, 0/276; 14 Kenseth, 0/269; 15 Allmendinger, 0/265; 16 Blaney, 0/255.

Herberth Porsche on top

**24 HOUR SERIES
ZANDVOORT 12 HOURS (NL)
MAY 6-7
ROUND 3/6**

THE HERBERTH MOTORSPORT Porsche took honours in the Dutch dunes with a faultless run in the hands of Robert and Alfred Renauer, Daniel Allemann and Ralf Bohn.

The Herberth squad was second after Friday's opening three-hour part, but looked in good shape as the leading Hofor Mercedes would have to pit for fuel early in Saturday's nine-hour stretch. As that Hofor Merc ultimately faded, the sister machine – with Lance David Arnold joining Christiaan Frankenhout, Kenneth Heyer and the Kroll family



– came through to third, albeit losing time to refuelling problems.

The Aston Martin of Denmark's Massive Motorsport team was also well in the mix, but electrical problems forced Casper Elgaard, Nicolai Sylvest and Kristian and Roland Poulsen to settle for second.

In a case of what might have been, Ram Racing's Merc finished fourth with Tom Onslow-Cole, Stuart Hall and Paul White. They got a 10-lap penalty for late repairs in Friday's part, and finished nine laps down...

RESULTS

1 Robert Renauer/Alfred Renauer/Daniel Allemann/Ralf Bohn (Porsche 911 GT3-R), 368 laps; 2 Casper Elgaard/Kristian Poulsen/Roland Poulsen/Nicolai Sylvest (Aston Martin Vantage GT3), -4 laps; 3 Kenneth Heyer/Christiaan Frankenhout/Michael Kroll/Chantal Kroll/Lance David Arnold (Mercedes SLS AMG GT3); 4 Tom Onslow-Cole/Stuart Hall/Paul White (Mercedes-AMG GT3); 5 Patrice Lafargue/Paul Lafargue/Gabriel Abergel (Mercedes-AMG GT3); 6 Marc Basseng/Horst Felbermayr Jr/Max Edelhoff/Peter Schmidt (Audi R8 LMS).

RESULTS ROUND-UP

BLANCPAIN GT SPRINT CUP

ROUND 2/5, BRANDS HATCH (GB), MAY 8

MAIN RACE (39 LAPS – 94.898 MILES)

		1h00m18.769s
1	Enzo Ide (B) Christopher Mies (D) WRT/Audi R8 LMS	
2	Bernd Schneider (D) Jules Szymkowiak (NL) HTP Motorsport/Mercedes-AMG GT3	+0.548s
3	Maxime Soulet (B) Andy Soucek (E) Bentley Team M-Sport/Bentley Continental GT3	+8.154s
4	Rob Bell (GB) Alvaro Parente (P) Garage 59/McLaren 650S GT3	+8.338s
5	Marlon Stockinger (RP) Franck Perera (F) ISR/Audi R8 LMS	+9.143s
6	Mike Parisy (F) Christopher Haase (D) Sainteloc Racing/Audi R8 LMS	+11.891s
7	Dominik Baumann (A) Maximilian Buhk (D) HTP Motorsport/Mercedes-AMG GT3	+14.053s
8	Vincent Abril (F) Steven Kane (GB) Bentley Team M-Sport/Bentley Continental GT3	+17.035s
9	Tristan Vautier (F) Felix Rosenqvist (S) ASP/Mercedes-AMG GT3	+19.444s
10	Michele Beretta (I) Luca Stolz (D) GRT Grasser Racing Team/Lamborghini Huracan GT3	+21.588s
11	Niki Mayr-Melnhof (A) Markus Winkelhock (D) Phoenix Racing/Audi R8 LMS	+22.228s
12	Dries Vanthoor (B) Robin Frijns (NL) WRT/Audi R8 LMS	+22.483s
13	Max van Splunteren (NL) Jeroen Mul (NL) Attempto Racing/Lamborghini Huracan GT3	+22.795s
14	Romain Monti (F) Edward Sandstrom (S) Sainteloc Racing/Audi R8 LMS	+23.147s
15	Frederic Vervisch (B) Laurens Vanthoor (B) WRT/Audi R8 LMS	+23.863s
16	Alexander Sims (GB) Philipp Eng (A) Rowe Racing/BMW M6 GT3	+24.414s
17	Jeroen Bleekemolen (NL) Stefan Rosina (SK) GRT Grasser Racing Team/Lamborghini Huracan GT3	+24.952s
18	Mitsunori Takaboshi (J) Alex Buncombe (GB) Team RJN/Nissan GT-R Nismo GT3	+25.585s
19	Clemens Schmid (A) Jazeman Jaafar (MAL) HTP Motorsport/Mercedes-AMG GT3	+26.306s
20	Frank Stippler (D) Filip Salaquarda (CZ) ISR/Audi R8 LMS	+27.313s
21	Michal Broniszewski (PL) Giacomo Piccini (I) Kessel Racing/Ferrari 488 GT3	+30.034s
22	Ricardo Sanchez (MEX) Sean Walkinshaw (GB) Team RJN/Nissan GT-R Nismo GT3	+32.248s
23	Jean-Luc Beaubelique (F) Morgan Moullin Traffort (F) ASP/Mercedes-AMG GT3	+1m11.748s
24	Nicolas Pohler (D) Mirko Bortolotti (I) GRT Grasser Racing Team/Lamborghini Huracan GT3	-1 lap
25	Martin Plowman (GB) Come Ledogar (F) Garage 59/McLaren 650S GT3	-1 lap
26	Steve Parrow (A) Daniel Keilwitz (D) Rinaldi Racing/Ferrari 458 Italia GT3	-1 lap
27	Christophe Bourret (F) Jean-Philippe Belloc (F) ASP/Mercedes-AMG GT3	-1 lap
28	Davide Valsecchi (I) Marco Mapelli (I) Attempto Racing/Lamborghini Huracan GT3	-2 laps
29	Claudio Sdanewitsch (D) Stephane Lemeret (B) AF Corse/Ferrari 458 Italia GT3	-2 laps
30	Ezequiel Perez Compagnon (RA) Raffaele Giammaria (I) AF Corse/Ferrari 458 Italia GT3	34 laps-DNF
31	Didi Gonzales (D) Sebastian Asch (D) Team a-workx/Porsche 911 GT3 R	34 laps-DNF
R	Rodrigo Baptista (BR) Sergio Jimenez (BR) WRT/Audi R8 LMS	24 laps-accident
R	Stuart Leonard (GB) Michael Meadows (GB) WRT/Audi R8 LMS	24 laps-accident
R	Stef Dusseldorp (NL) Jesse Krohn (FIN) Rowe Racing/BMW M6 GT3	4 laps-accident damage
R	Nicolaj Moller Madsen (DK) Markus Pommer (D) Phoenix Racing/Audi R8 LMS	4 laps-accident damage
R	Daniel Zampieri (I) Patric Niederhauser (CH) Attempto Racing/Lamborghini Huracan GT3	4 laps-off damage
R	Marco Seefried (D) Norbert Siedler (A) Rinaldi Racing/Ferrari 488 GT3	3 laps-damage/puncture

Winners' average speed 94.406mph.

Fastest lap Szymkowiak, 1m25.005s, 103.051mph.

QUALIFYING RACE (42 LAPS – 102.198 MILES)

1 Szymkowiak/Schneider, 1h01m09.759s; 2 Perera/Stockinger, +21.002s; 3 Mies/Ide, +22.775s; 4 Jaafar/Schmid, +23.052s; 5 L Vanthoor/Vervisch, +26.678s; 6 Frijns/D Vanthoor, +32.944s; 7 Bortolotti/Pohler, +37.765s; 8 Parente/Bell, +39.338s; 9 Rosenqvist/Vautier, +39.713s; 10 Soucek/Soulet, +40.636s; 11 Haase/Parisy, +46.935s; 12 Kane/Abril, +47.215s; 13 Winkelhock/Mayr-Melnhof, +48.631s; 14 Siedler/Seefried, +48.860s; 15 Meadows/Leonard, +53.615s; 16 Rosina/Bleekemolen, +54.574s; 17 Salaquarda/Stippler, +55.100s; 18 Buhk/Baumann, +57.586s; 19 Pommer/Moller Madsen, +1m10.985s; 20 Jimenez/Baptista, +1m11.298s; 21 Buncombe/Takaboshi, +1m15.542s; 22 Krohn/Dusseldorp, +1m16.043s; 23 Stolz/Beretta, +1m18.453s; 24 Mul/van Splunteren, +1m19.306s; 25 Niederhauser/Zampieri, +1m20.443s; 26 Giammaria/Perez Compagnon, +1m21.668s; 27 Sandstrom/Monti, +1m23.739s; 28 Mapelli/Valsecchi, +1m26.067s; 29 Moullin Traffort/Beaubelique, -1 lap; 30 Piccini/Broniszewski, -1 lap; 31 Walkinshaw/Sanchez, -1 lap; 32 Ledogar/Plowman, -1 lap; 33 Keilwitz/Parrow, -1 lap; 34 Belloc/Bourret, -2 laps; 35 Asch/Gonzales, -2 laps; 36 Lemeret/Sdanewitsch, -2 laps; R Eng/Sims, 21 laps-sensor.

Winners' average speed 100.255mph.

Fastest lap Szymkowiak, 1m25.163s, 102.859mph.

In each car, first-named driver started race.

QUALIFYING

Q3 1 Perera, 1m23.260s; 2 Szymkowiak, 1m23.341s; 3 Jaafar, 1m23.346s; 4 Mies, 1m23.443s; 5 Rosenqvist, 1m23.470s; 6 Parente, 1m23.484s; 7 Bortolotti, 1m23.516s; 8 L Vanthoor, 1m23.536s; 9 Frijns, 1m23.582s; 10 Baumann, 1m23.604s; 11 Sims, 1m23.528s*; 12 Haase, 1m23.662s; 13 Kane, 1m23.673s; 14 Winkelhock, 1m23.754s; 15 Mapelli, 1m23.910s; 16 Bleekemolen, 1m23.979s; 17 Siedler, 1m24.159s; 18 Zampieri, 1m24.196s; 19 Krohn, 1m24.337s.

Q1/2 20 Moullin Traffort, 1m24.273s; 21 Stolz, 1m24.300s; 22 Jimenez, 1m24.411s; 23 Meadows, 1m24.436s; 24 Soucek, 1m24.453s; 25 Pommer, 1m24.540s; 26 Belloc, 1m24.656s; 27 Piccini, 1m24.662s; 28 Keilwitz, 1m24.679s; 29 Mul, 1m24.703s; 30 Salaquarda, 1m24.729s; 31 Asch, 1m24.782s; 32 Giammaria, 1m24.804s; 33 Takaboshi, 1m24.815s; 34 Ledogar, 1m24.816s; 35 Walkinshaw, 1m25.116s; 36 Sandstrom, 1m25.276s; 37 Lemeret, 1m25.440s. * = grid penalty.

CHAMPIONSHIP

1 Ide/Mies, 33; 2 Szymkowiak/Schneider, 32; 3 L Vanthoor/Vervisch, 32; 4 Baumann/Buhk, 26; 5 Bell/Parente, 24; 6 Soucek/Soulet, 23.

Overall Blancpain GT 1 Bell, 49; 2 Buhk/Baumann, 45; 3 Soulet/Soucek, 38; 4 L Vanthoor/Vervisch, 34; 5 Mies/Ide, 33; 6 Schneider/Szymkowiak, 32.

DTM

ROUND 1/9, HOCKENHEIM (D), MAY 7-8

RACE 1 (25 LAPS – 71.054 MILES)

		42m11.606s
1	Edoardo Mortara (I) Abt Sportsline/Audi RS5 DTM	
2	Robert Wickens (CAN) HWA/Mercedes C63 DTM	+1.657s
3	Nico Muller (CH) Abt Sportsline/Audi RS5 DTM	+4.454s
4	Paul di Resta (GB) HWA/Mercedes C63 DTM	+8.818s
5	Christian Vietoris (D) Mücke Motorsport/Mercedes C63 DTM	+10.192s
6	Bruno Spengler (CDN) MTEK/BMW M4 DTM	+20.097s
7	Antonio Felix da Costa (P) Team Schnitzer/BMW M4 DTM	+35.882s
8	Maxime Martin (B) RBM/BMW M4 DTM	+41.360s
9	Mattias Ekstrom (S) Abt Sportsline/Audi RS5 DTM	+46.455s
10	Miguel Molina (E) Abt Sportsline/Audi RS5 DTM	+47.198s
11	Gary Paffett (GB) ART Grand Prix/Mercedes C63 DTM	+52.832s
12	Martin Tomczyk (D) Team Schnitzer/BMW M4 DTM	+55.137s
13	Tom Blomqvist (GB) RBM/BMW M4 DTM	+55.530s
14	Augusto Farfus (BR) MTEK/BMW M4 DTM	+1m08.466s
15	Jamie Green (GB) Team Rosberg/Audi RS5 DTM	+1m09.184s
16	Marco Wittmann (D) RMG/BMW M4 DTM	+1m10.496s
17	Lucas Auer (A) Mücke Motorsport/Mercedes C63 DTM	20 laps-overheating
R	Maximilian Gotz (D) HWA/Mercedes C63 DTM	6 laps-spun off
R	Mike Rockenfeller (D) Team Phoenix/Audi RS5 DTM	4 laps-accident
R	Esteban Ocon (F) ART Grand Prix/Mercedes C63 DTM	3 laps-accident damage
R	Timo Glock (D) RMG/BMW M4 DTM	2 laps-accident
R	Daniel Juncadella (E) HWA/Mercedes C63 DTM	2 laps-accident
R	Adrien Tambay (F) Team Rosberg/Audi RS5 DTM	2 laps-accident
R	Timo Scheider (D) Team Phoenix/Audi RS5 DTM	1 lap-accident

Winner's average speed 101.040mph.

Fastest lap Wickens, 1m35.465s, 107.178mph.

QUALIFYING 1 1 Muller, 1m33.876s; 2 Mortara, 1m34.101s; 3 Wickens, 1m34.105s;

4 Green, 1m34.106s; 5 Rockenfeller, 1m34.131s; 6 Vietoris, 1m34.149s; 7 di Resta, 1m34.157s; 8 Molina, 1m34.206s; 9 Ekstrom, 1m34.209s; 10 Wittmann, 1m34.266s; 11 Paffett, 1m34.302s; 12 Ocon, 1m34.327s; 13 Spengler, 1m34.333s; 14 Juncadella, 1m34.338s; 15 Farfus, 1m34.350s; 16 Glock, 1m34.357s; 17 Blomqvist, 1m34.369s; 18 Scheider, 1m34.491s; 19 Gotz, 1m34.548s; 20 da Costa, 1m34.607s; 21 Martin, 1m34.703s; 22 Tomczyk, 1m34.705s; 23 Tambay, 1m34.784s; 24 Auer, no time.

RACE 2 (37 LAPS – 105.160 MILES)

1 di Resta, 1h01m42.654s; 2 Farfus, +13.905s; 3 Martin, +14.493s; 4 Paffett, +15.055s; 5 Wickens, +19.377s; 6 Blomqvist, +21.690s; 7 Muller, +22.220s; 8 Wittmann, +23.790s; 9 Tomczyk, +24.454s; 10 Rockenfeller, +31.303s; 11 Mortara, +50.053s; 12 Gotz, +56.722s; 13 Tambay, +1m02.408s; 14 Vietoris, +1m05.985s; 15 Auer, 35 laps-overheating; 16 Juncadella, 29 laps-DNF; EX Glock, +13.024s; R Molina, 22 laps-crashed in pitlane; R Scheider, 18 laps-accident; R Ekstrom, 16 laps-accident; R da Costa, 11 laps-accident/puncture; R Spengler, 1 lap-accident; R Ocon, 0 laps-accident; R Green, 0 laps-accident.

Winner's average speed 102.244mph.

Fastest lap di Resta, 1m35.335s, 107.324mph.

QUALIFYING 2 1 di Resta, 1m34.060s; 2 Farfus, 1m34.186s; 3 Paffett, 1m34.198s;

4 Martin, 1m34.285s; 5 Wickens, 1m34.285s; 6 Glock, 1m34.344s; 7 Ocon, 1m34.361s; 8 Blomqvist, 1m34.423s; 9 Wittmann, 1m34.426s; 10 da Costa, 1m34.449s; 11 Green, 1m34.451s; 12 Mortara, 1m34.478s; 13 Spengler, 1m34.550s; 14 Tomczyk, 1m34.592s; 15 Muller, 1m34.599s; 16 Auer, 1m34.630s; 17 Gotz, 1m34.709s; 18 Rockenfeller, 1m34.772s; 19 Tambay, 1m34.779s; 20 Ekstrom, 1m34.824s; 21 Vietoris, 1m34.826s; 22 Scheider, 1m34.882s; 23 Molina, 1m35.155s; 24 Juncadella, 1m35.147s*.

* = grid penalty.

CHAMPIONSHIP

1 di Resta, 37; 2 Wickens, 28; 3 Mortara, 25; 4 Muller, 21; 5 Martin, 19; 6 Farfus, 18; 7 Paffett, 12; 8 Vietoris, 10; 9 Blomqvist, 8; 10 Spengler, 8.



Mortara gave Audi first blood in DTM

WTCC**ROUND 4/12, MARRAKECH (MA), MAY 8****RACE 1 (21 LAPS – 38.768 MILES)**

1	Tom Coronel (NL) ROAL Motorsport/Chevrolet RML Cruze TC1	29m30.458s
2	Jose Maria Lopez (RA) Citroen Total/Citroen C-Elysee WTCC	+0.319s
3	Yvan Muller (F) Citroen Total/Citroen C-Elysee WTCC	+2.185s
4	Tiago Monteiro (P) Honda Racing Team/JAS Honda Civic WTCC	+2.492s
5	Norbert Michelisz (H) Honda Racing Team/JAS Honda Civic WTCC	+3.770s
6	Rob Huff (GB) Honda Racing Team JAS/Honda Civic WTCC	+4.433s
7	Gabriele Tarquini (I) Lada Sport/Lada Vesta WTCC	+9.517s
8	Tom Chilton (GB) Sebastien Loeb Racing/Citroen C-Elysee WTCC	+11.403s
9	Mehdi Bennani (MA) Sebastien Loeb Racing/Citroen C-Elysee WTCC	+12.294s
10	Fredrik Ekblom (S) Polestar Cyan Racing/Volvo S60 WTCC	+16.540s
11	Gregoire Demoustier (F) Sebastien Loeb Racing/Citroen C-Elysee WTCC	+31.551s
12	Ferenc Ficzá (H) Zengo Motorsport/Honda Civic WTCC	+44.659s
13	Thed Bjork (S) Polestar Cyan Racing/Volvo S60 WTCC	+52.376s
R	John Filippi (F) Campos Racing/Chevrolet RML Cruze TC1	13 laps-lost wheel
R	Hugo Valente (F) Lada Sport/Lada Vesta WTCC	12 laps-accident damage
R	Nicky Catsburg (NL) Lada Sport/Lada Vesta WTCC	7 laps-fuel pump
R	James Thompson (GB) Munnich Motorsport/Chevrolet RML Cruze TC1	6 laps-accident damage

Winner's average speed 78.830mph.**Fastest lap** Valente, 1m23.087s, 79.987mph.**GRID****1 Thompson; 2 Valente; 3 Bjork; 4 Coronel; 5 Muller; 6 Catsburg; 7 Lopez; 8 Monteiro; 9 Michelisz; 10 Huff; 11 Tarquini; 12 Chilton; 13 Ekblom; 14 Bennani; 15 Filippi; 16 Demoustier; 17 Ficzá.****RACE 2 (22 LAPS – 40.614 MILES)****1 Huff, 34m31.337s; 2 Michelisz, +0.611s; 3 Monteiro, +1.251s; 4 Lopez, +2.710s; 5 Muller, +9.916s; 6 Tarquini, +10.517s; 7 Valente, +32.503s; 8 Bennani, +36.143s; 9 Thompson, +37.222s; 10 Catsburg, +46.695s; 11 Coronel, +1m04.823s; 12 Filippi, +1m07.716s; 13 Ficzá, +1m08.035s; 14 Bjork, -1 lap; 15 Ekblom, -1 lap; EX Chilton, +44.097s; R Demoustier, 5 laps.****Winner's average speed** 70.587mph.**Fastest lap** Tarquini, 1m32.550s, 71.809mph.**QUALIFYING 3****1 Huff, 1m21.743s; 2 Michelisz, 1m21.779s; 3 Monteiro, 1m21.862s; 4 Lopez, 1m22.024s; 5 Catsburg, 1m22.161s.****QUALIFYING 2****Lopez, 1m21.457s; Michelisz, 1m21.463s; Monteiro, 1m21.467s; Huff, 1m21.740s; Catsburg, 1m22.104s; 6 Muller, 1m22.115s; 7 Coronel, 1m22.194s; 8 Bjork, 1m22.237s; 9 Valente, 1m22.251s; 10 Thompson, 1m22.455s; 11 Tarquini, 1m22.575s; 12 Chilton, 1m22.658s.****QUALIFYING 1****Huff, 1m21.750s; Lopez, 1m21.818s; Monteiro, 1m21.934s; Catsburg, 1m21.970s; Michelisz, 1m22.059s; Muller, 1m22.120s; Bjork, 1m22.182s; Tarquini, 1m22.345s; Coronel, 1m22.438s; Thompson, 1m22.536s; Chilton, 1m22.537s; Valente, 1m22.584s; 13 Ekblom, 1m22.656s; 14 Bennani, 1m22.709s; 15 Filippi, 1m23.020s; 16 Demoustier, 1m23.541s; 17 Ficzá, no time.****CHAMPIONSHIP****1 Lopez, 138; 2 Monteiro, 124; 3 Huff, 98; 4 Michelisz, 85; 5 Bennani, 83; 6 Muller, 79; 7 Catsburg, 52; 8 Chilton, 44; 9 Coronel, 41; 10 Tarquini, 36.**

Jackson was a winner again in Thruxton BTCC final race

BTCC**ROUND 3/10, THRUXTON (GB), MAY 8****RACE 1 (11 LAPS – 25.916 MILES)**

1	Adam Morgan (GB) Ciceley Racing/Mercedes-Benz A-Class	14m41.826s
2	Tom Ingram (GB) Speedworks Motorsport/Toyota Avensis	+3.310s
3	Andrew Jordan (GB) Motorbase Performance/Ford Focus	+3.820s
4	Jeff Smith (GB) Eurotech Racing/Honda Civic Type R	+5.115s
5	Martin Depper (GB) Eurotech Racing/Honda Civic Type R	+5.824s
6	Rob Collard (GB) WSR/BMW 125i M Sport	+6.464s
7	Sam Tordoff (GB) WSR/BMW 125i M Sport	+6.932s
8	Jack Goff (GB) WSR/BMW 125i M Sport	+8.179s
9	Daniel Welch (GB) Welch Motorsport/Proton Persona	+8.672s
10	Jake Hill (GB) Team Hard/Toyota Avensis	+8.809s
11	Michael Epps (GB) Team Hard/Toyota Avensis	+9.185s
12	Daniel Lloyd (GB) Eurotech Racing/Honda Civic Type R	+10.738s
13	Matt Simpson (GB) Speedworks Motorsport/Honda Civic Type R	+14.491s
14	Rob Austin (GB) Handy Motorsport/Toyota Avensis	+14.839s
15	Hunter Abbott (GB) Power Maxed Racing/Chevrolet Cruze	+16.076s
16	Alex Martin (GB) Team Parker Racing/Ford Focus	+20.748s
17	Ollie Jackson (GB) AmD Tuning.com/Audi S3 Saloon	+21.288s
18	Chris Smiley (GB) Team Hard/Toyota Avensis	+21.820s
19	Stewart Lines (GB) Maximum Motorsport/Ford Focus	+31.218s
20	Aron Smith (IRL) Team BKR/Volkswagen CC	+46.808s
21	Mat Jackson (GB) Motorbase Performance/Ford Focus	+1m24.922s
22	Aiden Moffat (GB) Ciceley Motorsport/Mercedes-Benz A-Class	+1m48.340s
R	Gordon Shedden (GB) Team Dynamics/Honda Civic Type R	11 laps-accident
R	Matt Neal (GB) Team Dynamics/Honda Civic Type R	10 laps-puncture/accident
R	Josh Cook (GB) Triple Eight Racing/MG6	10 laps-accident
R	Mark Howard (GB) Team BKR/Volkswagen CC	9 laps-puncture
R	Ash Sutton (GB) Triple Eight Racing/MG6	2 laps-accident damage
R	Kelvin Fletcher (GB) Power Maxed Racing/Chevrolet Cruze	1 lap-clutch
NS	Colin Turkington (GB) Team BMR/Subaru Levorg	fuel pressure
NS	James Cole (GB) Team BMR/Subaru Levorg	fuel pressure
NS	Warren Scott (GB) Team BMR/Subaru Levorg	fuel pressure
NS	Jason Plato (GB) Team BMR/Subaru Levorg	fuel pressure

Winner's average speed 105.80mph.**Fastest lap** Morgan, 1m18.420s, 108.15mph.**QUALIFYING****1 Ingram, 1m16.161s; 2 Moffat, 1m16.194s; 3 Neal, 1m16.247s; 4 Cook, 1m16.577s; 5 Sutton, 1m16.727s; 6 Morgan, 1m16.811s; 7 J Smith, 1m16.826s; 8 Jordan, 1m16.845s; 9 A Smith, 1m16.864s; 10 Tordoff, 1m16.887s; 11 Shedden, 1m16.933s; 12 Goff, 1m16.989s; 13 Turkington, 1m17.089s; 14 M Jackson, 1m17.112s; 15 Hill, 1m17.237s; 16 Lloyd, 1m17.252s; 17 Depper, 1m17.253s; 18 Collard, 1m17.461s; 19 Abbott, 1m17.516s; 20 Welch, 1m17.529s; 21 Plato, 1m17.644s; 22 Epps, 1m17.676s; 23 Simpson, 1m17.697s; 24 Austin, 1m17.880s; 25 O Jackson, 1m18.659s; 26 Martin, 1m18.705s; 27 Fletcher, 1m18.828s; 28 Scott, 1m18.879s; 29 Cole, 1m19.145s; 30 Howard, 1m20.110s; 31 Lines, 1m20.616s; 32 Smiley, no time.****RACE 2 (12 LAPS – 28.272 MILES)****1 Jordan, 15m59.415s; 2 Collard, +0.401s; 3 Morgan, +1.791s; 4 Shedden, +1.978s; 5 Goff, +2.786s; 6 Tordoff, +3.017s; 7 Lloyd, +3.483s; 8 M Jackson, +6.201s; 9 Welch, +7.034s; 10 Austin, +7.260s; 11 Neal, +7.423s; 12 Cook, +7.921s; 13 Simpson, +8.371s; 14 Epps, +8.399s; 15 Sutton, +8.605s; 16 Moffat, +9.470s; 17 Hill, +12.099s; 18 A Smith, +13.777s; 19 Martin, +16.312s; 20 Ingram, +16.680s; 21 O Jackson, +16.825s; 22 Smiley, +20.421s; 23 Fletcher, +24.414s; 24 Lines, +26.094s; 25 J Smith, +34.136s; 26 Howard, +39.363s; R Depper, 11 laps-puncture; R Abbott, 5 laps-damage.****Winner's average speed** 106.08mph.**Fastest lap** Tordoff, 1m17.713s, 109.14mph.**Grid** Decided by result of Race 1.**RACE 3 (12 LAPS – 28.272 MILES)****1 M Jackson, 15m54.641s; 2 Neal, +0.256s; 3 Morgan, +4.568s; 4 Cook, +4.766s; 5 Sutton, +5.006s; 6 Collard, +5.460s; 7 Austin, +6.082s; 8 Tordoff, +6.291s; 9 Lloyd, +10.533s; 10 Epps, +11.333s; 11 J Smith, +11.494s; 12 Depper, +11.874s; 13 Hill, +16.867s; 14 O Jackson, +18.070s; 15 Martin, +18.440s; 16 Smiley, +22.365s; 17 Fletcher, +24.236s; 18 Goff, +27.363s; 19 Howard, +42.473s; 20 Lines, +1m07.088s; 21 Jordan, -1 lap; 22 Moffat, -1 lap; R Shedden, 10 laps-damage; R Simpson, 9 laps-damaged wheel; R Ingram, 8 laps-alternator; R Welch, 4 laps-breakage; R Abbott, 3 laps-damage; R A Smith, 1 lap-fuel pressure.****Winner's average speed** 106.61mph.**Fastest lap** Moffat, 1m17.660s, 109.21mph.**Grid race 3** Decided by result of Race 2, with top nine reversed.**CHAMPIONSHIP****1 Neal, 101; 2 Collard, 101; 3 Morgan, 98; 4 M Jackson, 90; 5 Shedden, 86; 6 Goff, 85; 7 Tordoff, 84; 8 Jordan, 80; 9 Sutton, 67; 10 Cook, 63.**

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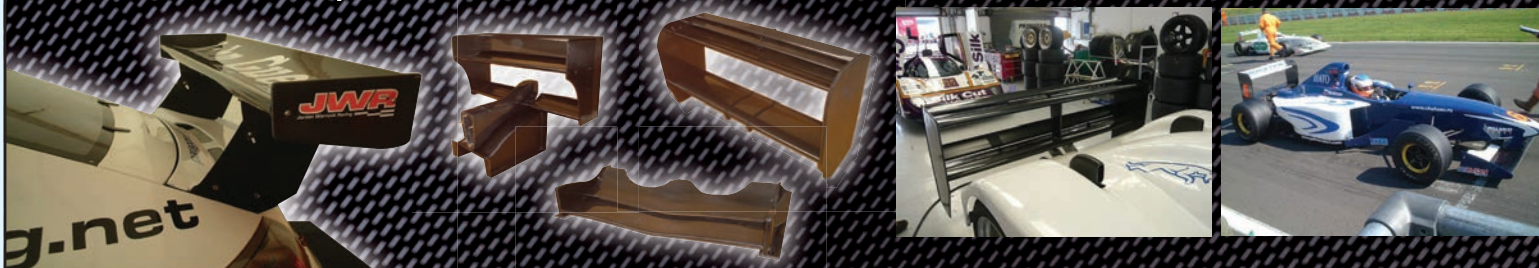
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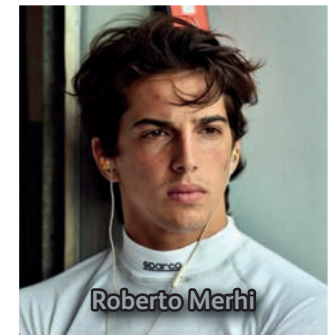


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SEAN RIDGE

Only half the number of expected drivers took part in the season opener

Kart Stars in turmoil as backing pulled

THE FORMULA KART STARS series has gone into administration after Formula One Management withdrew its funding.

The series, which was relaunched last year with backing from FOM's Bernie Ecclestone, had a difficult opening round of the 2016 season at Buckmore Park last month.

Over the winter some suppliers were not paid and engines reportedly not worked on since the end of last season, meaning there was a last-minute rush to get them ready. There was no testing on the Friday, resulting in a number of competitors complaining about the situation.

There were also concerns over entry numbers. Despite 80 drivers being signed up in January, only 40 took part in the season opener.

The series' second round at Glan-Y-Gors was cancelled because of a lack of spare engine parts and the organisers' desire to avoid a repeat of the problems at Buckmore.

A meeting was then held between FKS officials and FOM representatives, which resulted in funding being pulled.

With no prospect of investment or income from additional entries, the series collapsed into administration.

FKS managing director Sebastian King said: "I have worked relentlessly on FKS for the last three years. I have never taken a pay cheque and am absolutely devastated for all the drivers and our suppliers that this happened."

It is currently unclear whether drivers who paid entry fees up front will get some or any of their money back, sparking anger from some competitors.

The series started as Champions of the Future in 1996, set up with help from then Mercedes motorsport boss Norbert Haug and karting legend Martin Hines. Lewis Hamilton was a champion in its inaugural year. The series later morphed into BRDC Drivers of Tomorrow before becoming Formula Kart Stars in 2009.

Series commentator Henry Beaudette said: "I've been involved in karting since 1996 and this is the saddest day for me. I am devastated because so many people have lost a lot of money."

"I know Carolynn [Hoy, FKS organiser] worked her fingers to the bone on this and she was pushing to the last day.



Managing director Sebastian King is "devastated" by the collapse of FKS

She has strived to put her drivers on a different level to other championships by the prizes she has offered. I strongly believe that the championship that began as Champions of the Future is now gone."

The demise of FKS has cast doubts over whether Ross Martin can complete the Formula 4 season. The Fortec Motorsports driver was Super FKS champion last season and won a fully funded drive in F4 as part of a new relationship between the categories.

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BRITISH GT

Ferrari 488 set for British GT debut

JAMIE STANLEY AND PAUL McNEILLY ARE SET TO become the first driver pairing to run the new Ferrari 488 GT3 in British GT after lodging an entry for the showpiece Silverstone 500 event in June – provided the chassis arrives in time.

The car has been entered for the three-hour race under the FF Corse with Fox Motorsport banner, but has yet to be delivered from Maranello.

Should the car not turn up in time, Stanley and McNeilly will race the same Ginetta G55 GT4 they shared for the past two British GT campaigns.

“Certainly the intention is to race the 488 and give it its British GT debut at Silverstone,” said Stanley. “We have delivery assured in good time for me to drive the car up the hill at the Goodwood Festival of Speed, which is two weeks after [June 23-26], so hopefully we’ll also have it in time for the Silverstone 500.”

“The 488 is a huge step forwards. I’ve been talking to [Ferrari works driver] Matt Griffin about it and by far the



biggest gains are in aero. He tells me some faster corners which would have been a brake and down to fifth gear in the 458 are now just a small lift in sixth in the new car. That will make a massive difference. I’ve also got an instruction manual for the steering wheel alone that’s two-sides of A4 paper!”

FF Corse boss Anthony Cheshire said: “It will be good to get the 488 out, and for us to be back in British GT.”

Should the 488 not be delivered in time, it will still make its race debut at Silverstone, but instead in the International GT Open event on July 23-24.

GINETTA GT4 SUPERCUP

JONES TO MAKE GT4 SUPERCUP RETURN

FORMER BRITISH GT4 racer Declan Jones will return to the Ginetta GT4 Supercup next month at Oulton Park with Century Motorsport.

The 21-year-old finished runner-up in British GT4 in 2013 and took part in a round of the Supercup in ’14.

He returns after securing a major sponsor together with a successful crowdfunding campaign.

“It’s been a while since I’ve sat in a modern race car, so I’m really looking forward to getting out,” said Jones, who has recently contested a number of historic events in an MGB roadster.

“The hunger for it is just unbelievable – I can’t wait to get on track and put myself back in the public eye and on the racing radar. We’d like to walk away with at least one win.”

BRITISH F4

SIMMONS SHINES IN FIRST CAR RACE

ARDEN ROOKIE AYRTON Simmons made his British F4 debut last weekend after turning 15 ahead of the Thruxton round.

Karting graduate Simmons finished all three races on his car-racing debut, winning the rookie class in the second race and taking a best finish of ninth overall.

“It was really positive, I finished all the races and wanted to take it easy to start with,” said Simmons.

“I got some good experience, which is the most important thing. I’m living the dream!”

GT CUP

Birch back on track with Cayman in GT Cup



JAMES BIRCH IS CONTESTING selected GT Cup rounds in a Porsche Cayman Clubsport GT4 this year as he builds up to a return to British GT.

The 26-year-old is partnering Esmee Hawkey in the GT Marques-run Cayman, and made his debut in the car at Brands Hatch last weekend.

The pair took third place in class in Sunday’s endurance event, with Hawkey scoring a solo podium on Saturday.

“The Cayman is a great car; it’s got a great chassis and engine but it’s currently in production spec without the GT4 update kit, so it’s running heavier than the other cars,” said Birch, who raced a part-season in GT4 last year with Century Motorsport.

“I’m doing a handful of GT Cup races to see how it goes and hopefully it will be on the cards for Esmee and me to step up to British GT next year.”



GINETTA JUNIORS

Double delight for Priaulx family

SEBASTIAN PRIAULX SECURED HIS first podium finish in the Ginetta Junior Championship the day after his father took a maiden World Endurance Championship podium for the Ford GT.

The day after taking second in the GTE Pro class in the Spa 6 Hours, Andy Priaulx

watched his son take a rookie-class win in the Ginetta Junior opener and third overall in the second race.

“It was a really interesting second race,” said Priaulx Jr. “It’s great to be third and we were fighting for the lead. It’s a great feeling – I love it.”

IN BRIEF



GT3 MARKS 10-YEAR ANNIVERSARY

The Stephane Ratel Organisation celebrated the 10th anniversary of the first GT3 race at Brands Hatch last weekend. Forty-two cars took part in the inaugural race of the FIA GT3 European Championship at Silverstone in 2006, which was won by Hector Lester and the late Allan Simonsen. Entries from Aston Martin, Ferrari, Porsche, Lamborghini, Maserati, Corvette, Dodge and Ascari all featured.

MINI CHALLENGE EXPECTS GRID BOOST

Mini Challenge organisers are confident of hitting 30-car grids again soon, after a number of cars were absent from round two of the championship last weekend at Brands Hatch, reducing the grid to 23. Of the absentees, James Turkington was ruled out due to exams, Jeff Smith was on BTCC duty at Thruxton, while Bence Balogh and Chris Boon were repairing their cars in the wake of the opening round at Donington.

BUSHELL QUESTIONS PENALTY

2014 Renault UK Clio Cup champion Mike Bushell has questioned the penalty that denied him his first victory since returning to the category this season. The Pyro driver led every lap of the second race at Thruxton last weekend, but was handed a five-second time penalty for exceeding track limits, which dropped him to second. “I’m gutted, it feels like I’ve been robbed,” he said.

JACKSON TO MAKE LMP3 DEBUT

Rebecca Jackson will make her LMP3 debut in the next round of the European VdeV series with the Speed Factory team. Jackson will handle one of the Spanish squad’s Ligier JSP3s at Paul Ricard on May 20-22. The LMP3 deal represents the next step in her quest to race in the Le Mans 24 Hours.

GIDDINGS IN CLIO CUP RETURN

British GT4 driver Jake Giddings is eyeing more races in the Renault UK Clio Cup after returning to the category at Thruxton last weekend (below). The 21-year-old made his first appearance in the series since 2013 with his Finesse Motorsport squad, taking a best finish of 11th.



NATIONAL MOTORSPORT

Anger over Home Office visa decree

TEAMS AND DRIVERS IN motorsport are worried that UK visa requirements will make it more difficult for competitors from outside the European Economic Area to race in Britain.

At a recent meeting between the MSA and the Home Office, the definition of a professional sportsperson was confirmed to be “someone paid or unpaid, who currently derives, who has in the past derived or seeks in the future

to derive, a living from playing or coaching... unless they are doing so as an ‘Amateur’”.

Drivers competing in series such as BRDC British F3 and British F4 fall into this category and thus need a visa that covers professional sport.

“The whole system is crazy because drivers at this level especially aren’t professionals,” said Double R boss Anthony Hieatt, who runs several non-Europeans.

“They’re not earning a

living from this. It’s quite the opposite – they’re spending money and boosting the economy, so it’s madness.”

BRDC F3 driver Thomas Randle, an Australian, had the wrong visa. He said: “The situation is stupid. We’re bringing money into a championship, paying teams, suppliers and clubs, but the Home Office just sees it as black-and-white that we’re employed professionals, but we’re just not.”



GT5 CHALLENGE

GT5 Challenge makes TOCA bow

GINETTA WILL EVALUATE WHETHER ITS GT5 Challenge will continue to make cameo appearances on the BTCC support package next season and beyond.

The series replaced Ginetta’s flagship GT4 Supercup at Thruxton last weekend for its

first TOCA slot, and is also on the timetable for next month’s Croft round.

Race winner Ollie Chadwick welcomed the move: “We’ve done British GT previously, and it’s really growing in strength, but it’s still nothing compared to this with the crowds.”

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OSS sports racers wow at Silverstone

By Marcus Pye, the voice of club racing

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SPORTS-PROTOTYPE RACING IS ENJOYING A GOLDEN era on the international stage, thus it's perhaps no surprise that the genre's popularity is reflected at club level in the astutely-managed Excool OSS championship, grown steadily under the BRSCC since 2009. I finally caught up with it at Silverstone on Sunday, when a superb 31-strong entry, fine racing and paddock camaraderie amply demonstrated the open concept's qualities.

In a domestic calendar awash with multi-day events (which, sadly, can feel like incarcerations at some venues), there is something refreshing about an old-fashioned one-day clubbie. Even if it was not what OSS promoters expected for their season-opener until I pointed out at January's *Autosport* International show that the 750MC had booked Silverstone's National circuit for the Saturday of the weekend in question!

Three races in six hours may not be ideal for teams trying to turn cars with issues around. Ask defending champion Mike Jenvey, whose aerodynamic revisions to the always-evolving Gunn caused its Ford Duratec engine to overheat after a total of nine racing laps. But the triple-header, which was run in scorching conditions (another welcome change), was not short of entertainment value on either side of the barriers.

While Radicals were numerically dominant (PR6, SR3, SR4 and SR8 models populating almost half the grid), the colourful field demonstrated the joys of an essentially free chassis-design envelope, harbouring high-downforce Juno and Ligier, three Jades and offerings from ADR, Bowlby, Contour, Nemesis, Spire and Revelation among the serious contenders.

The quickest combination was Graham Cole's awesome flame-belching 2.3-litre Millington turbo-powered Jade Trackstar, which reputedly has 600bhp on tap when its full armoury of variable boost, programmable ECU mapping and

water injection chime in. In the middle of race one, however, the Welshman switched maps to counter Duncan Williams's Juno-Honda and it spluttered to a brief halt. "If it ain't broke, don't fix it," as our American friends say!

Stars of the show included the hugely promising 17-year-old Jordan Sanders (who also co-drives Williams's new Ligier in the VdeV Endurance series in Europe) and West Countryman Josh Smith, who sensationally won the final in his 'mid-capacity' 1440cc Suzuki Hayabusa-engined Radical PR6. Also giving a fine account of himself, in a 1585cc PR6, was Cornish-based Norman Lackford who, at 71, was competing away from Castle Combe for the first time in 19 years. His best finish was ninth.

It was excellent to see OSS debutants Tim Harmer (Revelation-Honda) and Dan Prendergast (Contour-Kawasaki) share Class E wins. Also on the podium were talented teenagers Karolis Griska and returnee Kevin Suenson, from Lithuania and Denmark respectively, although the frankly terrifying speed differentials between their basic one-litre Aquila Synergys and even the slowest of the regular also-rans suggests that the bizarre Danish cars belong elsewhere.

Next stop for the normally three-pronged championship is Rockingham on June 11-12, followed by visits to Brands Hatch Indy and Donington, before Silverstone's finale on October 15-16. Some fixtures are almost fully subscribed already.

This weekend the Historic racing fraternity competes on the streets of Monte Carlo in the Automobile Club de Monaco's 10th Grand Prix Historique. Having voiced Motors TV's live coverage – from glamorous Thrapston, UK, 'turbo-lag' image delays and all – in 2014, I'm gutted to have been rowed out. But viewers will be in the safe hands of my Goodwood co-commentator Bruce Jones, on the mic – in the principality! 🏎️



REVELATION SPORTSCAR DEBUTS IN TRIPLE HEADER

Former 750 Motor Club single-seater champion Tim Harmer debuted his attractive self-built Revelation LF1R sports racer, powered by a standard one-litre Honda Fireblade motorcycle engine, with a class win in the first leg of Sunday's Excool OSS round at Silverstone. Harmer plans to "develop the chassis, iron out any bugs and make it perfect" this season, with a view to selling production versions in 2017. Revelation Motorsport also prepares Dan Prendergast's Contour, race two and three Class E winner.



HUGHES IMPRESSES ON HOT HATCH DEBUT

Aspiring BTCC racer Alice Hughes finished second and set a Silverstone National Circuit lap record on her 750MC Hot Hatch debut in a Tom Bell Racing-built Ford Fiesta ST on Saturday. The double National Autograss Ladies' champion, who made a successful transition to Tarmac via the Mighty Minis last year, reeled in team-mate Alistair Camp in the opening race, finishing just 0.93s behind. A broken gearbox mount forced Hughes to miss race two, but she has the pace to be a winner.

THRUXTON
BRITISH F4 MAY 7-8

Carlin's show at Thruxton F4

"AMAZING" WAS HOW TREVOR CARLIN described the third Thruxton race. It just about sums up an incredible weekend of racing that provided drama throughout.

The change in name from MSA Formula to British Formula 4 coincided with a change in mentality from the drivers as they took advantage of the slipstreaming opportunities the Hampshire track provides in three incident-filled races.

The opener was dominated by Carlin's Romanian driver Petru Florescu as he stormed to a third win of the season. Behind, things were more complicated – not least for two of his team-mates.

After losing out at the start to JHR's Sennan Fielding, Max Fewtrell's race then ended abruptly when fighting with James Pull into the Club chicane.

The Carlin cars made contact, sending Fewtrell into a roll before landing atop the barriers on the inside of the corner. "It was so quick and I was on top of the barrier and wondered, 'What happened there?'" said the uninjured driver.

There was better news for Carlin's final racer Devlin DeFrancesco, as he snatched second after a terrific fight with Fielding.

The reversed-grid race was all about Arden Aussie Luis Leeds – although his maiden win was far from straightforward. He passed Jack Butel and Pull around the outside into the Complex on the opening lap and quickly built a sizeable lead. This was soon eroded, however, when the safety car was deployed after Rafael Martins and Nicolai Kjaergaard collided



JAKOB EBREY

at Church on the second tour.

Leeds also pulled away on the restart, only for the pace car to return after Butel and DeFrancesco collided at Club.

For the third time Leeds got away to finally take his first win, from Jamun's Jamie Caroline, who had started 10th. He surged forwards on the opening lap and threatened to halt Leeds's charge but for a mistake on the final restart.

"That was a typical first lap from me and I managed to stay out of trouble," beamed Caroline. His late error brought Billy Monger onto his tail, with the JHR driver claiming his maiden podium. Carrie Schreiner was fourth, while Fewtrell retired after contact.

But the finale provided the most drama, and this time the racing was clean. After early leader Florescu plummeted down the order, there was a five-way battle for the lead. DeFrancesco, Fewtrell, Fielding, Monger and Pull fought frenetically with the positions changing lap after lap.

In the end DeFrancesco scored his maiden win, from Monger and Fewtrell.

Florescu took a dominant win in race one, but fell back in race three

"What an unbelievable race!" beamed the jubilant Canadian. "I gave it my best but there was intense pressure from the drivers behind."

Meanwhile, Fewtrell was delighted to finally score some points. "The champagne definitely helps after a difficult weekend," he said. But it tasted better for Fielding, who has now usurped Fewtrell as points leader.

STEPHEN LICKORISH

RESULTS

BRITISH F4 RACE 1 (16 LAPS) 1 Petru Florescu; 2 Devlin DeFrancesco +8.804s; 3 Sennan Fielding; 4 Alex Quinn; 5 Luis Leeds; 6 James Pull. **Fastest lap** Florescu 1m14.878s (113.27mph). **Pole** Florescu. **RACE 2 (12 LAPS) 1 Leeds;** 2 Jamie Caroline +2.683s; 3 Billy Monger; 4 Carrie Schreiner; 5 Zane Goddard; 6 Fielding. **FL** Fielding 1m15.304s (112.63mph). **P** Jack Butel. **RACE 3 (16 LAPS) 1 DeFrancesco;** 2 Monger +1.476s; 3 Max Fewtrell; 4 Pull; 5 Fielding; 6 Goddard. **FL** DeFrancesco 1m14.713s (113.52mph). **P** Florescu. **POINTS 1 Fielding 109;** 2 Leeds 107; 3 Fewtrell 104; 4 Florescu 103; 5 Pull 95; 6 Quinn 73.

THRUXTON
RENAULT CLIO MAY 7-8

Whorton-Eales at the double

IT WAS A CASE OF WHAT MIGHT have been for Mike Bushell at Thruxton as the former champion failed to capitalise on two poles.

Bushell lost out at the beginning of the opener to Lee Pattison and the fast-starting Ant Whorton-Eales, who surged from fifth to second. Bushell was then shuffled further down the order at the Complex on lap two before recovering to finish a disappointed third.

The Pyro driver had no such

troubles in race two, leading throughout, but was denied victory by a five-second track-limits penalty.

Therefore Whorton-Eales was able to profit to take a much-needed double win. "You just can't mess about when the lights go out," he said of his impressive getaways. "Given what's happened already this season I am on full attack every corner of every lap."

Behind Whorton-Eales, Bushell's Pyro team-mate Josh Price picked up an impressive pair of maiden podiums after some frantic battling with series veterans Pattison and Paul Rivett.

Rivett could have extended his points lead with a podium in race two but got sideways at Goodwood and lost a handful of places, eventually finishing eighth. Despite that, the three-time series champion still leads Bushell by six points.

STEPHEN LICKORISH

Whorton-Eales won both Clío Cup races

RESULTS

RENAULT UK CLIO CUP RACE 1 (12 LAPS) 1 Ant Whorton-Eales; 2 Josh Price +0.499s; 3 Mike Bushell; 4 Paul Rivett; 5 Lee Pattison; 6 Anton Spire. **FL** Whorton-Eales 1m24.096s (100.85mph). **P** Bushell. **RACE 2 (12 LAPS) 1 Whorton-Eales;** 2 Bushell +1.071s; 3 Price; 4 Pattison; 5 Spire; 6 Paul Streater. **FL** Bushell 1m24.540s (100.32mph). **P** Bushell. **POINTS 1 Rivett 146;** 2 Bushell 140; 3 Pattison 134; 4 Whorton-Eales 128; 5 Streater 121; 6 Max Coates 101.



JAKOB EBREY

THRUXTON

GINETTA JUNIORS MAY 7-8

Middleton denied double by Wooder

THE TWO GINETTA JUNIOR RACES AT Thruxton both featured tight battles for victory as championship leader Stuart Middleton went from joy in race one to misery later on.

In race one, Middleton grabbed the lead from polesitter Seb Perez, who was relegated to third by Will Tregurtha at the start of lap two before being hit with a drive-through penalty for a jumped start.

Middleton and Tregurtha escaped at the front as the chasing pack squabbled over third, with Dave Wooder seizing the place on lap six of nine and staying there until the finish.

Up front, Middleton and Tregurtha regularly switched places and on the final tour they raced side by side from Church to Club. Perfect judgment from both prevented disaster, with Middleton emerging victorious.

Tregurtha briefly took the lead of race two from Middleton before a crash that eliminated Perez and Max Bird and brought out the safety car.

After the restart on lap four, Wooder and Lewis Brown clashed at Cobb as they fought over third while Tregurtha bested Middleton at Goodwood. Wooder then joined the fight and passed Middleton for second on the exit of Church one lap later.

The lead changed hands several times before Middleton attempted to go around the outside of Wooder for second at the



JAKOB EBREY

sweeping Goodwood right-hander.

Middleton was aggressively forced wide and onto the grass by the TCR driver, who was later given five points on his licence and docked 15 championship points for the move, along with the clash with Brown. Wooder passed Tregurtha for a final time at Cobb on lap eight and held on to take his first win in the series. Sebastian Priaulx claimed his first podium in third after some fine defensive driving on the final lap.

When asked for his response to the incident with Middleton, Wooder merely replied: "All the competitors gave me a tough race and well done to them."

Despite finishing down in ninth in

Wooder was the victor in race two, but had to pay a visit to the stewards afterwards

race two, Middleton maintains the championship lead, and his advantage marginally increases due to Wooder's penalty, which drops him to third.

ALEX KALINAUCKAS

RESULTS

GINETTA JUNIORS RACE 1 (9 LAPS) 1 Stuart Middleton; 2 William Tregurtha +0.168s; 3 Dave Wooder; 4 Cameron Roberts; 5 Sebastian Priaulx; 6 Lewis Brown. **FL** Harry King 1m31.767s (92.42mph). **P** Seb Perez. **RACE 2 (14 LAPS) 1 Wooder;** 2 Tregurtha +0.368s; 3 Priaulx; 4 King; 5 Brown; 6 Geri Nicosia. **FL** Middleton 1m31.849s (92.34mph). **P** Middleton. **POINTS 1 Middleton 198;** 2 Tregurtha 183; 3 Wooder 172; 4 Brown 152; 5 Daniel Harper 141; 6 Roberts 109.

THRUXTON

GINETTA GT5 CHALLENGE MAY 7-8

Chadwick continues GT5 dominance

"PERFECT, YOU COULDN'T ASK for more" was Ollie Chadwick's assessment of last weekend as he left Thruxton with two Ginetta GT5 Challenge wins and a healthy championship lead.

Such was Chadwick's dominance that he raced comfortably clear from pole position in both of the races, but there were still entertaining scraps in his wake in each.

In race one, Matt Chapman "bogged down" off the line from second on the grid and fell to fourth.

That forced the TCR driver to battle back past Jonny and Ryan Hadfield, with brave moves around the outside at Club heading into the chicane.

As Chapman then gamely but fruitlessly chased Chadwick, the Hadfield brothers squabbled over the final podium spot, which was finally settled when Ryan Hadfield spun at the chicane.

In race two, Chapman again finished behind Chadwick — who later jokingly moaned there was no third race for him to try and dominate — with the pair finishing some way clear of Nick Zapolski. The 33-year-old had to work hard for his second podium of the year, after prevailing in a battle with Jonny Hadfield and Ian Robinson.

ALEX KALINAUCKAS



JAKOB EBREY

Chadwick extended his points margin with a double win

RESULTS

GINETTA GT5 CHALLENGE RACE 1 (12 LAPS) 1 Ollie Chadwick; 2 Matt Chapman +2.343s; 3 Jonny Hadfield; 4 Nick Zapolski; 5 Ian Robinson; 6 Matt Flowers. **FL** Chadwick 1m25.461s (99.24mph). **P** Chadwick. **RACE 2 (12 LAPS) 1 Chadwick;** 2 Chapman +1.427s; 3 Zapolski; 4 Hadfield; 5 Robinson; 6 Flowers. **FL** Chadwick 1m25.109s (99.65mph). **P** Chadwick. **POINTS 1 Chadwick 168;** 2 Chapman 123; 3 Ryan Hadfield 106; 4 J Hadfield 96; 5 Matt Palmer 94; 6 Flowers 94.

BRANDS HATCH
BLANCPAIN SUPPORTS MAY 7-8

Butler-Henderson and Brown share Mini spoils

REIGNING MINI CHALLENGE

Champion Charlie Butler-Henderson and Cooper class graduate Nathan Harrison remain closely matched on points after two JCW-only confrontations at Brands Hatch. Harrison scored a pair of podium places and Butler-Henderson had a fourth place and a win.

Perhaps the star of the weekend, though, was Jono Brown. After a torrid opening round when he crashed out at Donington Park, he gave himself the ideal tonic with pole and a commanding win in race one. Brown used his qualifying tyres in a controlled drive to victory, aiming to leave himself a new set on which to challenge from fifth on the part-reversed race-two grid.

A close contest for second made Brown's task easier. Harrison had the place for much of the race, but Chris Smith moved ahead with a bold move at Surtees. Butler-Henderson finally passed Rob Smith for fifth on the road and finished right behind Luke Caudle, who was subsequently penalised down to 10th for a jumped start. Caudle had a restricted qualifying session because of a misfire and started seventh, but a good getaway was deemed a little too quick.

New tyres or not, Brown could make no impression from fifth in a professional second race. Butler-Henderson soon took command and managed the gap back to Harrison, poleman Rob Smith, Chris Smith and Brown. Rob Smith felt he'd overheated the car and lost power on the parade lap, costing time early on.

Still short of seat time in the family team's new Bentley, Jordan Witt nevertheless qualified almost 2s faster



than Richard Chamberlain's Porsche for the GT Cup and proved to be in a class of his own in all three races. With Chamberlain clear in second, by the end of race one John Dhillon's Ferrari 458 was being caught for third by Gareth Downing's Lotus Evora. Both were in the sights of Darren Nelson, whose Lamborghini missed qualifying with a gearbox issue and progressed from last on the grid to fifth, but the laps ran out before he could make any further inroads. Sixth man Tom Webb, with regular co-driver brother James absent on a stag weekend, won his class in his BMW.

Witt again dominated race two but Nelson and Chamberlain enlivened things with a start-to-finish contest for second, although the Lamborghini was ahead all the way. Downing was fourth and Webb fifth, benefiting from a spin by Dhillon. This left the Ferrari driver playing catch-up into sixth place.

The third race, with pitstops, had

Jordan Witt dominated in the GT Cup, winning all three races in his new Bentley

the same winner, but the Lamborghini crashed early on and Chamberlain caused a red-flag finish after shunting at Hawthorn's. Dhillon was joined by Aaron Scott to take second place.

Blancpain's amateur-only GT Sports Club races were dominated by Michal Broniszewski in a Ferrari 458. Most of the action was in the fight for second. Martin Lanting's 458 had the place in race one until he clipped a backmarker and spun off at Sheene, and Nicolas Vandierendonck dropped back after putting his Corvette through the Paddock gravel. This left Patrick van Glabeke in another 458 to take second with Karim Ojje's BMW M6 third.

Ojje passed van Glabeke for second in race two when the Ferrari had a wobble through Paddock. The Corvette fell back to fourth and dropped to ninth in the results after a 30s penalty for overtaking during a full-course yellow.

BRIAN PHILLIPS

SNETTERTON

BARC MAY 7-8

Smith doubles up in Caterhams

THE CATERHAM GRADUATE championships enjoyed their second meeting of the year, with five classes in action over three double-headers. First up were the Classics, where the top three drivers were tied on points. Graeme Smith put an end to that by winning twice.

In race one Smith jostled for position early on before he broke clear on the final lap to win. He made it a double in race two, squeezing past Steven McMaster into Brundle and Nelson in another last-lap move to snatch top spot by a whisker.

Declan Dolan and Luke Cooper took a win apiece in the pair of Caterham Mega races. A strong start for Cooper in race one looked like putting him in control, only for Dolan to surge past in a close finish. Cooper bounced back in race two, edging away from the pack to secure top spot. Meanwhile, Andy Molsom claimed wins in the Super class, beating closest rival Edward Benson both times.

Three cars were in the mix for victory in the opening SigMax race. Dylan Stanley, Lee Bristow and Scott Lawrence parried for most of the distance, with Lawrence beating Bristow at the finish. In race two Bristow held off Stanley and Tristan Judge to win. Meanwhile, David Webber and Jamie Winrow took a win apiece in the Sigma class.

Ed Moore had the opening Junior Saloons race in his control from the start, converting pole to a dominant win. Despite chipping away at Moore's lead and setting fastest lap, fellow front-row starter Matthew Round-Garrido couldn't challenge.

It was a similar story in race two, with Moore enjoying another victory. Meanwhile, Round-Garrido recovered from fifth on the grid to third, but couldn't find a way past second-placed Charlie Kennedy.

Tom Howard and Mike Moss teamed up to win the opening GT and Production enduro in their BMW M3 E46. Having taken over from Howard mid-race in the lead, Moss held off a challenge from Ruben Anakhasyan's Ginetta G55 to secure victory. Anakhasyan went one better in race two, beating a trio of BMWs to win.

With two wins and a second place, Liam Morley set the pace in the combined races for the F250, BSA250 Cup and Division 1 superkarts. It was a similar story in the races for F125 and F450 categories, as Stephen Clark twice edged closest rival Phil Rowlands. But he couldn't make it a hat-trick in race three as an oil leak forced him out, handed victory to Rowlands.

There was a thrilling climax to the Britcar Endurance race, as Mike Wilds used all his experience from 51 years of racing to secure victory in the Ferrari 458 shared with son Anthony. Having chosen to go to the finish without a late fuel stop, Wilds knew his

chances rested on managing his pace to get home ahead of hard-charging Andrew McKenna, who had pitted his Renault RS-01 with 20 minutes to go. It worked for Wilds, as McKenna lost time passing the second-placed Mosler of Manuel Cintrano, allowing Wilds to escape.

OLIVER TIMSON

CATERHAM CLASSIC GRADUATES (10 LAPS) 1 Graeme

Smith; 2 Marc Noaro +2.649s; 3 Matthew Willoughby; 4 Robin Webb; 5 Peter Tattersall; 6 Mark Carter. **Fastest lap** Smith 2m24.398s (74.01mph). **Pole** Smith. **RACE 2 (10 LAPS)**

1 Smith; 2 Steven McMaster +0.096s; 3 Webb; 4 Carter; 5 Noaro; 6 Trevor Harber. **FL** Willoughby 2m23.108s (74.68mph). **P** Noaro.

CATERHAM MEGA/SUPER GRADUATES (10 LAPS) 1 Declan

Dolan; 2 Luke Cooper 0.167s; 3 Oliver Gibson; 4 Christopher Benfield; 5 Glenn Burtenshaw; 6 Andrew Skinner. **Class winner** Andy Molsom (Super). **FL** Dolan 2m12.808s (80.47mph).

P Cooper. **RACE 2 (10 LAPS)** 1 Cooper; 2 Burtenshaw +1.237s; 3 Gibson; 4 Dolan; 5 Skinner; 6 Tom Overton. **CW** Molsom.

FL Cooper 2m12.663s (80.56mph). **P** Cooper.

CATERHAM SIGMAX/SIGMA GRADUATES (11 LAPS) 1 Scott

Lawrence; 2 Lee Bristow +0.229s; 3 Tristan Judge; 4 Alexander Gurr; 5 Dylan Stanley; 6 Cedric Bloch. **CW** David Webber (Sigma). **FL** Bristow 2m10.355s (81.99mph). **P** Bristow. **RACE 2 (11 LAPS)** 1 Bristow; 2 Stanley +5.309s; 3 Zoltan Csabai;

4 Judge; 5 Simon Oliphant; 6 Martin Collier. **CW** Jamie Winrow (Sigma). **FL** Stanley 2m10.123s (82.13mph). **P** Lawrence.

JUNIOR SALOONS (6 LAPS) 1 Edward Moore;

2 Matthew Round-Garrido +2.614s; 3 Charlie Kennedy; 4 Katie Milner; 5 George Sutton; 6 Adam Batty. **FL** Round-Garrido 2m28.636s (71.90mph). **P** Moore. **RACE 2 (7 LAPS)** 1 Moore; 2 Kennedy

+0.970s; 3 Round-Garrido; 4 Batty; 5 Milner; 6 Callum Jenkins. **FL** Round-Garrido 2m27.207s (72.60mph). **P** Moore.

BRITCAR GT AND PRODUCTION (24 LAPS) 1 Mike Moss/Tom

Howard (BMW M3 E46); 2 Ruben Anakhasyan (Ginetta G55) +7.515s; 3 Del Shelton (BMW M3 E36); 4 Rob Hudson/Adriano

Medeiros (BMW M3 E46); 5 Alyn James (Honda Civic); 6 Chris Murphy (Aston Martin Vantage GT4). **CW** Anakhasyan; James. **FL** Howard 2m00.370s (88.79mph). **P** Howard. **RACE 2 (15 LAPS)** 1 Anakhasyan; 2 Hudson/Medeiros +13.814s; 3 Shelton;

4 Moss/Howard; 5 James; 6 Murphy. **CW** Hudson/Medeiros; James. **FL** Howard 1m59.762s (89.24mph). **P** Howard.

F250 NATIONAL/BSA 250 CUP/DIVISION 1 SUPERKARTS

(8 LAPS) 1 Jason Dredge (Anderson/PVP); 2 Liam Morley (Anderson/DEA) +4.002s; 3 Jack Layton (Anderson/DEA); 4 Ross

Allen (Jade/DEA); 5 James O'Reilly (PVP/Viper); 6 Toby Davis (Anderson/Viper). **CW** Layton. **FL** Dredge 1m48.173s (98.80mph).

P Dredge. **RACE 2 (9 LAPS)** 1 Morley; 2 Layton +32.129s; 3 Paul Platt (MS Kart/Redspeed); 4 Dan Clark (Anderson/Redspeed);

5 Gavin Bennett (Anderson/DEA); 6 Davis. **CW** Layton. **FL** Morley 1m47.852s (99.09mph). **P** Dredge. **RACE 3 (9 LAPS)** 1 Morley;

2 Clark +23.477s; 3 James Hassall (Jade/DEA); 4 Allen; 5 Tom Hatfield (Anderson/DEA); 6 Barry Weston (Anderson/DEA).

CW Clark. **FL** Morley 1m51.081s (96.21mph). **P** Morley.

F125 OPEN/F450 NATIONAL (8 LAPS) 1 Phil Rowlands

(Anderson/KTM); 2 Andrew Gulliford (Anderson/KTM) +11.145s; 3 James Sykers (Anderson/KTM); 4 Andy Waite

(Anderson/KTM); 5 Charlie Johnson (Anderson/KTM); 6 Lee Harpham (Anderson/Redspeed). **CW** Harpham. **FL** Gulliford 1m54.365s (93.45mph). **P** Rowlands. **RACE 2 (8 LAPS)**

1 Stephen Clark (Anderson/KTM); 2 Rowlands +0.338s; 3 Gulliford; 4 Sykers; 5 Waite; 6 Liam Morley (Anderson/DEA).

CW Morley. **FL** Clark 1m53.425s (94.32mph). **P** Gulliford.

RACE 3 (8 LAPS) 1 Clark; 2 Rowlands +2.150s; 3 Gulliford; 4 Waite; 5 Sykers; 6 Harpham. **CW** Harpham; Clinton Bridge (Sodi/Eurokart). **FL** Clark 1m54.302s (93.50mph). **P** Clark.

BRITCAR ENDURANCE (116 LAPS) 1 Anthony Wilds/Mike Wilds (Ferrari 458 Challenge); 2 Nick Holden/Andrew

McKenna (Renault RS-01) +3.801s; 3 Manuel Cintrano/Javier Morcillo (Mosler MT900); 4 Ruben Anakhasyan/Ollie Hancock (Ginetta G55 GT4); 5 Steve Fresle/Jacob Mathiassen (Ginetta

G55 GT4); 6 Chris Murphy/Jody Fannin (Aston Martin Vantage GT4). **CW** Holden/McKenna; Anakhasyan/Hancock; Alyn

James/Martin Byford (Honda Civic Type R); Mike Moss/Tom Howard (BMW M3 E36). **FL** Nigel Moore (Audi R8 LMS)

1m50.861s (96.40mph). **P** Morcillo.



Butler-Henderson scored a fourth place and a win

RESULTS

MINI CHALLENGE JCW CLASS (12 LAPS) 1 Jono

Brown; 2 Chris Smith +1.310s; 3 Nathan Harrison; 4 Charlie Butler-Henderson; 5 Rob Smith; 6 Brett Smith. **Fastest lap** Brown 1m39.139s (88.359mph).

Pole Brown. **RACE 2 (12 LAPS)** 1 Butler-

Henderson; 2 Harrison +0.796s; 3 R Smith;

4 C Smith; 5 Brown; 6 B Smith. **FL** Butler-Henderson 1m39.401s (88.110mph). **P** R Smith.

GT CUP CHAMPIONSHIP (17 LAPS) 1 Jordan Witt

(Bentley Continental GT3); 2 Richard Chamberlain (Porsche 935) +25.474s; 3 John Dhillon (Ferrari 458

GT3); 4 Gareth Downing (Lotus Evora GTE); 5 Darren Nelson (Lamborghini Huracan GT3); 6 Tom Webb

(BMW M3 GTR). **Class winners** Webb; Daniel O'Brien (Ginetta G55); Ross McEwen (Porsche 991 GT3). **FL**

Witt 1m25.808s (102.029mph). **P** Witt. **RACE 2 (12 LAPS)** 1 Witt; 2 Nelson +28.517s; 3 Chamberlain; 4

Downing; 5 Webb; 6 Dhillon. **CW** Webb; O'Brien; Paul Bailey (Ferrari 458 Challenge). **FL** Witt 1m26.870s

(100.786mph). **P** Witt. **RACE 3 (25 LAPS)** 1 Witt; 2

Dhillon/Aaron Scott +9.699s; 3 Nigel Hudson/Adam Wilcox (Audi R8); 4 Downing/Kevin Riley; 5 Webb;

6 Bailey/Andy Schulz. **CW** Webb; Bailey/Schulz; O'Brien. **FL** Witt 1m26.594s (101.159mph). **P** Witt.

BLANCPAIN GT SPORTS CLUB (17 LAPS) 1 Michal

Broniszewski (Ferrari 458 Italia); 2 Patrick van Glabeke (Ferrari 458 Italia) +20.017s; 3 Karim Ojeh

(BMW M6 GT3); 4 Nicolas Vandierendonck (Chevrolet Corvette C6 ZR1); 5 Jan Brunstedt (Audi R8 LMS ultra);

6 Alexis de Bernardi (Ferrari 458 Italia). **CW** Stephen Earle (Ferrari 458 Italia). **FL** Broniszewski 1m27.265s

(100.351mph). **P** Broniszewski. **RACE 2 (27 LAPS)**

1 Broniszewski; 2 Ojeh +22.433s; 3 van Glabeke;

4 de Bernardi; 5 Mario Cordonini (Ferrari 458 Italia); 6 Coach McKansy (Lamborghini Gallardo). **CW** Earle. **FL** Ojeh 1m27.787s (99.730mph). **P** Broniszewski.

BISHOPSCOURT

BARC MAY 7-8

Weather can't dampen drivers' spirits



LIKE FOOTBALL, MOTOR RACING AT Bishopscourt tends to resemble a game of two halves.

Just like last year, the fourth running of the annual event at Northern Ireland's 'other' circuit produced yet another two-part affair with Saturday's activity taking place on a wet track, while long-awaited sunshine arrived midway through Sunday to change everything from grip levels to the general mood.

A 20-race programme for the BARC-run event made it a busy weekend but despite the early rain and a few red flags, the meeting ran to time – a credit to all.

With both races scheduled for soggy Saturday, FF1600 got the worst of the day's weather, but from the start of practice it seemed Alan Davidson had got the best deal. Having claimed a brace of pole positions in Hugh Reid's '89 Mondiale, he beat off an early challenge from Noel Robinson's Van Diemen to establish himself in front. It didn't last, though, and a spin at around half distance left him struggling to escape the clutches of a gravel trap while Robinson romped on to win. Davidson did regain momentum, setting fastest lap on the way to second place, but he never got a chance to get back on terms.

Making no such mistakes in the (slightly) drier second race, Davidson grabbed a deserved victory while NI Championship leader Robinson took the runner-up position. In both races, young Jordan Dempsey finished a confident third.

The rain held sway when the Saturday BOSS race came to the grid, and it came as no real surprise when red flags flew

after a handful of laps as Tim Buckley's F3 Dallara slithered into the gravel.

Early leader Robinson, driving Stanley Watson's FRenault this time, led away from the restart only to find himself in the gravel a lap later, bringing the red flags out again.

After much deliberation, Robinson was declared the winner on the basis of his lead in the first part of the race, an outcome that didn't appeal to runner-up Barry Rabbitt.

Sunday's dry race was much simpler – and longer – but this time it was Cian Carey who set the pace. Once he had dealt with poleman Robinson, the Dubliner remained in control, and while Robinson got very close on several occasions, Carey hung on to the end. Rabbitt took the final podium place ahead of a de-gravelled Buckley.

Global GT Lights provided arguably the best race of the day at the very close of proceedings, with Peter Drennan heading a squabbling train across the line after 15 minutes of frantic fun, just pipping James Thompson by 0.3s. Earlier, Drennan had won the first Global encounter from Mark Braden by an even smaller margin, and finished runner-up to an on-form Ivor Miller in the second.

Not to be outdone, the ASK Supercars and Strykers also produced very close results. Among the former, Andy O'Brien and Peter Barrable produced most of the excitement to emerge with a victory apiece, while Alan Watkins and Dave Griffin also shared out the honours among the Strykers, circulating side by side for long periods in both races.

Polley won both Formula Vee races in terrible conditions at Bishopscourt

Among the Irish Touring Cars, Grzegorz Kaklinecki and his Golf GTi proved unbeatable, running away from the BMW M3 of top Northerner Andrew Armstrong's BMW M3 in the first race and handing out similar treatment to Martin Duffy's M3 in the second.

More dominance was on show in Formula Vee where Dan Polley's Sheane took a brace of victories to head the Leaston's poleman Kevin Grogan and Mark Reade over the line in race one. Colm Blackburn might have been in the mix too, but stalled from the front row before fighting back to take fourth. He also headed the pursuit of Polley in race two, relegating Grogan to third.

A small grid of SEAT Leons also had two fairly frantic outings, and after various track limit-related penalties had been applied the first fell to Rod McGovern from Eoin Murray, while Murray took the second from Erik Holstein, whose car had undergone extensive repairs after a practice off when the rain was at its worst. Rob Butler and Barry English took a third place apiece.

Jackie Cochrane's Sunbeam Tiger was the unsurprising winner of both the HRCA Historic encounters, although Bernard Foley's rapid MGB led for a while in the first race before the Tiger got its claws into the slippery Bishopscourt Tarmac and forged ahead. Foley placed second in the first race ahead of Tommy Doherty's Capri, but neither appeared on the grid for race two, leaving Clive Brandon's Lotus 47 to claim second from Val Thompson's TMC-Costin.

RICHARD YOUNG

RESULTS

FORMULA FORD 1600 (10 LAPS) 1 Noel Robinson (Van Diemen JL012K); 2 Alan Davidson (Mondiale M89S) +4.236s; 3 Jordan Dempsey (V-D RF00); 4 Ryan Campbell (Reynard FF89); 5 Andrew Blair (Reynard FF84); 6 Stevie Parr (Reynard FF83). **Class Winners** Davidson; Blair; Paul Dagg (Crosle 25F). **Fastest Lap** Davidson. **Pole** Davidson. **RACE 2 (11 LAPS)**

1 Davidson; 2 Robinson +5.068s; 3 Dempsey; 4 Campbell; 5 David Nicholl (Reynard FF89); 6 Blair. **CW** Blair; Paul McMorran (Crosle 32F). **FL** Davidson. **P** Davidson.

BOSS IRELAND (7 LAPS) 1 Noel Robinson (Tatuus FR); 2 Barry Rabbitt (Tatuus FR) +16.934s; 3 Cian Carey (2.0 Mygale FR); 4 Tim Buckley (Dallara); 5 John Stewart (Mygale M12); no other starters. **FL** Robinson. **P** Robinson. **RACE 2 (14 LAPS) 1 Carey;** 2 Robinson +0.356s; 3 Rabbitt; 4 Buckley; 5 Stewart; 6 Henry Campbell (Reynard FF89). **FL** Carey. **P** Robinson.

GLOBAL GT LIGHTS (10 LAPS) 1 Peter Drennan; 2 Mark Braden +0.288s; 3 Michael Conway; 4 Alan Mackey; 5 Conor Farrell; 6 Ivor Miller. **FL** Drennan. **P** Drennan. **RACE 2 (11 LAPS) 1 Miller;** 2 Drennan +0.438s; 3 Conor Farrell; 4 M.Conway; 5 Braden; 6 Colin Lewis. **FL** Drennan. **P** Alan Mackey. **RACE 3 (12 LAPS) 1 Drennan;** 2 James Thompson +0.392s; 3 Farrell; 4 Mackey; 5 Braden; 6 Miller. **FL** Drennan. **P** Conor May.

ASK SUPERCARS/STRYKERS (12 LAPS) 1 Peter Barrable (Supercar); 2 Andy O'Brien (Supercar) +1.301s; 3 Sam Moffett (Supercar); 4 Bob Cameron (Supercar); 5 Graeme Colfer (Supercar); 6 Alan Watkins (Stryker). **CW** Watkins. **FL** O'Brien. **P** Barrable. **RACE 2 (12 LAPS) 1 O'Brien;** 2 Barrable +3.532s; 3 Moffett; 4 Barry Hallion (Supercar); 5 Cameron; 6 Dave Griffin (Stryker). **CW** Griffin. **FL** Barrable. **P** Barrable.

ITCC/NI SALOONS (10 LAPS) 1 Grzegorz Kalinecki (VW Golf GTi); 2 Andrew Armstrong (BMW M3) +2.645s; 3 Robert Savage (Honda Integra); 4 Stephen Maher (SEAT Leon); 5 Ralph Jess (BMW M3); 6 Eddie Kinirons (BMW M3). **CW** Jason O'Reilly (Honda Civic). **FL** Armstrong. **P** Armstrong. **RACE 2 (12 LAPS) 1 Kalinecki;** 2 Martin Duffy (BMW M3) +4.004s; 3 Stephen Traub (Honda Integra); 4 Kinirons; 5 Ciaran Timmons (Honda Integra); 6 Savage. **CW** Thompson; Traub; Timmons. **FL** Kalinecki. **P** Armstrong.

FORMULA VEE (11 LAPS) 1 Dan Polley (LOH Sheane); 2 Kevin Grogan (Leystone JH002) +1.106s; 3 Mark Reade (Leystone JH004); 4 Colm Blackburn (Leystone JH002); 5 Gavin Buckley (Sheane) 6 Stephen Morrin (Leystone JH004). **FL** Grogan. **P** Grogan. **RACE 2 (11 LAPS) 1 Polley;** 2 Blackburn +5.539s; 3 Grogan; 4 Morrin; 5 Reade; 6 Paula Moore (Leystone JH004). **FL** Grogan. **P** Grogan.

SEAT LEON SUPERCUP (12 LAPS) 1 Rod McGovern; 2 Eoin Murray +10.459s; 3 Rob Butler; 4 Barry English; 5 Brian Berry; 6 Erik Holstein. **FL** Murray. **P** Butler.

RACE 2 (11 LAPS) 1 Murray; 2 Holstein +4.560s; 3 English; 4 McGovern; 5 Berry; 6 Butler. **FL** Murray. **P** Holstein. **HRCA HISTORICS (11 LAPS) 1 Jackie**

Cochrane (Sunbeam Tiger); 2 Bernard Foley (MGB GT V8) +4.460s; 3 Tommy Doherty (Ford Capri); 4 Clive Brandon (Lotus 47); 5 Billy Crosbie (Lotus 754); 6 Val Thompson (TMC Costin). **FL** Cochrane. **P** Cochrane. **RACE 2 (10 LAPS) 1 Cochrane;** 2 Brandon +45.345s; 3 Thompson; 4 Garth Maxwell (MGB GT V8); 6 Liam Stuth (MG Midget); 6 Wolfgang Schnitzger (MG Midget). **FL** Cochrane. **P** Cochrane.

OULTON PARK BRSCC MAY 7

Sherardize duo save the best till last

TEAM SHERARDIZE'S PETER BELSHAW and Jay Shepherd came out on top of a late three-way battle to take the Fun Cup victory over ECO Racing.

Belshaw had run strongly from the start of the four-hour encounter, but the first hour featured an entertaining duel between JPR Uvio's Graham Roberts and Racelogic's Julian Thomas. A battery fault put JPR Uvio out contention in the third hour and brought out the safety car for its recovery.

The whole field made their penultimate stop under the safety car, which handed David Denyer the lead for Racelogic from Paul Turner's ECO Racing, Chris Hart's Track Torque/2 Rent Dominoes and Tim Wheeldon's Team Honeywell.

But before the race resumed, Hart suffered engine trouble and dropped out of the top ten. Turner and Belshaw both passed Denyer before another safety car interlude.

Hart made the most of the opportunity to close up and by lap 80 he was third, as Belshaw went for the lead and emerged with his nose ahead exiting Old Hall. Wheeldon then took fourth at Denyer's expense, but there were still six cars in contention as the final pit window arrived.

Paul Abraham pushed hard at the front for ECO Racing, but couldn't stop Shepherd making the decisive move at Cascades six laps from home to seal the victory. Abraham just held on to the runner-up spot from Track Torque/2 Rent Dominoes driver Henry Dawes by 0.2 seconds.

Luke Williams ousted the fast-starting Reynard of Jamie Jardine at Cascades on the opening lap of the Northern FF1600s to give the new RFR chassis its first win. Jardine retained second to win the Pre-90 class, with Martin Short's Van Diemen holding third ahead of James Roe's misfiring RFR.

Greg Speight's XR2 was a double winner in the XR Challenge. Ralph Fernihough led race one initially from Speight and Steve Poole. Michael Heath joined in after Poole pitted, but Speight nosed ahead as they completed the third lap, leaving Fernihough to keep Heath at bay for second.

Heath managed to split Speight and Fernihough into Old Hall in race two, but

the race was red-flagged and he was demoted to third on countback. Ex-Porsche racer Ben Eacock was a double winner too, in the concurrent Puma Cup.

With poleman David Tomlin's 308 GTB penalised for a jump start, Tom Mogridge's F355 headed the Ferrari Formula Classic from the start. But he was eventually caught and passed by Lee Moulden's F355 at Cascades three laps from home, with Gary Culver finishing third.

Mogridge led at the start of the second race too, but had to settle for fourth at the flag. Tomlin, the 328 GTBs of James Cartwright and Culver took the flag line astern, covered by only 0.6 seconds.

PETER SCHERER

RESULTS

FUN CUP (101 LAPS) 1 Peter Belshaw/Jay Shepherd; 2 Tom Mills/Paul Turner/Paul Abraham +4.414s; 3 Chris Hart/Henry Dawes; 4 Julian Thomas/David Denyer/Jon Tomlinson; 5 Neil Plimmer/Tim Wheeldon; 6 Sean Cooper/Michael McCollum/Neil Smith. **FL** James Littlejohn. **P** Rob Thomas/Simon Bonham/Adam Bonham.

NORTHERN FF1600 (11 LAPS) 1 Luke Williams (RFR RFFF16); 2 Jamie Jardine (Reynard FF84) +3.919s; 3 Martin Short (Van Diemen JL012K); 4 James Roe (RFR RFFF16); 5 Jaap Blijleven (Reynard FF88); 6 Nigel Dolan (Van Diemen JL012K). **CW** Jardine; Blijleven; Matthew Chisholm (Van Diemen RF92); Liam McShane (Crosle 45F). **FL** Williams. **P** Williams.

XR CHALLENGE (8 LAPS) 1 Greg Speight (XR2); 2 Ralph Fernihough (XR2) +2.131s; 3 Michael Heath (XR2); 4 Justin Roberts (XR2); 5 Lee Bowron (XR3i); 6 Lee Shropshire (XR2). **CW** L.Bowron; Mark Noble (Fiesta Si); Ben Eacock (Ford Puma). **FL** Heath. **P** Speight. **RACE 2 (4 LAPS) 1 Speight;** 2 Fernihough +0.705s; 3 Heath; 4 L Bowron; 5 Robert Clapton (XR2); 6 Ben Atkinson (XR2).

CW L.Bowron; Noble; Eacock. **FL** Fernihough. **P** Speight.

FERRARI FORMULA CLASSIC (11 LAPS) 1 Lee Moulden (F355 Challenge); 2 Tom Mogridge (F355 Challenge) +4.686s; 3 Gary Culver (328 GTB); 4 James Cartwright (328 GTB); 5 Tristan Simpson (F355 Challenge); 6 David Tomlin (308 GTB). **CW** Culver; Tomlin; Tim Walker (328 GTB); Terry Simpson (308 GT4). **FL** Moulden. **P** Tomlin. **RACE 2 (10 LAPS) 1 Tomlin;** 2 Cartwright +0.503s; 3 Culver; 4 Mogridge; 5 T.Simpson; 6 Christopher Compton-Goddard (308 GTB). **CW** Cartwright; Mogridge; Peter Everingham (328 GTB); T.Simpson. **FL** Culver. **P** Tomlin.



Team Sherardize (251) was victorious in the Oulton Fun Cup

SILVERSTONE
750MC MAY 7

Gearing and Cowley gifted 750F victories

THE PITHER ROTHERY SPECIAL (PRS) 1b is possibly the quickest car in the 750 Formula arena, but since co-creator Ed Pither's double victory in Britain's oldest club-racing championship's openers at Donington back in March reliability has been its Achilles' heel.

Following a dramatic halfshaft failure at Brands Hatch last month, reigning champion David Bartholomew was uncatchable in the PRS in both Silverstone races before a broken battery mount gifted victories to Robin Gearing and Bill Cowley.

Despite a poor start in Saturday's opening leg, Gearing (Darvi P88) won by a country mile from Cowley in his eponymous MkIV. Cowley reversed the order second time out, helped by his rival losing downforce when he damaged his car's nose. Spurred on by a supporters' club at the venue, four-time champion Peter Bove (Darvi Mk5/6) was a combative third both times – rising from sixth on the grid in race one, before engaging Gearing in combat later – and closed to within a point of third-placed Chris Gough (CGR2 Evo) in the table.

Gough, the perennially competitive Bob Simpson (SS/F), the on-form Rod Hill (Mystic T4) and Bove squabbled over fourth on the road for much of the opening salvo, but a last-lap clash at Luffield between Gough's clover-pink 'flying saucer' and Simpson left the SS/F stranded backwards in the outer margins. Andrew Lake (ex-Dick Harvey Darvi 91D) was the man to beat in Class B but Stuart Cleevely in the venerable Ingham gave him a fright, forging ahead before the track improved in race two.

Bouncing back from an engine



JONES



JONES

Cowley leads Gearing en route to victory in the second 750F race of the weekend

blow-up at Donington's season opener, Marcus Ward (Ford Fiesta XR2i) take his maiden Classic Stock Hatch win and was romping away with its sequel when the red car expired without warning. Triple-champ Lee Scott benefited, the first leg chaser moving clear of Martin Cayzer (both XR2i-mounted) in the second. Matthew Stubington (Peugeot 205 GTi) and Martyn Fowdrey (XR2) grabbed thirds, the latter having dived through a bomb burst at Becketts for a great result. Derek Rozier twice finished ahead of son Matt, the defending champ finding his success-ballasted 205 GTi just a little too heavy under acceleration.

Star of the reinvigorated Hot Hatch show was Alice Hughes, who drove one of the Tom Bell Racing Ford Fiesta STs beautifully to catch and overhaul top qualifier Matthew Howarth (Vauxhall Astra GSi) and finish on the bootlid of the more-experienced Alistair Camp first time out. "Alice was quick. I couldn't get her out of my mirrors," said Camp. Alas a broken gearbox mount precluded Hughes from starting the later race in which Camp broke, leaving top qualifier Howarth – who revelled in a sharp shower mid-race – to beat Bell in one of his less-powerful Class B hire cars. Hughes's consolation was that her lap record survived as Kelly Williams improved to fourth in race two.

Nick Thornton-Jones blitzed the Citroen Saxo-rich Stock Hatch split in the opener, making his escape as teenaged rival Ryan Polley – grandson of short-oval legend George '306' Polley – locked horns with Adam Read's BMW Compact. Thornton-Jones's Blast Power car ploughed into the gravel at Becketts later, whereupon Paul Jarvis seized the initiative and held off Polley.

The BMW M3 of Rory Hinde/Owen

Fitzgerald controlled the Roadsports enduro, although Tim Gray – starting his Nankang-shod Tegiva Cup-spec version – kept Hinde in sight until the multiple club champion was tipped into a spin at Brooklands by early leader Eugene O'Brien, guesting in Simon Phillips's Toyota MR2 Roadster. Jamie Sturges (SEAT Supercopa) outran circuit neighbour Anthony Jones (MR2 Roadster) for second with Oulton Park winner Alec Livesley's Jensen-Healey in his wake.

After 15 years of Formula Vee competition, Steve Ough drove his pristine 9 Sport Crossle-Zetec 9S retro-racer faultlessly for a memorable lights-to-flag first victory in the Classic Interseries race, which also embroiled Sports Racing & GT and Bernie Chodosh's V8s. Tim Davis (TVR Tuscan) hounded down the Sunbeam Tiger of Chris Beighton/Jon Finnemore, snatching second when a sticking throttle spooked Finnemore. Allan Gibson's highly fancied Lotus Exige was out inside a lap, having spun at Becketts.

Mechanical failures put 750 Trophy front-row starters Christian Pedersen (Austin Monoposto) and John Slatter (Centaur) out before Copse, thus a surprised Helen Gilfillan (Centaur) led on her first outing since 2014. Despite his Austin 7 Monoposto being stuck in top gear, Bernard Atkinson jostled the low aluminium-bodied machine back past Lyndon Thruston (DNC) and Gilfillan to win. After runaway leader Slatter's engine blew a core plug out, spraying his legs with hot water, Atkinson doubled up from the pitlane in the programme closer. But he was unable to drop his rivals, Gilfillan sneaking back round Andy Schultz to grab second by 0.01s on the line.

MARCUS PYE

RESULTS

750 FORMULA (BOTH 13 LAPS) 1 Robin Gearing

(Darvi P88); 2 Bill Cowley (Cowley MkIV) +17.79s; 3 Peter Bove (Darvi Mk4/5); 4 Chris Gough (CGR2 Evo Disco Volante); 5 Rod Hill (Mystic T4); 6 Martin Kemp (Racekits Falcon). **Class winner** Andrew Lake (Darvi 91D). **Fastest lap** Gearing 1m05.02s (90.83mph) **record**.

Pole Gearing. **RACE 2 1 Cowley**; 2 Gearing +9.42s; 3 Bove; 4 Mark Glover (Racekits Falcon); 5 Gough; 6 Bob Simpson (SS/F). **CW** Lake. **FL** David Bartholomew (PRS 1b) 1m05.43s (90.26mph). **P** Gearing.

CLASSIC STOCK HATCH (BOTH 12 LAPS) 1 Marcus

Ward (Ford Fiesta XR2i); 2 Lee Scott (Ford Fiesta XR2i) +6.71s; 3 Matthew Stubington (Peugeot 205 GTi); 4 Derek Rozier (Peugeot 205 GTi); 5 Matt Rozier (Peugeot 205 GTi); 6 Andrew Fellows (Ford Fiesta XR2). **FL** Ward 1m13.18s (80.70mph). **P** Ward. **RACE 2 1 Scott**; 2 Martin Cayzer (Ford Fiesta XR2i) +4.02s; 3 Martyn Fowdrey (Ford Fiesta XR2); 4 D Rozier; 5 Stubington; 6 Andrew Thorpe (Citroen AX GTi). **FL** Ward 1m13.57s (80.27mph). **P** Ward.

HOT HATCH & STOCK HATCH (BOTH 13 LAPS)

1 Alistair Camp (Ford Fiesta ST); 2 Alice Hughes (Ford Fiesta ST) +0.93s; 3 Matthew Howarth (Vauxhall Astra GSi); 4 David Allen (Ford Fiesta ST); 5 Nick Thornton-Jones (Citroen Saxo VTR); 6 Kelly Williams (Ford Fiesta XR2i). **CW** Howarth; Thornton-Jones; Adam Read (BMW Compact). **FL** Hughes 1m07.28s (87.78mph). **P** Howarth.

RACE 2 1 Howarth; 2 Tom Bell (Ford Fiesta ST) +1.95s; 3 Allen; 4 Williams; 5 Paul Jarvis (Citroen Saxo VTR); 6 Ryan Polley (Citroen Saxo VTR). **CW** Bell; Jarvis; Read. **FL** Howarth 1m09.32s (85.20mph). **P** Howarth.

ROADSPORT ENDURANCE SERIES (40 LAPS)

1 Rory Hinde/Owen Fitzgerald (BMW E46 M3); 2 Jamie Sturges (SEAT Supercopa) +22.33s; 3 Anthony Jones (Toyota MR2); 4 Alec Livesley (Jensen-Healey); 5 Tim Gray/Mark Betts (BMW E46 M3); 6 Andy Marston (BMW E46 M3). **CW** Christopher Mills/David Gardner (Porsche Boxster S); Brett Evans (Porsche 944 S2); Alex MacDougall (Renault Clio 172). **FL** Fitzgerald 1m04.19s (92.00mph). **P** Hinde/Fitzgerald.

CLASSIC INTERSERIES (37 LAPS) 1 Steve Ough

(Crossle 9S); 2 Tim Davis (TVR Tuscan) -1 lap; 3 Chris Beighton/Jon Finnemore (Sunbeam Tiger); 4 Mark Hobbs (Crossle 9S); 5 Matthew Smith (TVR Chimaera); 6 Peter Samuels/Simon Cripps (MGB GTV8). **CW** Davis; Smith; Ian Wilson (TVR Tasmin). **FL** Ough 1m02.74s (94.13mph). **P** Ough.

750 TROPHY (11 LAPS) 1 Bernard Atkinson (Austin 7

Monoposto); 2 Helen Gilfillan (Centaur Mk16) +12.03s; 3 Lyndon Thruston (DNC); 4 John Davies (Rapide); 5 Michael Harvey (Austin 7); 6 Ian Grant (Austin 7). **CW** Gilfillan. **FL** Atkinson 1m23.16s (71.02mph). **P** Christian Pedersen (Austin 7 Monoposto). **RACE 2 (10 LAPS)**

1 Atkinson; 2 Gilfillan; 3 Andy Schultz (Jomo); 4 Davies; 5 Ron Welsh (Vanro P2); 6 Thruston. **CW** Gilfillan. **FL** John Slatter (Centaur Mk11) 1m22.13s (71.91mph). **P** Pedersen.



Atkinson notched a brace of 750 Trophy wins

JONES

SILVERSTONE

BRSCC MAY 8

Birthday boy Smith stars in OSS finale

JOSH SMITH'S 27TH BIRTHDAY WILL always be special. Already elated with second and third in Sunday's packed Excool OSS championship openers – behind Duncan Williams's Juno and Welshman Graham Cole's ballistically fast Jade Trackstar turbo respectively – he beat far more powerful and sophisticated sports-prototypes to win a tense finale in his Radical PR6.

Top qualifier in his Henry Nickless-engineered machine, Williams took the curtain raiser after Cole's Millington Diamond unit died when he switched engine maps. Graham got it restarted and sizzled back to third. Cole won race two, in which Williams pitted for a noseclip refastening yet finished runner-up.

Cole and Smith disputed the finale as Williams (who had put Jordan Sanders in the Juno, engine dramas having sidelined his Radical SR3) watched his exciting protegee scythe through the field. Sanders was closing when Cole clobbered a slow Aquila Synergy exiting Becketts, but a broken gear linkage put him out. Despite Sanders breathing down his neck over the final laps, Smith remained focused and the 1440cc Radical took the chequered flag 0.642s ahead.

With 2015 champion Ben Hingeley now in F3, Formula Jedi's credibility as an affordable single-seater training formula is clear. The Corbyn family's 1000cc Yamaha R1 and Suzuki GSXR-engined cars offer power-to-weight ratios of 1000bhp per ton and the racing at Silverstone was fast and clean.

Paul Butcher made a blistering start in the opener and staved off polesitter Zach Anderton until Brooklands on the final lap. "Zach got a run on me out of the hairpin then slipstreamed past," rued Butcher, who salvaged second from points leader Dan Clowes. Race two saw Clowes, Stuart Abbott, Anderton and Butcher break away, before Anderton hit the front of the train and screamed clear.

Celebrating 25 years under ex-factory motorsport director John Reid's leadership, the grumpy Dunlop TVR Challenge guarantees fireworks. Invitee Nick Cresswell's fleet Caterham R400 was pacemaker in both races, only to fall prey to Dean Cook's Sagaris, a peripatetic sauna on a hot spring day with its 4.5-litre AJP8 engine. A superb sub-minute lap saw the Essex man punch the air following a second win over Cresswell and double champ Tim Davis's Rover V8-powered Tuscan.

Both Honda VTEC Challenge races featured prolonged lead scraps between Adam Jones and Paul Waddington in Civic Type-Rs of different eras and Mark Bennett's S2000 sports car. After a cautious start that dropped him to fifth – "I was trying to manage engine temperatures in the heat" – poleman Jones coolly picked off his rivals to score his maiden race victory in

the pristine 400bhp TDI North turbocar. Later, Waddington's last-lap dive past Jones into Brooklands put his earlier Yellow Speed Racing version in the winner's circle.

Extraordinary attrition in the first Alfa Romeo counter ravaged the entry, moving normally implacable marque guru Michael Lindsay (who has presided over hundreds of them since the championship joined the BRSCC's portfolio 34 years ago) to call it "a disaster". Out of such things often spring surprises, however. And, having come close many times, Bermuda-born Andy Robinson landed a popular win in his 156.

The accolade was no pushover, for Robinson was battling with Barry McMahan when an electrical glitch forced the Irishman to join brother Roger among a throng in retirement. The Twin-Spark Cup action was fiercer, table-topper Tom Hill and James Browning fighting furiously, although Andy Hancock muscled his 156 between them second time out.

MARCUS PYE

EXCOOL OSS (22 LAPS) 1 Duncan Williams (Juno-

Honda); 2 Josh Smith (Radical-Suzuki PR6) +4.452s; 3 Graham Cole (Jade-Millington Trackstar turbo); 4 Craig Mitchell (Ligier-Honda JS49); 5 Joe Stables (Radical-Suzuki PR6); 6 Roland Lewis (Jade-Chrysler 3). **Class winners**

Smith; Cole; Stables; Tim Harmer (Revelation-Honda LF-1); Karolis Griska (Aquila Synergy). **Fastest lap** Williams 54.510s (108.34mph). **Pole** Williams. **RACE 2 (22 LAPS) 1 Cole**; 2 Williams +37.909s; 3 Smith; 4 Stables; 5 Graham Hill (Radical-Suzuki PR6); 6 Richard Fearn (Radical-RPX SR8). **CW** Williams; Smith; Stables; Daniel Prendergast (Contour-Kawasaki ZX10R); Kevin Suenson (Aquila Synergy). **FL** Cole 53.016s (111.39mph) **record**. **P** Williams. **RACE 3 (16 LAPS) 1 Smith**; 2 Jordan Sanders (Juno-Honda) +0.642s; 3 Hill; 4 Stables; 5 Fearn; 6 Paul Spencer (Radical-RPX SR8). **CW** Sanders; Stables; Fearn; Prendergast; Suenson. **FL** Sanders 53.989s (109.38mph). **P** Cole.

BRSCC FORMULA JEDI (BOTH 22 LAPS) 1 Zach

Anderton; 2 Paul Butcher +0.397s; 3 Dan Clowes; 4 Stuart Abbott; 5 Kristian Prosser; 6 Jason Dixon. **FL** Anderton 56.180s (105.12mph). **P** Anderton. **RACE 2 1 Anderton**; 2 Clowes +3.890s; 3 Butcher; 4 Abbott; 5 Bradley Hobday; 6 Dixon. **FL** Anderton 56.219s (105.04mph). **P** Anderton.

DUNLOP TVR CHALLENGE (BOTH 20 LAPS) 1 Dean Cook

(Sagaris); 2 Nick Cresswell (Caterham 7 R400) +7.921s; 3 Tim Davis (Tuscan); 4 Jason Clegg (Tuscan Speed Six); 5 Billy Thompson (Tuscan AJP); 6 Jamie Golby (Cerbera). **CW** Cresswell; Davis; Mike Luck (Chimaera). **FL** Cook 1m00.240s (98.03mph). **P** Cresswell. **RACE 2 1 Cook**; 2 Cresswell +0.743s; 3 Davis; 4 Clegg; 5 Hugh Marshall (Tuscan AJP); 6 Matthew Holben (Tuscan). **CW** Cresswell; Davis; Mathew Smith (Chimaera). **FL** Cook 59.578s (99.12mph). **P** Cook.

HONDA VTEC CHALLENGE/SMART 4 TWO CUP (BOTH 14

LAPS) 1 Adam Jones (Civic Type R); 2 Paul Waddington (Civic Type R) +0.598s; 3 Mark Bennett (S2000); 4 Stuart King (Integra Type R); 5 Martyn Kemp (Civic); 6 Lukasz Biel (Civic). **CW** Waddington; Paul Donkin (Civic); Martyn Clatworthy (Smart). **FL** Jones 1m06.297s (89.07mph). **P** Jones. **RACE 2 1 Waddington**; 2 Jones +0.352s; 3 Bennett; 4 King; 5 Donkin; 6 Biel. **CW** Jones; Donkin; Alan Palmer (Smart). **FL** Jones 1m06.623s (88.64mph). **P** Jones.

BRSCC ALFA ROMEO CHAMPIONSHIP (18 LAPS) 1 Andy

Robinson (156); 2 Ron Davidson (164) -1 lap; 3 Tom Hill (156); 4 James Browning (147); 5 Joshua Lambert (147); 6 Simon Cresswell (156). **CW** Davidson; Hill. **FL** Robinson 1m06.653s (88.60mph). **P** Barry McMahan (156). **RACE 2 (18 LAPS) 1 Robinson**; 2 Davidson -1 lap; 3 Hill; 4 Andy Hancock (156); 5 Browning; 6 Lambert. **CW** Davidson; Hill. **FL** Robinson 1m06.417s (88.91mph). **P** Robinson.

ANGLESEY
BRSCC MAY 7-8

Allwood tops points to earn tickets to Spain



YOU'D HAVE BEEN FOOLED INTO thinking that Anglesey had moved to southern Europe on Sunday, the weather drastically changing from the grey and miserable skies of Saturday.

Fitting timing then for Oliver Allwood to secure his place in the European MX-5 Cup, the award given to the leader of the MX-5 Championship after the Anglesey weekend. "I'm excited, but have no idea what to expect," Allwood said.

It had looked as though the tickets to Spain had Tom Roche's name on them for much of the weekend. With a victory in

the wet race one as well as a promotion to first in race two following Allwood's time penalty for contact, Roche suffered a severe loss of power in race three, handing a simple victory and the tickets to Barcelona to Allwood.

Roche almost made amends in the MX-5 Supercup, taking victory in races one and two, but a hat-trick eluded him, with the final race going the way of championship leader Alan Henderson.

The races for the slower qualifiers from the MX-5 Championship warranted

Allwood took a win and a pair of second places

three different winners, with Kevin Brent, Richard Breland and Joshua Jackson all securing victories from the second row of the grid. There was an extra race for the 'Group B' bunch held over from the opening round at Snetterton, with Robert Collins slipping past Lewis Field on the exit of Bus-Stop in the closing stages to take the win.

Saturday's wet weather sent a large chunk of the Caterham Superlight grid off the track at Turn 1 in race one. It was an incident Aaron Head couldn't

RESULTS

MAZDA MX-5 CHAMPIONSHIP - GROUP A (ALL 11 LAPS) 1 Tom Roche; 2 Oliver Allwood +0.343s; 3 James Harris; 4 Clive Powles; 5 Michael Fisk; 6 Paul Bishop.
Fastest lap Allwood 1m48.081s (69.94mph). **Pole** Allwood. **RACE 2** 1 Roche; 2 Allwood +0.345s; 3 Powles; 4 Bishop; 5 Harris; 6 Simon Baldwin. **FL** Allwood 1m49.092s (69.29mph). **P** Roche. **RACE 3** 1 Allwood; 2 Powles +5.793s; 3 Harris; 4 Baldwin; 5 Richard Breland; 6 Brian Trott. **FL** Powles 1m49.989s (68.73mph). **P** Roche.
GROUP B (10 LAPS) 1 Kevin Brent; 2 Bruce Carter +12.057s; 3 Adam Craig; 4 Chris Hart; 5 Andrew Adams; 6 Darren Stapleton. **FL** Brent 1m59.801s (63.10mph). **P** Carter. **RACE 2 (9 LAPS)** 1 Breland; 2 William Stephenson +9.887s; 3 Jake Bailey; 4 Russ Lindsay; 5 Patrick Collins; 6 Jack Warry. **FL** Breland 1m49.793s (68.85mph). **P** Michael Close. **RACE 3 (11 LAPS)** 1 Joshua Jackson; 2 Bryn Griffiths +9.677s; 3 Paul Tucker; 4 Craig; 5 Matthew Tasker; 6 Paul Austin. **FL** Jackson 1m50.981s (68.11mph) **P** Craig. **EXTRA RACE FROM SNETTERTON (11 LAPS)** 1 Richard Collins; 2 Lewis Field +0.869s; 3 Martyn Canning; 4 Anthony Hutchings; 5 Stephenson; 6 Sam Bailey. **FL** Field 1m49.972s (68.74mph). **P** Field.
MAZDA MX-5 SUPERCUP (11 LAPS) 1 Tom Roche; 2 Alan Henderson +7.386s; 3 James Blake-Baldwin;

4 Jonathan Greensmith; 5 Richard Wicklen; 6 Liam Murphy. **FL** Blake-Baldwin 1m51.857s (67.58mph). **P** Henderson. **RACE 2 (11 LAPS)** 1 Roche; 2 Henderson +0.410s; 3 Blake-Baldwin; 4 Greensmith; 5 Anthony Nield; 6 Paul Sheard. **FL** Blake-Baldwin 1m53.294s (66.72mph). **P** Roche. **RACE 3 (12 LAPS)** 1 Henderson; 2 Blake-Baldwin +7.133s; 3 Greensmith; 4 Roche; 5 Nield; 6 Murphy. **FL** Henderson 1m44.805s (72.13mph). **P** Roche.
CATERHAM SUPERLIGHT R300-S CHAMPIONSHIP (18 LAPS) 1 Lee Wiggins; 2 Aaron Head +1.032s; 3 Jack Sales; 4 Jonathan Mortimer; 5 Danny Winstanley; 6 Clive Richards. **FL** Head 1m41.844s (74.23mph). **P** Head. **RACE 2 (19 LAPS)** 1 Head; 2 Wiggins +8.071s; 3 Stephen Nuttall; 4 Winstanley; 5 Mortimer; 6 Sales. **FL** Head 1m35.043s (79.54mph). **P** Wiggins.
CATERHAM TRACKSPORT CHAMPIONSHIP (BOTH 17 LAPS) 1 Daniel Bremner; 2 Anthony Barnes +2.215s; 3 Richard Lambert; 4 Paul Aram; 5 Paul Wells; 6 Andrew Ebdon. **FL** Barnes 1m46.806s (70.78mph). **P** Barnes. **RACE 2** 1 Barnes; 2 Bremner +0.131s; 3 Steve McCulley; 4 Lambert; 5 Damian Milkins; 6 Peter Rimer. **FL** Bremner 1m44.869s (72.08mph). **P** Bremner.
CATERHAM ROADSPORT CHAMPIONSHIP (BOTH 12 LAPS) 1 Russ Olivant; 2 Alan Cooper +1.180s; 3 Dan Prosser; 4 David Bevan; 5 Rui Ferreira; 6 Lee



Head was caught out on Saturday, but ended his weekend with a dominant win

Collins. **FL** Daniel Quintero 1m43.770s (72.85mph). **P** Olivant. **RACE 2** 1 Ferreira; 2 Guy Hawkins +2.192s; 3 Quintero; 4 Prosser; 5 Collins; 6 Andrew Perry. **FL** Hawkins 1m42.703s (73.61mph). **P** Olivant.
CATERHAM SUPERSPORT CHAMPIONSHIP (BOTH 18 LAPS) 1 William Smith; 2 Henry Heaton +2.141s; 3 Andres Sinclair; 4 Christian Szaruta; 5 Chris Hutchinson; 6 Jack Brown. **FL** Szaruta 1m39.324s (76.11mph). **P** Smith. **RACE 2** 1 Smith; 2 Heaton +2.857s; 3 Szaruta; 4 Sinclair; 5 Brown; 6 Hutchinson. **FL** Smith 1m40.149s (75.48mph). **P** Smith.



WALKER

avoid, gifting the win to Lee Wiggins. Head managed to recover, but found himself as far back as 11th, before recovering to an almost-miraculous second place following a heroic drive in the wet. The momentum carried through to Sunday, when the dry conditions allowed Head to create an eight-second gap to Wiggins in second place, Head setting a new lap record in the process.

Daniel Bremner took victory in race one of the Caterham Tracksport Championship, halting Anthony Barnes's 2016 winning streak. Barnes remains top of the table, though, following a hard-fought victory over Bremner in race two, which culminated in a breathless final lap where the lead changed three times, through Church, Rocket and finally Bus-Stop, and ended with a winning margin of just a tenth of a second.

Russ Olivant was first in race one of the Caterham Roadsport Championship, capitalising on a poor start by poleman Daniel Quintero. With pole for race two, a clean sweep of Anglesey was in Olivant's grasp, but an error around The Banking handed the win to 2015 Academy Champion Rui Ferreira, with second going to Guy Hawkins after a stunning drive from 15th on the grid.

Caterham Supersport Championship leader Jack Brown finally ended his six-race unbeaten streak, having to settle for sixth in race one as William Smith converted pole into win number two of the season.

Smith then made it a double, beating Henry Heaton to the chequered flag, but it was the battle for fifth that stole the show. A tight scrap between Brown, Chris Hutchinson and Tony Mingoia went the way of Brown, despite losing his nosecone early on.

DOM D'ANGELILLO

HAREWOOD HILLCLIMB MAY 7-8

Moran clears up Harewood honours

ANOTHER WEEK AND ANOTHER SCOTT Moran-dominated event, only this time without any hill records, along with a display of virtuosity from 1600cc competitor Richard Spedding.

Moran again saved his finest until last with Best Time of the Day on the final run-off of the weekend. "At times it may look as if this car can drive itself to the top, but the competition is fierce," he said. "In the first run-off I fluffed the start and was in too high a gear at the first corner, but the old girl comes into her own further up Harewood."

Man of the meeting was Spedding in the sweet little Raptor, only the third of its type to be built. Previously considered by many to be 'harum-scarum', local BARC Yorkshire Centre member Spedding has come into his own in the Graeme Wight Jr-built projectile. In the first run-off he displaced Moran's nearest competitor Trevor Willis and finished third behind that duo in the final encounter.

Despite the loss of several competitors during the day, Spedding's times would have had the beating of them, and he now sits third in the points table.

Will Hall's car again twice stopped while under power, and Paul Haimes suffered fuel-pressure issues that caused forced shutdowns. After recent successes, David Uren suffered a qualifying exclusion for exceeding the unique Harewood final-bend track limits that have been in place for many years, then had an off in the second qualifying rounds.

Showing well from the 1600 class was Ed Hollier, who is keen to gain a 'number' at the end of the season as well as aim for the class-based MSA Hillclimb Leaders title he missed out on in 2015. Unfortunately for him, in addition to being beaten in his own class by Spedding, last year's winner Colin Satchell from the Modified Series Production class dominated the Leaders places again. He went under his old class record twice after briefly conceding it

to local driver Sarah Bosworth.

Sean Gould had his best meeting for 25 years in the Gould GR59 factory development car. Co-driver Eynon Price did a perfect 360-degree spin at Clarke's, yet continued for a reasonable if scoreless time. Spedding's co-driver for the weekend, Steve Marr, scored points, and Harewood specialist Oli Tomlin had his best day of 2016. Tina Hawkes scored her maiden British points.

Tony Hunt got into his first-ever British run-off in the 13-car round six, and at the start of the season his feat would have got better odds than Leicester City winning the Premier League.

EDDIE WALDER

MSA BRITISH HILLCLIMB CHAMPIONSHIP ROUND 5

1 Scott Moran (3.5 Gould-NME GR61X) 49.22s; 2 Richard Spedding (1.6 GWR-Suzuki Raptor) 49.50s; 3 Trevor Willis (3.2 OMS-RPE 28) 49.66s; 4 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 50.65s; 5 Oli Tomlin (4.0 Pilbeam-Judd MP97) 51.54s; 6 Sean Gould (1.6 Gould-Suzuki GR59) 51.67s; 7 Jason Mourant (4.0 Gould-Judd GR55) 52.55s; 8 Simon Fidoe (1.0 Empire-Suzuki Wraith) 53.90s; 9 Lee Griffiths (1.3s OMS-Suzuki 25) 53.93s; 10 Tina Hawkes (1.6 Force-Suzuki PC) 54.17s.

ROUND 6 (13 LAPS) 1 Moran 49.00s BTD; 2 Willis 49.11s; 3 Spedding 49.35s; 4 Hollier 50.34s; 5 Gould 51.85s; 6 Tomlin 51.86s; 7 Mourant 52.00s; 8 Eynon Price (1.6 Gould-Suzuki GR59) 52.74s; 9 Steve Marr (1.6 GWR-Suzuki Raptor) 52.78s; 10 Graham Wynn (1.3t Force-Suzuki PC) 52.99s; 11 Fidoe 53.91s; 12 Tony Hunt (3.5 Gould-Cosworth GR55) 54.14s; 13 Steve Owen (OMS-BMW 28) 54.43s.

CLASS WINNERS Anthony Record (1.8 Proton Coupe) 76.11s; Stephen Moore (2.0t Mitsubishi Evo 6) 62.96s

Record; Allan Warburton (2.5 Caterham-Duratec) 61.93s; Eric Morrey (1.0 Hillman Imp) 66.11s **R;** Colin Satchell (2.0 Peugeot 205) 60.13s; Mick Lancashire (2.0 Avon Sprint) 62.85s; Len Amy (2.0 Mallock Mk32) 56.40s; Allan McDonald (2.4t Morris Mini Evo) 59.45s; Fidoe 53.60s; Spedding 50.00s; Tim Elmer (2.0 Dallara-TKD F303) 54.73s; John Chacksfield (1.3s OMS-Suzuki 28) 53.49s; Moran 49.44s.

CHAMPIONSHIP POINTS 1 Moran 60; 2 Willis 43;

3 Spedding 29; 4 Dave Uren 25; 5 Hollier 21; 6 Gould 18; 7= Hall, Wallace Menzies & Alex Summers 17; 10 Alastair Crawford 14.



Moran dominated to extend his points lead

WALDER

WHAT'S ON



Film aims to ensure that '83 F3 season is "properly remembered"

Telling the story of Senna's other great

WHEN LOOKING BACK AT THE LIFE and career of Ayrton Senna, painful memories of 1994 aside, the story that is most often recalled is his intense rivalry with Alain Prost. It's this relationship and those now-legendary battles for the championship that provide most of the narrative in any Senna retrospective.

But now Mario Muth, in his new film *Senna vs Brundle*, has chosen to tell the story of a different rivalry from long before those images of Suzuka 1989, but one that nonetheless shares a striking similarity to the story everyone knows so well.

Senna vs Brundle is a feature-length documentary about the 1983 British Formula 3 season and the contest for the title that unfolded between Senna and Martin Brundle.

"I think a lot of people ignore how drivers made it to Formula 1," says Muth of his inspiration for the film. "The way that drivers are and the way that they react to things is formed in junior series, and they don't really

change. It was interesting for me to discover that Ayrton was the same man in 1983 that he was when we watched those epic battles on the TV."

Indeed, the similarities even go as far as a series of disputes with the British F3 officials that are eerily like those infamous disagreements with FISA and Jean-Marie Balestre.

The story of the season is told by

Senna and Brundle's rivalry sometimes boiled over, as here at Oulton Park



Brundle and many of the other main contenders from that year, including Calvin Fish, Davy Jones, Allen Berg and Mario Hytten.

Journalists, photographers and commentators also tell their version of events in a season that unfolded away from the spotlight.

For Muth, it was important that these people were present in the film. "I didn't want people who had just heard about or read a report," he says. "It was really important for me to find the guys that were there while it was happening."

Not content with the thoughts of just one driver – single-person profiles having formed his previous motorsport projects – Muth spent a great deal of time assembling his cast and letting their memories tell the story.

Important too was giving Senna a voice, with Muth sourcing a recording of him from the middle of the 1983 season, speaking to *Motorsport News* journalist Simon Arron.

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Painstaking and meticulous attention was also given to the period footage. BBC archive tapes were a starting point but were “all wide angles and from a distance”. Further detective work located cameraman Brian Cosby’s cache of paddock and grid filming, now owned by Hayfisher Productions.

Muth hopes that immortalising the 1983 season in a film will ensure it is “properly remembered”, as while “nowadays you can find everything that has happened in the last 10 years quite easily online”, earlier footage is relatively scarce. And it’s the personal and human perspective that Muth is most determined to preserve.

“I think that motorsport is a people sport. What is important to remember is the pressures that the drivers were under and the psychologies between them.

“What I really wanted to show in this film was the guy behind the helmet, not just results.”

LUCY MORSON



HOT ON THE WEB THIS WEEK

YouTube THE ART OF OVERTAKING, RX-STYLE

Search for: Johan Kristoffersson goes #RoundTheOutside

In this short-but-sweet YouTube clip, Volkswagen Polo driver Johan Kristoffersson’s extraordinarily audacious overtake of three cars into the first corner during last weekend’s Hockenheim round of the World Rallycross Championship encapsulates what makes the sport so entertaining.



INTERNATIONAL MOTORSPORT

SPANISH GRAND PRIX

Formula 1 World Championship
Rd 5/21
 Barcelona, Spain
May 15
WATCH ON TV
Live: Sky Sports F1, Sunday 1230; Channel 4, Sunday 1200

GP2 SERIES

Rd 1/11
 Barcelona, Spain
May 14-15
WATCH ON TV
Live: Sky Sports F1, Saturday 1435, Sunday 0930

GP3 SERIES

Rd 1/9
 Barcelona, Spain
May 14-15
WATCH ON TV
Live: Sky Sports F1, Saturday 1615, Sunday 1435

PORSCHE SUPERCUP

Rd 1/9
 Barcelona, Spain
May 15
WATCH ON TV
Live: Eurosport 2, Sunday 1030

INDYCAR SERIES

Rd 5/15
 Indianapolis, Indiana, USA
May 14

INDY LIGHTS

Rd 4/12
 Indianapolis, Indiana, USA
May 13-14

WATCH ON TV

Live: BT Sport ESPN, Saturday 2030

EUROPEAN FORMULA 3

Rd 3/10
 Pau, France
May 14-15

WATCH ONLINE

Official YouTube channel

EUROPEAN LE MANS SERIES

Rd 2/6
 Imola, Italy
May 15

NASCAR SPRINT CUP

Rd 12/36
 Dover, Delaware, USA
May 15
WATCH ON TV
Live: Premier Sports, Sunday 1730

UK MOTORSPORT

SILVERSTONE, BLANCPAIN GT

May 14-15
 Blancpain GT Series Endurance Cup, Lamborghini Super Trofeo, SEAT Leon Eurocup, Formula Renault Northern European Cup

BRANDS HATCH, MSVR

May 14-15
 Radical Challenge, Lotus

Cup, Monoposto, VAG Trophy, F3 Cup, Racing Saloons, Production BMWs, Lotus Elises, Radical SR1s, FF1600

ROCKINGHAM, BRSCC

May 14-15
 Toyo Porsches, Mk2 Production GTIs, Super Mighty Minis, Mighty Minis, Fiesta Juniors, Fiesta Seniors, BMW Compacts, Mk5 Production GTIs

CADWELL PARK, BARC

May 14-15
 Mini Trophy, 2CVs, Mini Miglias, Mini Sevens, Northern Saloons & Sportscars, Hyundai Coupes, Historic Touring/Classic Saloons, Pre-1983 Touring Cars, Pre-1993 Touring Cars, Pre-2003 Saloon Cars, Pre-2005 Production Touring Cars, Blue Oval Saloons, Thunder Saloons,

Classic VWs, Historic Thunder Saloons

PEMBREY, BARC

May 14-15
 MaX5, Welsh Sports/Saloons, Deutsche Marques Cup, Toyota MR2s, Nippon Challenge, Tricolore Trophy





THE ARCHIVE

Anthony Davidson enjoys an extensive rearward view of the Barcelona pitlane from the cockpit of his Super Aguri SA07, thanks to his pit crew's lollipop-cum-mirror, during Friday practice for the 2007 Spanish Grand Prix

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INTRODUCING



CALLUM ILOTT

JUST A FEW MONTHS AFTER BEING DROPPED from the Red Bull junior scheme, Callum Ilott bounced back in the opening round of the 2016 Formula 3 European Championship at Paul Ricard by becoming the latest Briton to win in the series.

It was little surprise to the growing band of fans of the 17-year-old, whose natural talent was not reflected by his results in his rookie F3 campaign – which also happened to be his first season in cars.

Ilott's victory in the 2014 European Karting Championship brought him to the attention of Red Bull. "I got a call from the doctor [Helmut Marko] and went to meet him at Silverstone. Maybe someone put a word in for me or something, I really don't know, but it ended up quite a good opportunity."

Red Bull put him straight into F3, emulating Max Verstappen the previous season. But it didn't work out with Carlin for Ilott, who had been eyeing Formula Renault before the Red Bull chance. "In testing in F3 I was quite quick," he says. "But it became a lot more apparent when we got to the first race that we weren't quite as quick as it had seemed. It was always steady P10, but you get those lucky races where you get good results."

Ilott's fearless, flamboyant driving style caught the eye. "I didn't have complete feel of the car – I'd do the input and drive through the corner how the car handled it." Even so, he finished all 33 Euro F3 races, taking his first podium in the penultimate round at the Nurburgring, but his time with Red Bull was nearing its end. "In the short term I didn't get the results they wanted like Max did," he says, "but my dad's a businessman – he has no knowledge of racing [unlike Jos Verstappen]. I was in it on my own."

For 2016 he's joined Van Amersfoort Racing and, as the team's only second-year Euro F3 driver, is in a different position. "I'm the number-one driver – well, I hope so!" he says. "It's not built around me, but if I want something changed, it will be changed. And we've worked really well over the winter."

Unsurprisingly, the VAR team loves him. This driver who one engineer described to *Autosport* as "the most talented newcomer I've ever seen" in last winter's Formula V8 3.5 tests can definitely be tipped for more F3 wins. ✘

MARCUS SIMMONS



- Age** 17
- From** Bishops Stortford, Herts
- 2016** Currently 4th in F3 European Championship, 1 win
- 2015** 12th in Euro F3; 16th in Toyota Racing Series
- 2014** 1st in CIK-FIA European Karting
- 2012** 1st in WSK KF3 Master Series and Final Cup
- 2011** 1st in British Formula Kart Stars National KF3
- Random stat** Part of BBC School Choir of the Year and sang at Royal Albert Hall!



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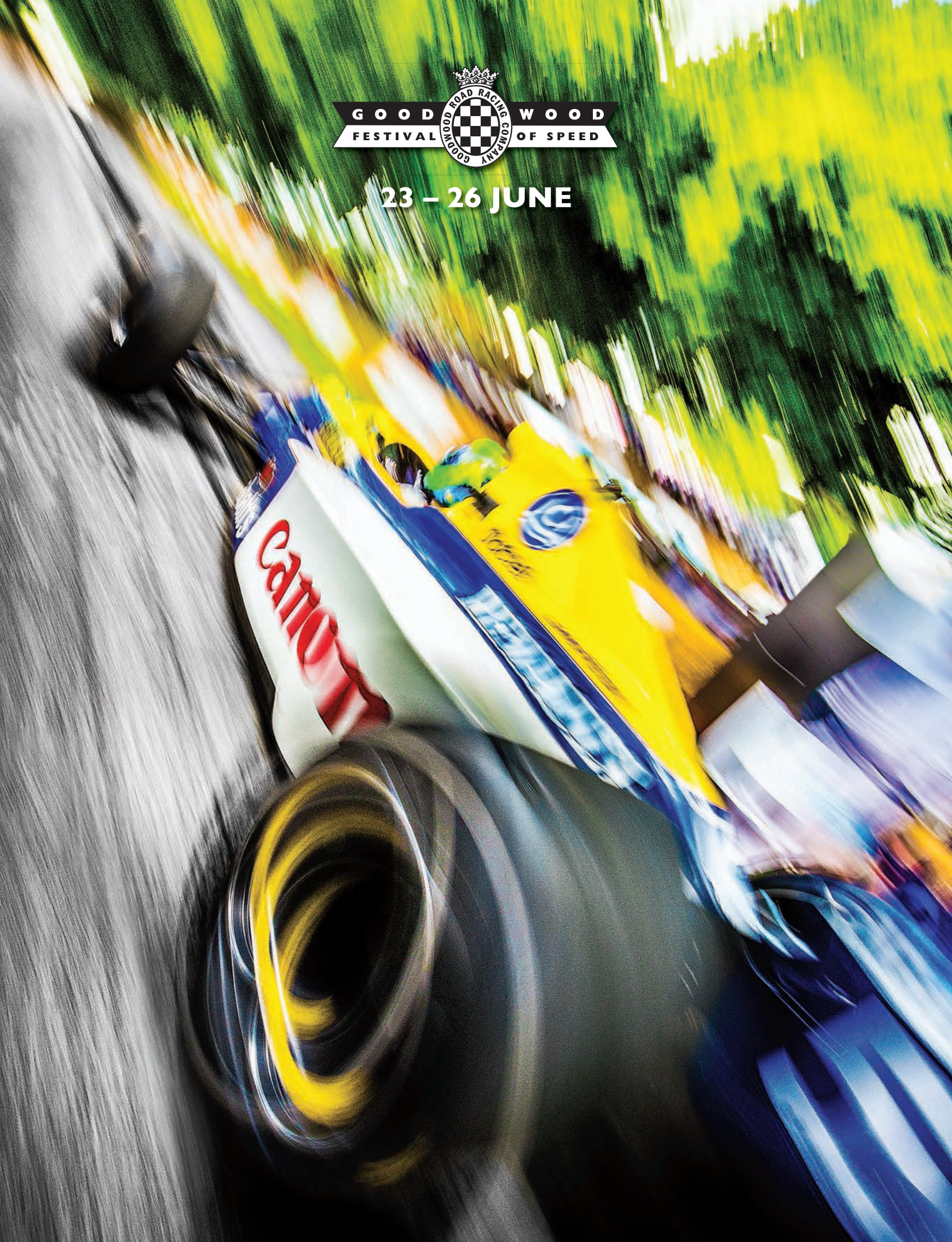


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