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AUTOSPORT

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WHO IS F1'S NEXT

BIG THING?





Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption

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Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO₂ emissions 194 – 189g/km. Standard EU test figures figures. Image for illustrative purposes only, includes optional extras.



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POLE POSITION

Opportunity alone isn't enough to be champion

YOU DON'T BECOME WORLD CHAMPION WITHOUT getting yourself into a very competitive car. That's a given. But simply getting yourself into the right machinery is not enough.

In this issue, Ben Anderson takes an in-depth look at seven under-25s, all of whom will fancy themselves as a world champion in the making. When we ask the question of who will be the next new champion, we are looking for a driver combining the speed, the ruthlessness, the mental fortitude... everything that comes together to form a driver capable of winning the title.

Only 32 drivers have won the world championship, but many more have squandered shots. To win requires a set of skills that is rare indeed. Of those, getting yourself into the right place at the right time is just one of the prerequisites.

So who is the next champion? The two who stand out are Daniel Ricciardo and Valtteri Bottas. How they will measure up under the pressure of a title fight remains to be seen. But from what we saw of Ricciardo last year, his ability to nail that key pass at a decisive moment and perform week-in, week-out, makes him the leading candidate. Once he gets into a better car, that is.



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COVER STORY

“At the big pressure moments he delivers. That’s a true mark of a great driver”

Christian Horner
 on Daniel Ricciardo, p16



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PIT & PADDOCK

- 8 **THIS WEEK IN F1**
- 11 **IAN PARKES: IN THE PADDOCK**
- 12 **THIS WEEK IN MOTORSPORT**
- 15 **F1'S POLITICAL ANIMAL: DIETER RENCKEN**

FEATURES AND REPORTS



- 16 **F1'S NEXT BIG THING: THE CONTENDERS**
- 24 **HONDA STILL CHASING IMPROVEMENTS**
- 26 **IS WILLIAMS ON THE SLIDE?**
- 28 **LE MANS 24 HOURS TEST DAY**
- 32 **INDYCAR: DETROIT DOUBLE-HEADER**
- 36 **FORMULA RENAULT 3.5 SPA**
- 38 **GREEN DOUBLES UP IN DTM**
- 40 **EUROPEAN F3 CHAOS AT MONZA**
- 42 **INTERNATIONAL RACING RESULTS**
- 45 **UNITED SPORTSCAR CHAMPIONSHIP**
- 47 **RENAULT SPORT TROPHY; NASCAR**
- 48 **BRITISH GT: SILVERSTONE 3 HOURS**
- 51 **PROJECT CARS REVIEW**
- 54 **ERIK CARLSSON 1929-2015**



- 56 **AUTOSPORT WILLIAMS ENGINEER AWARD**
- CLUB AUTOSPORT**
- 71 **NEW BRDC FORMULA 4 CAR REVEALED**
 - 72 **QUAIFE-HOBBS UNLIKELY TO RETURN**
 - 74 **NATIONAL REPORTS**
- THE BACK STRAIGHT**
- 86 **THIS WEEK**
 - 88 **FROM THE SOFA**
 - 90 **HAVE-A-GO HERO: JOHNNY HERBERT**

THE BIG PICTURE

LMP1 prototypes from Porsche, Audi, Toyota and Nissan head the line-up in a photocall for every competing car at last weekend's Le Mans 24 Hours test day





This week in F1

WANTED NEW F1 TEAM FOR 2016



The FIA has launched a new selection process that could bring a new Formula 1 team onto the grid as early as 2016.

Interested candidates must approach the FIA by June 30, after which they will be sent more detailed selection criteria,

with full applications due by September 1 ahead of a final decision on September 30.

The FIA said a decision would be made based on “the overall long-term interests of the championship”, and it will not select an additional team if there is no viable candidate. It will

assess the technical ability and resources of the team, its ability to raise and maintain sufficient funding to allow participation at a competitive level, and the value the candidate may bring to the championship.

American outfit Haas F1 will become the 11th team when it joins next year,

while an additional entrant would return the grid to 12 teams for the first time since the 2012 Brazilian Grand Prix. Before NASCAR team boss Gene Haas’ entry was confirmed in 2014, F1 boss Bernie Ecclestone had suggested two new teams could join the grid.

F1 STRATEGY GROUP HAS ‘NO STRATEGY’

Manor sporting director Graeme Lowdon believes Formula 1’s Strategy Group is failing to address fundamental questions in its attempt to overhaul F1.

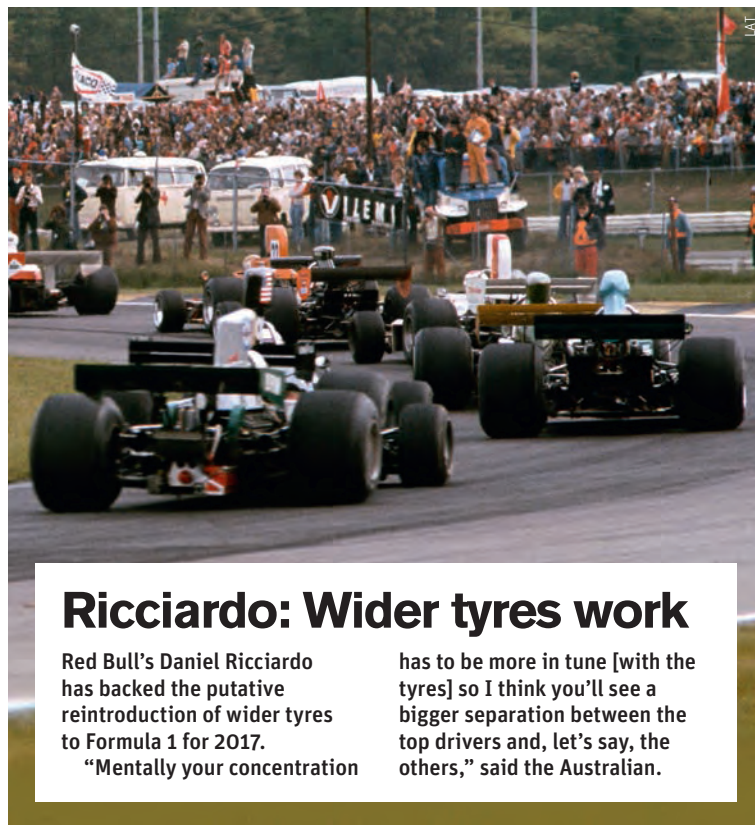
While plans are in place to ensure cars are five to six seconds quicker come 2017, and the return of refuelling is on the agenda, there are also moves afoot behind the scenes to bring in customer or franchise cars.

But Lowdon told AUTOSPORT: “From what I have seen there is no strategy that has ever been articulated out of the Strategy Group.

Refuelling and customer cars are not strategies. A strategy articulates a road map of how you are going to get somewhere.”



XPBIMAGES



Ricciardo: Wider tyres work

Red Bull’s Daniel Ricciardo has backed the putative reintroduction of wider tyres to Formula 1 for 2017.

“Mentally your concentration

has to be more in tune [with the tyres] so I think you’ll see a bigger separation between the top drivers and, let’s say, the others,” said the Australian.

Independents don’t believe in customer cars

Formula 1’s dominant manufacturer teams must build a compelling case for independents to believe in their customer car vision, says Force India deputy team principal Bob Fernley.

“[Team boss] Vijay [Mallya] is very clear he has come into Formula 1 as a constructor,” said Fernley (below, left).

“It is up to the manufacturer teams to convince him there is a viable alternative, which is their job, which is why they need to go away, to look at it and do it.”



XPBIMAGES

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SBLOXHAM/LAT

BIG NUMBER

34 The number of cars that populated the biggest field in grand prix history in Germany 1953



XPBIMAGES

Villeneuve: Asking fans is dangerous

Former world champion Jacques Villeneuve has questioned the principle of surveys asking fans for their views on shaping the future of Formula 1. "It is dangerous to ask the fans what they want, because a lot of modern F1 is what the fans wanted," he told AUTOSPORT. "Obviously it doesn't work."



STALEV/LAT

FIA TO GET STRICTER ON FLEXI-WINGS

The FIA intends to introduce stricter tests on front wing designs in an effort to prevent teams breaking the rules. Rules forbid moving aerodynamic parts, and in a fresh clampdown on so-called 'flexi-wings' the FIA has sent a technical directive to all teams which lays out plans to introduce a new front wing loading test focusing on the flaps.

It's not so physically demanding as it was 10 years ago, but mentally it's horrible



Toro Rosso's Carlos Sainz Jr on the challenges of F1 in his debut season



ETHERINGTON/LAT

Manor signs up Bob Bell as consultant

Former Mercedes technical director Bob Bell has joined the Manor Grand Prix team as a consultant. Bell, who also had stints at McLaren, Benetton, Jordan and Renault, has been brought in by the team to apply "his considerable industry experience supporting and advising Manor's management as they rebuild the team and formulate an ambitious long-term plan". The ex-Marussia team previously employed Pat Symonds in a similar role as technical consultant.

F1 PREVIEW

CANADIAN GRAND PRIX

June 5-7



CIRCUIT INFORMATION

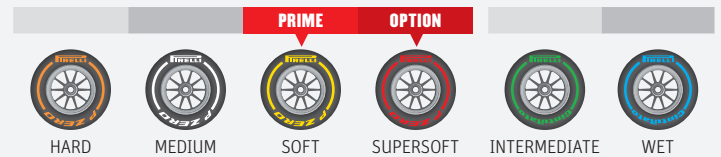
MONTREAL

LENGTH 2.710 miles NUMBER OF LAPS 70



2014 POLE POSITION Nico Rosberg 1m18.874s
QUALIFYING LAP RECORD Ralf Schumacher 1m12.275s (2004)
RACE LAP RECORD Rubens Barrichello 1m13.622s (2004)

TYRE ALLOCATION



UK START TIMES

LIVE ON BBC AND SKY SPORTS F1
FRIDAY
 FP1 1500 FP2 1900
SATURDAY
 FP3 1500 **QUALIFYING** 1800
SUNDAY
RACE 1900

BBC 5 Live and the BBC Sport website will offer live coverage of all sessions. BBC TV will also carry highlights of the race.

PREVIOUS WINNERS

2014 Daniel Ricciardo Red Bull
2013 Sebastian Vettel Red Bull
2012 Lewis Hamilton McLaren
2011 Jenson Button McLaren
2010 Lewis Hamilton McLaren
2008 Robert Kubica BMW Sauber
2007 Lewis Hamilton McLaren
2006 Fernando Alonso Renault
2005 Kimi Raikkonen McLaren
2004 Michael Schumacher Ferrari

THEMES TO WATCH



HAMILTON RESPONSE
 Lewis Hamilton will want to put the Monaco debacle behind him and hit back on a track where he has been strong in the past.



KIMI QUALIFYING
 Team boss Maurizio Arrivabene has called on Raikkonen to do some "homework" and raise his game in qualifying.



WILLIAMS COMEBACK
 Monaco was miserable for Williams, but the long straights in Montreal are more suited to the FW37. Updates expected, too.

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Ian Parkes

From the paddock

In the aftermath of the Mercedes strategy blunder in Monaco, the Canadian Grand Prix will show us what Lewis Hamilton is made of

The Circuit Gilles Villeneuve will either serve as balm to soothe Lewis Hamilton's troubled brow, or add to any angst he may still be harboring following the strategy blunder that overshadowed his Monaco Grand Prix, if history is anything to go by.

That a driver such as Hamilton has only a single Formula 1 victory to his name in nine attempts around the most famous streets in motor racing is anathema to the talent he possesses.

From Mercedes, there was talk of algorithms, data and GPS (or lack of it in this case), earning it vilification from Hamilton fans as they demanded to know what had happened to good, old-fashioned common sense.

Whatever the whys and wherefores, it's all in the past now, leaving Hamilton to nurture a slender 10-point lead over Nico Rosberg, compared to the 27 it could have been for a one-two finish spearheaded by the 30-year-old.

The question now, ahead of Sunday's Canadian Grand Prix, is whether Hamilton has shaken off the gnawing sense of bitterness and frustration that will have undoubtedly followed such a 'defeat'.

Post-race it would have been easy for him to have berated his team, to point an accusing finger; but not on this occasion – instead he was calm and assured.

What transpired in Monaco is exactly the kind of incident that would have deeply affected Hamilton in the past, one he would have mulled over for days, letting it darken his mood, and ultimately his form,

with Ferrari's Sebastian Vettel on occasion offering some resistance.

In Canada, other than Michael Schumacher, Hamilton sits alongside Nelson Piquet as the most successful driver with three wins in 2007, 2010 and 2012.

Like Monaco, with its walls at close quarters, it can be unforgiving on occasion – as every challenging track should be in all honesty – yet for the most part Hamilton has its number.

His maiden F1 win eight years ago was as comfortable as they come, despite the numerous safety car incidents that blighted the race, including a horrific crash involving Robert Kubica, then with BMW Sauber.

Hamilton's victory in 2010 was equally as comparable, but devoid of the smashes and safety car spells that had overshadowed events three years earlier.

Success in 2012 proved an F1 landmark as Hamilton was the seventh different winner that year from the opening seven races, making strategy and a late tyre stop work to his advantage to overhaul Vettel and Fernando Alonso, then with Red Bull and Ferrari respectively.

But then there is the flipside of the Canadian GP for Hamilton, because in 2008 a lapse in concentration resulted in him crashing into the back of Kimi Raikkonen's Ferrari in the pitlane, bringing an abrupt end to the race for both men.

Three years later and Hamilton's race was again over following a collision with another driver, on this

11

“It would've been easy for Lewis to have berated his team; instead he was calm and assured”

going into the subsequent race.

If last season was anything to go by, Hamilton has turned a corner, refusing to be dragged down into a morass of self-pity and indecision by the actions of others.

Mercedes still chose to leave him in peace following the events in Monaco, to allow him his freedom and to provide him with the time needed to collect his thoughts.

From the outside, and from the photographs that appeared in news outlets around the world of Hamilton enjoying himself on a yacht with numerous friends, whatever pain he was feeling had quickly dissipated.

It points to the fact that, despite his rollercoaster record in Montreal, and the picturesque island track in the middle of the St Lawrence Seaway, to all intents and purposes he should come out firing on all cylinders.

He remains the star driver of this season, despite Rosberg chalking up back-to-back wins for the first time in his F1 career to keep Hamilton in his sights,

occasion his own McLaren team-mate, Jenson Button.

That had followed another tumultuous race in Monaco for Hamilton in which he was penalised twice by the stewards, resulting in his now-infamous 'Maybe it's 'cos I'm black' faux pas.

And then last year Hamilton retired with brake failure, sparked by an initial loss of the MGU-K that also affected Rosberg.

It's that kind of turbulent run, with such highs and lows, that virtually mirrors Hamilton as a character.

Last month's race in Monaco was undoubtedly another wretched moment for Hamilton, and now we will see what he is made of this season in another crucial Canadian GP.

Personally, I have no doubt the occasionally temperamental Hamilton of old is firmly in the past, and this weekend the cooler, more composed Hamilton we have witnessed during these past nine months will again come to the fore. ❧

This week in motorsport

ACTION TAKEN ON FORMULA 3 CHAOS

Officials from the Formula 3 European Championship took the unprecedented step of abandoning last weekend's final race at Monza because of continued poor driving.

The second race at Monza on Saturday had been marred by two barrel-rolls – suffered by Michele Beretta (sequence, right) and Lance Stroll – with three safety-car periods and an eventual red flag.

It is understood that FIA Single Seater Commission president Stefano Domenicali – who was not at Monza – was furious about the driving, speaking with officials on Saturday evening and again after Sunday's race.

Drivers and team managers were called to an emergency meeting with race director Nils Wittich on Saturday evening, and were told that if Sunday's race did not feature an improvement then it would be completed under the safety car.



An early safety-car period was caused on Sunday by a first-lap accident for Ryan Tveter, and by the time it appeared again with Mikkel Jensen in the gravel it became evident it would not be possible to get to the 75 per cent distance necessary to award maximum points within the time remaining. The race was red-flagged.

Wittich said: "During the briefing we informed the drivers that it was not acceptable or the way we want to present F3. Mr Domenicali told us to be very strict in this case, so we informed the drivers that if they drive like this today we will finish the race under the safety car.

"We had two cars [Jensen and Stroll] leaving Turn 11 [Parabolica] wide to give them full speed on the straight, and as a result we had an accident. It [the abandonment] was the drivers' decision in driving this way."

Among the punishments handed out were bans from the third race for Matt Rao (left) and Dorian Bocolacci. Sergio Sette Camara and Stroll were ordered to start from the pitlane, although Stroll's Prema Powerteam appealed and he took up his grid position. After the third race, Brandon Maisano, Stroll, Jensen and Gustavo Menezes all received reprimands for driving conduct.



12

CRASH PHOTOS: PETER SOLOMON



Wilson joins Formula E field

British IndyCar veteran Justin Wilson is set to make his Formula E debut with Andretti Autosport at this weekend's round in Moscow.

After driving for Andretti's IndyCar team in the two Indianapolis rounds, the 36-year-old Brit will stand in for Scott Speed in the FE programme while the American has a date clash with X Games.

Andretti has achieved FE podiums with Speed, Franck Montagny and Jean-Eric Vergne, but is yet to win in the category.

A1GP CARS TO SOUTH AFRICA

The fleet of Ferrari-engined A1GP cars has been bought by a group aiming to start a series in South Africa later this year.

AFRIX Motorsport has purchased all 21 of the 'Powered by Ferrari' A1GP cars that contested the 2008-09 season, as well as their direct-injection V8 engines. It is planning a series of approximately four events in the European winter ahead of an extended 2016-17 programme that could include races elsewhere in Africa.

Alan Eve, one of three partners in AFRIX, explained that the plan was to "attract drivers from Europe and North America who want a bit of seat time during their winter".

REMEMBER WHEN



Second-hand single-seaters powered a top series in South Africa in the 1960s and '70s. This shot from the final year of the South African F1 Championship shows Dave Charlton (McLaren) leading Eddie Keizan and Guy Tunmer (Lotuses), with Ian Scheckter (Tyrrell) lurking among the Formula Atlantic cars.

For all the breaking news, visit AUTOSPORT.COM

INFINITI PULLS PLUG ON BTCC

Infiniti has withdrawn from the British Touring Car Championship with immediate effect after stopping its backing of the Support Our Paras Racing team.

The paratrooper-affiliated squad, which has had a troubled start to its inaugural BTCC season, intends to continue without the support of the Japanese manufacturer.

Team principal Derek Palmer Sr said: "Naturally we wish Infiniti well in the future, but the team is now in the strong position where it can refocus and concentrate on developing and growing in keeping with its core beliefs."

It is understood Infiniti supplied the team with Q50 shells and contributed to the build cost, but did not extend its involvement further. Martin Donnelly, drafted in by Infiniti at Thruxton, is keen to remain involved but is not expected to drive this weekend at Oulton Park. The team is also talking to other drivers.



In brief



OESTREICH IN AUSTRIA

German ex-touring car ace Markus Oestreich made a surprise return to international car racing last weekend in the TCR round at the Salzburgring. Oestreich, a former BMW factory driver who contested the WTCC and won the Spa and Nurburgring 24 Hours, finished 10th in the opener in a Campos Racing Opel Astra OPC. He has been a leading contender in the European Truck Racing Championship over the past two decades.

CATSBURG FOR LADA...

Highly rated GT racer Nick Catsburg is to join Lada for a one-off World Touring Car Championship round this weekend at Moscow Raceway. Catsburg, who has tested the Vesta at Magny-Cours, will join fellow Dutchman Jaap van Lagen, who stays on for a second outing. The team has committed only to 2012 champion Rob Huff for the rest of the season.

...AS RYDELL RETURNS

Meanwhile, Swedish tin-top legend Rickard Rydell will return to the cockpit of his Nika Racing Honda for the Russian WTCC round. Rydell has missed the past three rounds due to suffering from thyroiditis.

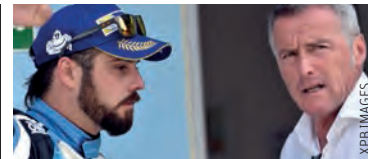
TVETER IN HOSPITAL

American Formula 3 racer Ryan Tveter was hospitalised for checks after his crash at the first corner in last weekend's final race at Monza, in which the Carlin driver was launched over the rear end of Fabian Schiller.

Makinen is talent coach

Toyota has drafted in four-time World Rally champion Tommi Makinen as driver coach for Daiki Arai and Takamoto Katsuta – the latest youngsters to be employed by Toyota Motorsport.

Arai and ex-Formula 3 ace Katsuta will contest Rally Poland and Rally Finland plus selected Japanese events under the guidance of Makinen and fellow Finn Mikko Hirvonen. The aim is for one to join the Toyota team when it contests the 2017 WRC, its first season since 1999.



TCR MAY GO TO DOZEN

TCR promoter Marcello Lotti has confirmed that 12 regional series for the new touring car concept could run alongside the main International championship from next year.

As well as Asia, which starts later this year, China, Thailand, Russia, Italy, the Benelux countries and Germany are all confirmed to host their own TCR series in 2016, while proposals for an Iberian series, France, the Dominican Republic, Venezuela, Malaysia and the US are being considered.

"Day by day we have more people calling us who are interested in organising a series," said Lotti. "This platform works well for us and also for the manufacturers."

EuroInternational may take break

Troubled Formula 3 European Championship team EuroInternational is prepared to skip the next few rounds.

The Italian squad, whose deals with Nicolas Beer and Marvin Kirchhofer for 2015 were both ended within two events, ran Facu Regalia and Artur Janosz last weekend at Monza. Regalia withdrew after

a disappointing qualifying, while Janosz was eliminated from the first race when he hit the stalled Markus Pommer on the grid.

Team boss Antonio Ferrari said: "It's possible but it's not a wish. We cannot afford to continue in this way. We are working on a deal with two drivers, but it has to be for at least three or four events."



What's this? Ogier goes historic

Sebastien Ogier returned to the wheel of a Volkswagen rally car last weekend – but this time it was in a Beetle and he had his wife Andrea Kaiser, not Julien Ingrassia, telling him where to go on the Alpen Rally



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NEW FOR 2015

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The beer tent is the social centre of the Fan Village, and will feature live music on both the Friday and Saturday evenings

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Competitions

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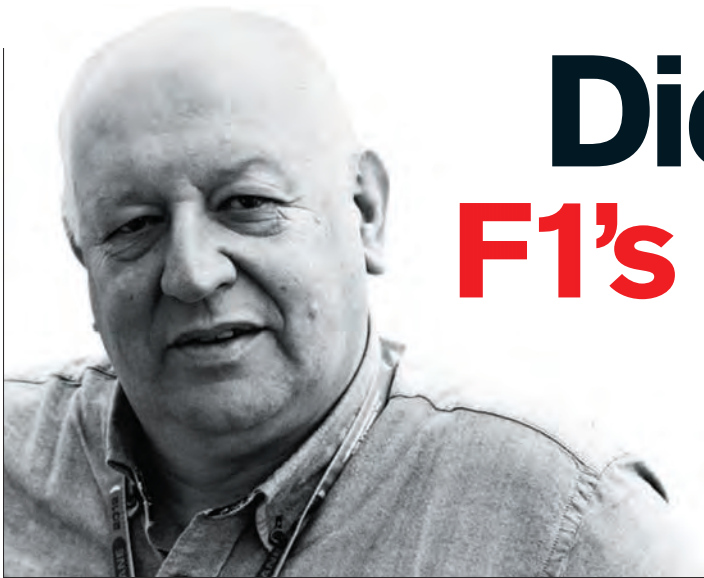
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Dieter Rencken

F1's political animal

Some of the ideas floated to boost grid numbers cut against the very essence of what Formula 1 should be about

As Formula 1 decamped to Monaco ahead of its blue-riband event on the streets, it faced four choices in order to maintain the integrity of grids at 20 or more entries in the future. True, the line-up currently numbers that many, to be bolstered in 2016 by the arrival of Haas F1, but such are the woes created by F1's inequitable payouts that the futures of at least two independent operations cannot be guaranteed.

The quartet of options is:

- Carry on as is, hoping for the best.
- Introduce third cars, initially through the three constructors' championship bonus teams (Ferrari, Red Bull, McLaren) whose covenants include such clauses should grid levels fall below 16 on a regular basis.
- Amend the listed parts schedule to exclude monocoques and similar components to enable teams to share/source major items, or purchase complete cars from frontrunning operations – increasingly referred to as “franchise cars” to differentiate them from generic customer cars (see below).
- Amend the regulations to include one-make chassis, powered by specification engines and KERS systems – a sort of GP1, long punted by commercial rights holder Formula One Management, which currently blames everything from the current high-tech engines through to “unrecognisable team bosses” for dwindling fan interest.

Indeed, during a “crisis” Strategy Group meeting held a week before Monaco all the parties present – the FIA,

that could yield “two chassis, complete, [supplied] by the first of January [each season] for 15 million dollars”.

Admittedly they were only plans, but so much for waiting for Strategy Group decisions, and F1 Commission and WMSC procedures; so much for F1's last “customer” team (Toro Rosso) spending over \$80 million per year.

No sooner had the independents expressed major concerns about plans that would in effect force them to shut their engineering and manufacturing shops (which would not only inflict irreparable damage on F1 as a brand, but also result in potential losses of upwards of 1000 highly-qualified heads) than the next grenade exploded: the FIA launched a selection process for a new team from 2016/17. A fifth option...

The governing body is, of course, perfectly entitled to solicit expressions of interest from budding team owners and grant any successful operation a slot on the grid. After all, it is the FIA's own championship, albeit one leased – for 113 years in arguably the most myopic deal ever struck by a sporting federation – to a group of venture capitalists. But the action and timing perfectly portrays the politics at play at F1's heart.

On one hand, this multi-billion dollar sport has a commercial rights holder sucking up profits while 40 per cent of its grid faces severe liquidity issues, yet sees as the only solution its brokerage of specification cars that fly in the face of current convention (and reduce motorsport's premier formula to the level of a one-make

“The FIA is entitled to solicit expressions of interest from budding team owners”

FOM and six “enfranchised” teams – agreed to “refine [proposals] in the next few weeks, in consultation with other teams,” further agreeing “to work together with an intention to firm up these proposals and submit them to the approval of the F1 Commission and FIA World Motor Sport Council as soon as possible”.

According to sources, the majors – led, one hears, by McLaren and Ferrari – were adamant that redistribution of the sport's revenues should not be contemplated. Instead, they pushed for third cars and/or franchise-type operations. These would, of course, be tidy revenue spinners for both, and enable the McLaren-Honda alliance to supply a second team without it being a performance threat to Woking.

So far, so good (if you're a CCB team), except that no sooner had the jointly-signed release – by Jean Todt (FIA) and Bernie Ecclestone (FOM) – hit the press than the latter revealed plans for customer cars, telling AUTOSPORT he would act as middle-man in a scenario

category). On the other, F1's true and rightful owner wishes to grow the sport via the granting of an additional entrant's license.

Each party holds six votes (out of a total of 18) on the Strategy Group, with three CCB teams, two concession teams (Williams and Mercedes) and a floater (currently Force India) holding single votes on issues that need to be passed before escalation to the Commission/WMSC.

As a result, impasses between FIA and FOM can be broken only by six teams, all of whom have vested interests, and vote accordingly. Would Ferrari go with third or franchise cars? Absolutely. Mercedes? In June last year no, but this year yes. Williams? Well, depends. Force India? Not a chance.

There, in a nutshell, lies F1's dilemma: until the sport solves its governance issues by forcing its major players to work together in the best interests of F1 and teams, sponsors and fans – and not place shareholders first – it is bound to continue on a slippery slope. ❧

WHO IS F1'S NEXT BIG THING?

Reaching grand prix racing is difficult enough, but precious few have the ability to emerge as a world champion. **BEN ANDERSON** analyses the drivers most likely to make that step to join the best of the best

The line separating very good Formula 1 drivers from exceptional ones is fine indeed. Being 'merely' fast is not enough. At the highest level, that is taken for granted. You have to deliver excellent performances consistently, and under enormous pressure.

When opportunities to score top results – podiums, wins, world championships – present themselves, you require the necessary blend of

mental steel and ruthless opportunism to seize the day, and not let it slip through your grasp.

Your skill behind the wheel is crucial, but you must also have the force of personality to extract the maximum from your team, and ensure you have the best machinery possible at your disposal.

It's a difficult and imprecise chemistry to achieve. Very few drivers are able to win races consistently, let alone championships. There's a reason why only 32 drivers have been crowned.

And many who are extraordinarily successful at the lower levels struggle to translate that success further up the ladder. Some run out of money and lose momentum before they get the chance, some join the wrong team at the wrong time, and some get into the right circumstances but find themselves undone by a faster, cleverer, stronger rival.

It takes a lot for a driver who has made it to F1, and even been moderately successful,

RICCIARDO VERSTAPPEN NASR MAGNUSSEN SAINZ JR KVYAT BOTTTAS

17

to get taken seriously by the category and its fans. The inherent conservatism within many top teams, and the staying power of those who have conquered the world already, make it even more difficult for the next generation to stand out, and stick around.

What follows is an attempt to highlight the brightest emerging talents on the current grid. Naturally we had to draw the line somewhere, so we have excluded drivers

over the age of 25, and obviously those who have already been exceptional enough to win the world championship.

There also has to be a sense of momentum about the driver's career. OK, Kevin Magnussen is not racing in F1 this season (apart from subbing for Fernando Alonso in Australia), so his career has stalled momentarily, but he is included because McLaren has retained him, whereas Sergio Perez, who qualifies under the age criteria,

left McLaren for a midfield team and has lost the upward trajectory he built when he first joined the grid. Ferrari reserve Esteban Gutierrez is excluded because his performances at Sauber were patchy, so he needs to do more to convince.

Agree or disagree, the following drivers are the ones we think could potentially define Formula 1 in the future, once the likes of Lewis Hamilton, Alonso, Jenson Button, Kimi Raikkonen and Sebastian Vettel have had their day. ▶

ALREADY KNOCKING ON THE DOOR

Daniel Ricciardo and Valtteri Bottas have been rivals since they fought for the 2008 Formula Renault Eurocup (Bottas prevailed), and of all the established young drivers currently in Formula 1 are the best placed to kick on and challenge the established order.

DANIEL RICCIARDO

Ricciardo is arguably slightly further advanced in his career trajectory, given that he has already won three grands prix, seen off a multiple world champion team-mate in Sebastian Vettel, and been ranked number one in the motorsport world in AUTOSPORT's top 50 drivers of 2014. This smiley Australian's laid-back persona and cheeky attitude outside the car mask the steely determination to succeed required of all potential world champions.

It would do him an enormous disservice to claim this is his greatest weapon, but it does make him stand out from the crowd. Even during his formative days in Formula 3 it was clear that Ricciardo possessed a rare strength of character, which empowers him to take setbacks in his stride and draw the teams he drives for towards him with affability.

The power of that quality has only increased in Formula 1, where the pressure is more intense. The size of the teams, and therefore the force of will required to galvanise them, is far greater. The way Ricciardo immediately endeared himself to Red Bull in 2014 stands as evidence of the force of his character.

"He naturally magnetises people around him," says Red Bull boss Christian Horner. "It was a big thing for him to come into the team last year, Sebastian having won four world championships. He was coming into Sebastian's team, but with his personality he managed to get people to warm to him very quickly. He never moans or bitches and he's genuinely a nice guy. But beneath that is a very hungry, committed racing driver."

It also helps, of course, that Ricciardo is extremely fast, and able to extract performance from a car even when not quite set up as it should be. He has what Horner describes as "a very classic driving style – effortlessly smooth, but very assured and carrying an awful lot of momentum through all different types of corner. He's very soft on the tyres and has a very good feel for them. He's got an effortless style, almost in the way that Roger Federer plays tennis."

He is also ruthless in the heat of combat, as he displayed most recently against Kimi Raikkonen in Monaco. Last year he showed the fine balance of killer instinct and perfect judgement that all champions must possess, winning three races in a car that should not have been good enough to do so. In Canada and Hungary he made committed passes at key times to win, while in Belgium he showed his imperviousness to pressure by resisting the challenge of a recovering Nico Rosberg in a much faster car.

"You've only got to listen to him on the radio – he's never flustered, always extremely calm, and you always get the feeling he's driving within himself," Horner adds. "He's got a very good understanding of what's going on with the car, and I think what was clear to see from last year is that at the big-pressure moments he delivers. That's a true mark of a great driver."

Red Bull motorsport advisor Helmut Marko reckons Ricciardo is "already there" as a

Ricciardo's affability veils
ruthlessness in battle and
imperviousness to pressure





“Under big pressure he delivers. That’s the mark of a great driver” HORNER ON RICCIARDO

top-level driver, while Horner thinks the only quality we haven’t yet seen from his charge is the ability to endure the pressure of a championship challenge. “That pressure is very different to winning races, and that’s where Sebastian was so very strong,” explains Horner. “In those high-pressure moments he never went to pieces. Daniel is showing all the hallmarks of having the same attributes, but he’s not been in that position yet.”

To rise to that challenge, though, Ricciardo needs a better car at his disposal. The RB11 is not as competitive relative to the opposition as the RB10 was, and without Vettel in the team this is where we see whether Ricciardo has the technical nous and clarity of thought to help steer Red Bull out of trouble. Certainly his old rival Bottas thinks Ricciardo is worth keeping an eye on.

“I think he’s a really good driver,” says Bottas. “He’s clever and he’s quick and that’s what a modern Formula 1 driver is. I really enjoyed racing with him in Formula Renault. I rate him well, but on the other hand I beat him in the championship, so I rate myself higher!”

VALTTERI BOTTAS

Like Ricciardo, Bottas has firmly established himself over the past 12 months or so, helped by Williams’s rise back towards the front of

the grid. He has a different personality – quieter and more understated – but is similarly ruthless and determined.

As a Finn, he currently operates in Raikkonen’s long shadow. But the fact that Bottas has been linked to Raikkonen’s Ferrari seat suggests he is hot property at the moment.

Ricciardo reckons he and Bottas have “some similarities” in their driving styles, and certainly they both have a very good feel for the limitations of the current Pirelli rubber, which is something many very good drivers have struggled with. “I’d certainly say his strength is his feeling for the tyres,” explains Williams technical chief Pat Symonds, who has worked with Fernando Alonso and Michael Schumacher and reckons Bottas has “absolutely” the right qualities to be a world champion. “It quite surprised me actually, in the first races I went to with Williams in 2013, almost to the point where I wasn’t quite sure what he was saying was right, because it was very precise. But it actually did turn out to be right. While we’re on Pirelli tyres that will be a formidable strength.”

He also possesses the strength of character and sharp judgement required to grab opportunities when they come his way. Qualifying the awful FW35 third in the wet in Canada 2013 and topping Q1 at Austin the same season showed the world glimpses of his potential, and last season he was more

often than not the driver carrying the fight to the dominant Mercedes of Lewis Hamilton and Rosberg. He’s shown his defensive abilities in battle, and his ability to judge the changing grip on an evolving track marks him out as one of the best qualifiers on the current grid.

“I think he’s very capable of assessing his risks,” adds Symonds. “In Russia last year people said he made a mistake in the last corner when he would have been on the front row. That’s not actually true. What he did was say, ‘Right, I’m going to push my tyres, if they last the last sector then I will be on the front row, if they don’t then I’ll be on the second row.’ And that’s exactly what happened. It was an intelligent bit of thinking. It’s surprising how many journalists said it was a mistake and a sign of weakness – that’s absolute bollocks!”

But there are still some rough edges to iron out. Bottas has not always made the best of race starts, the importance of which Symonds has stressed to him. Although he is very adaptable, the recent Monaco Grand Prix highlighted how he can suffer, in similar fashion to Raikkonen, if his car has a surplus of rear grip over front. But he is paired alongside Felipe Massa – one of the best exponents of driving on the Bridgestone rubber that biased F1 cars this way before Pirelli came along, so is in the perfect place to learn that craft. If he can do that, he will become even more formidable. ▶

Sainz has already shown
the advantages of extra
single-seater experience...



TORO ROSSO'S CHARGERS CARLOS SAINZ JR & MAX VERSTAPPEN

Between them, these two drivers have started just 12 grands prix, so they are nothing like the finished article just yet. But both have survived the cut and thrust of Red Bull's junior programme to climb to the pinnacle of single-seater racing, and are already making a serious impression. The company's motorsport advisor Helmut Marko already believes they will be in F1 for the long term, whether inside the Red Bull fold or not.

Seventeen-year-old sensation Verstappen has arrived in F1 with enormous pressure on his young shoulders. Red Bull has been criticised

for promoting a driver so inexperienced, and he has to deal with that while proving he has the necessary skill and capacity to improve to justify his place on the grid.

Like Daniil Kvyat, Verstappen is a spectacular and reactive driver, capable of extraordinary performances, such as lapping second fastest in first free practice at Monaco having never been there before. He also possesses incisive and aggressive racecraft, as his drives in China and Monaco this year show. OK, Monaco ended badly, but that is not a pattern. His judgement for the most part has been excellent. What he

needs is time to build a more nuanced understanding of the technical intricacies required to get the most out of his car over the entire race weekend.

Team-mate Sainz is a little older (20) and has the benefit of extra experience racing in GP3 and Formula Renault 3.5. There were doubts right up until the end of last season that he would even get a shot at F1, but he impressed Red Bull in last November's young driver test in Abu Dhabi and has arguably shaded Verstappen slightly over the first six races.

For Toro Rosso deputy technical director Ben

“Both drivers are very, very talented. They are doing an exceptional job” BEN WATERHOUSE

...but both Toro Rosso
drivers look set to be
in F1 for the long haul



Waterhouse, Sainz's displays suggest Red Bull made the right choice in giving him the chance to race alongside Verstappen.

“He can hustle a car if the balance is not there in the same way Max can, but he doesn't require quite as strong a front end as Max so he's not rotating the car as aggressively,” Waterhouse explains. “His natural style is to be slightly less aggressive on the tyre, but ultimately, in terms of laptime, you see they're very, very close.”

“I find the two drivers, in terms of their absolute potential, very difficult to split. They are both very, very talented. What shows with Carlos is the extra years of experience [in single-seater racing] mean he's more used to working with engineers. His feedback is quite exceptional for someone of so little experience. He's a real thinker and has the capacity to do that while he's driving.”

“To be fair, both of them have been mighty impressive this year. My initial impression when I heard they would be our drivers was that it might prove difficult to achieve our targets; the reality has proved to be somewhat different. They're doing an exceptional job.”

Difficult second year is a classic F1 trope, but Kvyat inspires Red Bull's faith

THE RED BULL JUNIOR DANIIL KVYAT

Until the Monaco Grand Prix, where he achieved the best finish yet of his fledgling F1 career, Daniil Kvyat had been largely anonymous at Red Bull this year.

He is unlucky to have joined as the team has taken a step back in competitiveness, but also hasn't yet pushed team-mate Ricciardo as hard as he should, particularly in qualifying.

But Red Bull has faith. It believes Kvyat is something of a rough diamond, which will come seriously good once it polishes up. The 21-year-old Russian has been severely hampered by a lack of track time in the RB11, and as a sophomore doesn't yet possess enough experience to dig himself completely out of trouble if he can't get on a roll through free practice and qualifying.

But he seems entirely devoid of ego, which allows him to be ruthlessly self-critical. That is an engineer's dream. Kvyat

has a very dynamic and aggressive driving

style, which can be spectacularly effective but requires complete confidence in the car underneath him. He talks often about needing to 'click' with the car and become 'a single piece'. Hence he is very focused on the technical aspects of F1.

"His style is still evolving, but what we see is tremendous commitment in high-speed corners," says Christian Horner. "He hustles the car a little bit more [than Ricciardo], he's got very quick reflexes, great hands in terms of car control, and is quite a reactive driver."

"The second year is often harder than the first, and he's doing that in a very public arena. But he's getting stronger; his technical feedback is very good. He's intently keen on understanding all aspects of the car. He's got that work ethic too that will serve him well."

Toro Rosso was seriously impressed by some of Kvyat's race performances as a rookie, particularly unheralded charges at Monza and Austin that, for circumstances not entirely under his control,

came to nothing. Things have not quite clicked for Kvyat yet, but when they do he will be devastatingly effective. ▶



BRAZIL'S BRIGHTEST HOPE

FELIPE NASR

Nasr made a big splash by scoring the best debut finish – fifth – of any Brazilian driver in Formula 1 history in the Australian Grand Prix, but he's also proved to be more than a one-hit wonder over the first six races of his F1 career.

Apart from a below-par showing in Malaysia, where he struggled badly with the rear-suspension set-up and overheating rear tyres, Nasr has been consistently excellent for Sauber.

He was always very smooth and calculating in the lower categories – perhaps not always the fastest driver, but very good at reading races and driving towards the bigger picture. In this way he is similar to Jenson Button.

Many label Nasr, who won the 2011 British Formula 3 title and turned down an offer to join the Red Bull scheme earlier in his career, as a 'pay driver', but he is much more than that. Regardless, plenty of drivers have bought their way onto the grid before conquering the world. Just ask Niki Lauda.

"To label any driver a 'pay driver' is pretty unfair, because there is no driver in F1 who has not had support at some time in their career," argues Sauber team principal Monisha Kaltenborn. "What we've seen with him is very unusual. He shows so much maturity in how he manages his races. Of course he'll make mistakes, which you need to do in order to learn, but the way he manages his races is very impressive for a rookie. He has absolutely the potential to go further ahead."

To do that he needs to get on top of rear-tyre management (though the aerodynamic deficiencies of the C34

aren't helping him in that regard), continue to see off his more experienced team-mate Marcus Ericsson, and use Sauber as a springboard to bigger things.

His record in GP2 was less impressive than it might have been, but so far the work he is doing in F1 is exemplary. And that's what matters most, after all.

S.BLOKHAN/LAT

Nasr echoes Jenson Button in racing with the bigger picture in mind

McLAREN-HONDA'S FORGOTTEN MAN

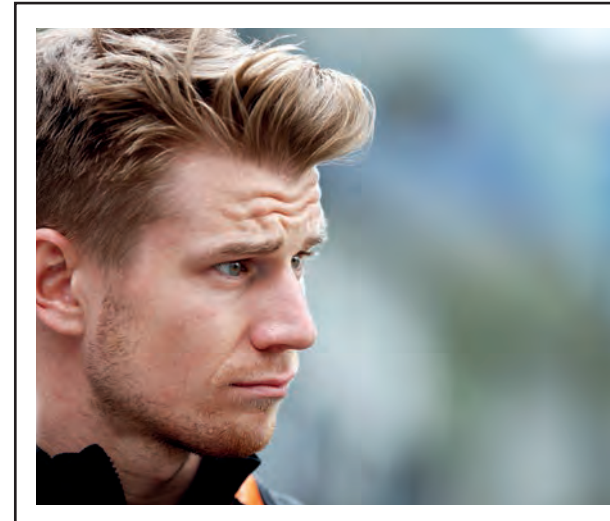
KEVIN MAGNUSSEN

Magnussen made a strong impression as a rookie last season, but it wasn't enough to retain his race seat over 2009 world champion Jenson Button. Many would use that as an argument to keep him out of this list, but Magnussen is by no means finished yet, either with McLaren or F1.

He was often faster than Button on a given grand prix weekend, but his lack of experience with high-degradation Pirelli rubber held him back and he scored fewer than half of Button's haul of championship points (though this is



After a tough debut year, 2015 is all about building experience and knowledge




exaggerated by his failure to finish the double-points Abu Dhabi finale).

Nevertheless, Magnussen did enough to convince McLaren he was worth keeping on the books, rather than ditching altogether. “Kevin just needs experience and more time in the car,” explains McLaren racing director Eric Boullier. “It’s like going from League One football to a top club. All the players are highly trained and used to the level of racing we have. Formula 1 is so much more complicated than any other

category. It was a massive learning curve for him in a top team.

“What he’s done in the junior categories is amazing, and when he won the World Series by Renault championship he did it in a manner where you could see he’s a champion. That’s the first thing. The second part is his ability to understand F1 and gather people around him, and his raw pace. He did a very good job, against a notorious team-mate. He has the capabilities to be a champion of the future.”

Speaking to Magnussen it becomes clear that the pressure of driving for his career after just half a season racing in F1 got to him, and thus he began to unravel slightly over the last part of the season. Going up against Button has given him a new appreciation of exactly what it takes to become a world champion-calibre driver in F1. He realises he needs to absorb those lessons, so when the next opportunity comes along he can grasp it firmly with both hands and reward McLaren’s faith. 

“Kevin just needs more time. He has the capabilities to be a champion” ERIC BOULLIER



23

HAVE GROSJEAN AND HULKENBERG MISSED THE BOAT?

There once was a time when these two drivers looked to have the world at their feet. Now they find themselves still stuck in the holding pattern of F1’s midfield. So what’s gone wrong?

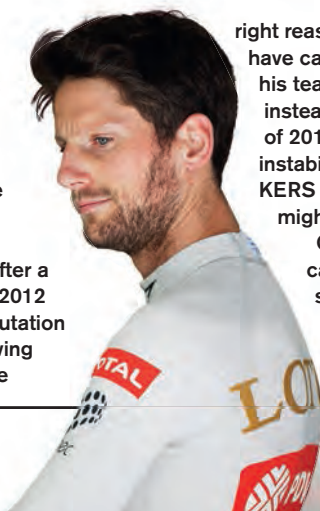
Well, Hulkenberg, 27, has run into a couple of unfortunate roadblocks since graduating to F1 in 2010 as a dominator of the junior categories. He scored pole for the final race of his rookie season, but then Williams opted to take two paying drivers the following season, freezing him out.

He bided his time as a Force India reserve, earned a race seat for 2012, but when Lewis Hamilton left McLaren for Mercedes his old team opted to take Sauber’s Sergio Perez based on his

early-season podium form. Another door closed.

Now he is paired with Perez at Force India, and – because they are closely matched – suffers from the perception problem created by Perez only lasting one season at Woking. To an extent, association taints Hulkenberg.

Grosjean, 29, returned to F1 (after a false start in 2009) with Lotus in 2012 but crashed – a lot – and his reputation suffered. By the end of the following year he was turning heads for the



right reasons, but by then the ship that could have carried him to Ferrari had sailed with his team-mate Kimi Raikkonen on board instead. Had his form in the early part of 2013 – when he battled braking instability caused by an incorrectly set KERS system – been better, things might have been different.

On such small details can drivers’ careers prosper or wither. But both still have time on their side, and some top teams may yet decide their extra experience still has great value when the time comes.

STALEY/LAT

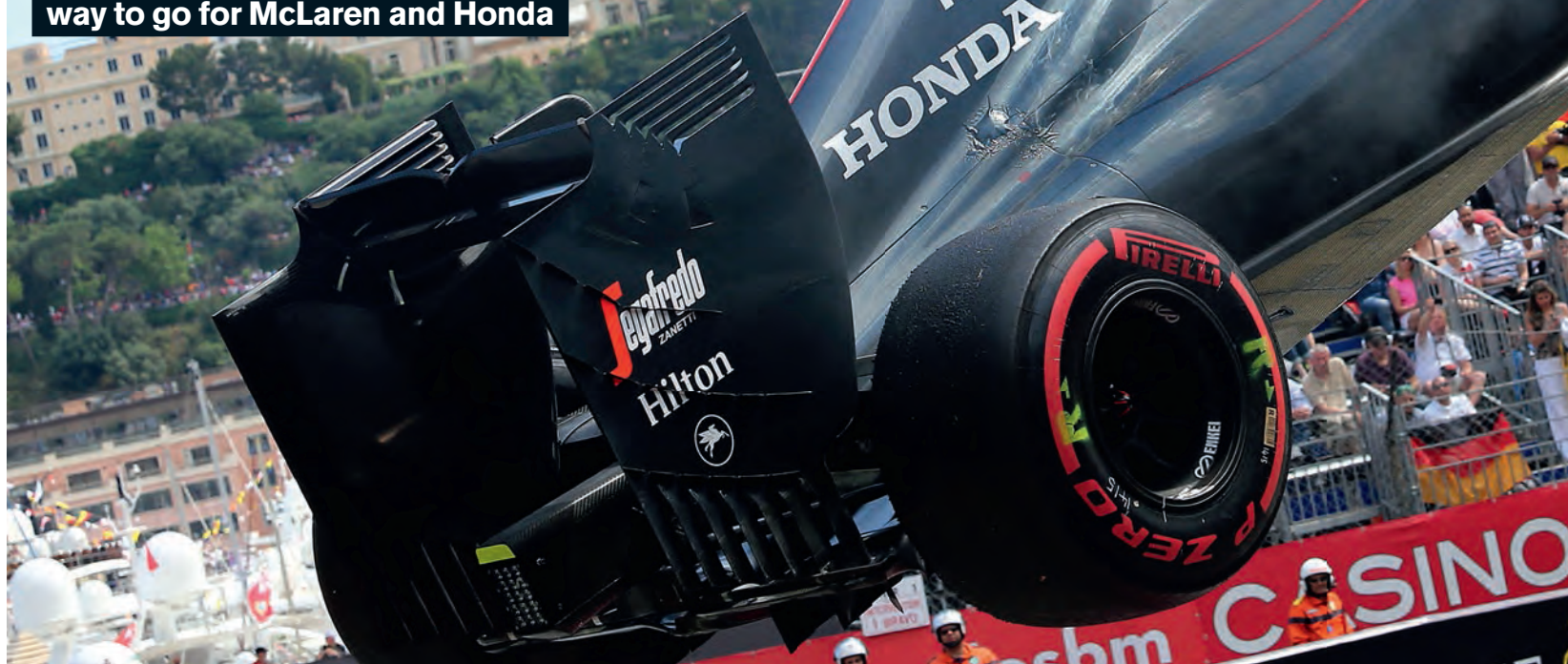
COATES/LAT

McLaren still needs power boost

The Monaco GP got the points-scoring monkey off the team's back. But as

IAN PARKES explains, there's still a long

way to go for McLaren and Honda



24

At the sixth time of asking this season, and following a litany of issues to blight their reunion over the first few months, McLaren-Honda returned to the points in Monaco two weeks ago, as Jenson Button took the chequered flag in eighth position. It was yet another positive step for a renewed partnership that has been making incremental gains in each race following a pre-season to forget.

But there remains a long, hard road ahead for McLaren-Honda, whose previous record-breaking partnership in the late 1980s and early '90s is all a far cry from what the pairing is currently experiencing. Such prolific success – 15 wins in 16 races in 1988, 45 victories in 80 grands prix overall, along with four consecutive constructors' and drivers' titles – has, by his own admission, placed Honda's amiable chief Yasuhisa Arai under “very big pressure”.

The Japanese manufacturing giant is investing many millions of pounds into its return to Formula 1,



Alonso ran in top 10 before retiring

and at the highest level some form of return on that investment is obviously expected.

Naturally Honda has no intention of being remembered alongside the engineering flop that was Toyota, which bowed out of F1 after eight years and 140 races in 2009, at the height of the global credit crisis, without a win to its name. Arai has, however, added to the weight of expectation already upon him by

making some bold predictions, suggesting podiums and wins by the end of the year, and potentially pushing Mercedes for domination in the near future.

While Button's four points were obviously welcome, the low-speed, tight-and-twisty nature of the Monte Carlo circuit played into McLaren-Honda's hands.

Honda can point to a drastic improvement in the driveability of

the car, mainly as the characteristics of the power unit have dramatically changed from those early horrific days of pre-season testing at Jerez.

As Arai recently described it, the package is “almost a new power unit”. But for yellow flags at one stage in Q2 due to a lock-up from Nico Rosberg into Mirabeau, there is no doubt Button would have made it into the top-10 shoot-out for the first time this season, and who knows what might have been possible from there?

But the key word for Honda in the description of the 1.6-litre V6 turbo system is ‘power’, and potentially for the next few races a lack of that could be the team's Achilles' heel.

Following the race around the principality, Arai was naturally delighted to see some points on the board against McLaren-Honda's name. But with the power circuits of Montreal, the Red Bull Ring and Silverstone next up, Arai knows a struggle looms unless he and his team of engineers can find some additional grunt from somewhere.

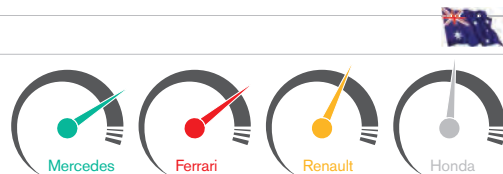


HONDA'S SPEED GAINS

This shows the top speed of the fastest car for the four engine suppliers during qualifying for each of the first six grands prix of 2015.

AUSTRALIA

Mercedes 204.4mph
 Ferrari 203.6mph
 Renault 198.3mph
 Honda 194.4mph



MALAYSIA

Mercedes 203.1mph
 Ferrari 202.2mph
 Renault 197.7mph
 Honda 194.5mph



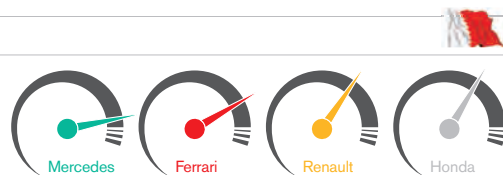
CHINA

Mercedes 207.8mph
 Ferrari 206.1mph
 Renault 201.5mph
 Honda 197.8mph



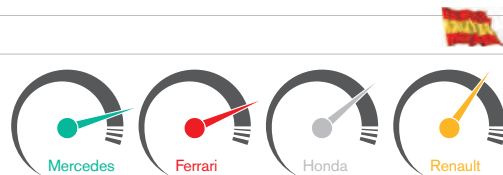
BAHRAIN

Mercedes 208.7mph
 Ferrari 205.0mph
 Renault 200.1mph
 Honda 199.4mph



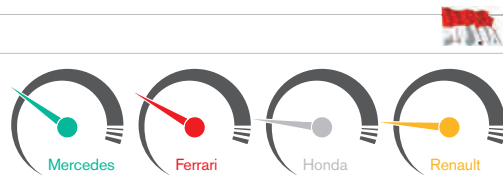
SPAIN

Mercedes 207.7mph
 Ferrari 206.5mph
 Honda 203.1mph
 Renault 200.3mph



MONACO

Mercedes 182.9mph
 Ferrari 181.8mph
 Honda 177.3mph
 Renault 176.8mph



“Monaco was not a leap. It was a general step we’ve had every race” JENSON BUTTON

As Arai said: “Now we need more power. Please give me more power.”

With a smile, he looked at the gathered group of journalists and added: “If you have any idea, I will accept. I know we need more power, but it’s not easy to get.”

Honda has nine tokens at its disposal to use as it sees fit on upgrading areas of the power unit, though the key deficit to rivals Mercedes, Ferrari and Renault is experience of operating within the new regulations, since they are now in year two of their programmes.

That means decisions as to when to use the tokens have to be taken wisely; the optimum time is as late as possible in the year to build on that development into 2016.

It is a delicate balancing act for Honda, since it is naturally eager to propel McLaren towards the front of the grid as quickly as possible, but without compromising on a rate of development of the power unit that could have consequences down the line. The issue is complicated by the Strategy Group’s recent decision not to increase the allocation of

engines for this season from four to five, for once opting to abide by the regulations.

Arai, who attended the Strategy Group meeting at Biggin Hill, conceded that he was “totally disappointed” with the announcement, forcing Honda to alter its immediate plans.

How Honda will be affected over the next three races remains to be seen, but certainly Button is already wary as to how McLaren will fare, particularly this weekend in Canada at the Circuit Gilles Villeneuve.

“Monaco was not a sudden leap forward,” said the 2009 world champion. “It was just a general step forward we’ve had every race.”

“At the next race we won’t have a step because there are a lot of long straights. It’s just a circuit that won’t suit as well.”

For McLaren-Honda fans, you have at least been warned. Anything else will be a bonus, and perhaps further indication that Arai’s hopes of a podium, or a win, before the end of the year might not appear so far fetched after all. **W**



Bottas failed to score points in Monaco

XPB IMAGES

Was Monaco slump a one-off for Williams?

After getting both cars home in the points in four of the first five races, Williams dropped the ball in Monaco. **LAWRENCE BARRETTO** assesses if it was just down to the quirky track

Everything was going so well for Williams. Nine points finishes out of 10 in the first five races was its best record on this front since 1992. But the team's performance unravelled in Monaco, as Valtteri Bottas and Felipe Massa were woefully off the pace and failed to score. The duo suffered from chronic understeer, something the FW37 has struggled with since its creation. And though all teams struggled with tyre management in the principality, it was a particular problem for Williams as the smoothness of the track and cooler temperatures exacerbated the problem.

Add into the mix no long straights or high-speed corners – where the Williams excels, particularly thanks to its Mercedes-power unit – and it becomes clear why the team was in no man's land.

Bottas admitted that Williams cannot afford that kind of uncompetitive weekend if it wants to be a world championship-winning team again, and performance chief Rob Smedley echoed those comments.

But is Monaco the beginning of a downward spiral or simply a one-off like it was last year? Well, there is a strong feeling inside the team that its poor form in the streets of Monte Carlo was very track-specific.

The next few venues are Williams-friendly circuits, with Canada's long straights and

Silverstone's sweeping corners playing to the car's strengths. And who can forget last year's Austrian GP on a power circuit, when Williams locked out the front row?

Despite all that, there is a distinct feeling that Williams has underwhelmed so far in 2015 and third in the constructors' championship is the best it can hope for because some believe its form has plateaued. But this could be viewed as a little harsh on a team with the fifth-biggest budget in F1, and which is thus punching two places above its weight.

Williams does not have the benefit of manufacturer backing, and the healthy bank balance that goes with it, nor a line of sponsors queueing up, chequebooks in hand. So it took a gamble when it decided to heavily invest in the team for 2014, the results of which left it with a year-end loss of £42.5 million.

"We've put together a very competent group of people now who operate very well and that's only getting better," says Smedley. "It's quite a young group in terms of experience and it hasn't fully matured in terms of how it's working together. If you look at the Red Bull group, they have been the same for a long time, so the potential is good."

For now, the team's tenacity and bold approach with its finances are driving results on the track. Third place in the constructors'



Rob Smedley insists the right people are in place to ensure the team thrives

"The team's tenacity and bold approach are driving results"

championship gave the team a bigger share of the commercial-rights pie while also making it more attractive to sponsors. And that money has been well spent, with the team ahead of works squads Red Bull and McLaren and fighting Ferrari hard.

But as a non-works team, Williams can't enjoy the benefit of a bespoke engine, and has to make the best of the (albeit class-leading) Mercedes package it has. That could make a difference if Red Bull and McLaren get their acts together.

Smedley is convinced Williams now has the right people in the right places to make it successful again, but has conceded that it will take time for them to gel.

"We had a lot of positive momentum from last year and we have continued that," says Smedley. "If you take the team we had from four or five years ago, it was on a completely different level. A lot of

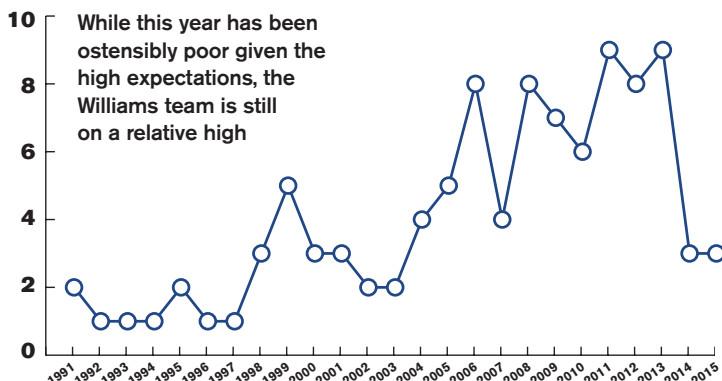
people look at last year's result and say it was down to the engine or just a flash in the pan, but apart from Ferrari, who have jumped ahead, we're right there again this year. Yes, Mercedes have a massive margin on us and we want to close it down, but we're still going forward."

The results is a car that, apart from in Monaco, is qualifying where it should be and getting the results in races that merit its pace, while others around it are peaky. And the result is a bucketload of points – something McLaren can only dream of at present.

Its development rate is impressive too. Williams arguably developed faster than anyone else towards the end of last year and has not slowed up into 2015. The upgrades introduced across the opening races have been small, but crucially have worked as expected. More are planned for this weekend's Canadian Grand Prix, with a big package – the equivalent of what other teams introduced in Spain – set for the following race in Austria.

There is no doubt that Williams has work to do. It needs to get on top of its tyre problem, but positively there are no more 'Monacos' on the calendar. Hungary may be tricky, but the warmer temperatures and more abrasive track surface should play to the team's advantage. Reason, then, to be positive – but the next three races will be telling. **W**

WILLIAMS CHAMPIONSHIP POSITIONS



NISSAN STILL BULLISH FOR LE MANS

The Japanese marque's new car made a slow start on its public debut, lapping over 20 seconds off the pace, but hopes remain high. By **GARY WATKINS**



28

Nissan is refusing to downgrade its targets for the first Le Mans 24 Hours for the new front-wheel-drive GT-R LM NISMO after failing to match the times of the best LMP2 cars in last weekend's test day.

The test at Le Mans on Sunday, the first time the Japanese manufacturer has run on track against all its LMP1 rivals, was a success, according to Nissan global motorsport boss Darren Cox. His comments come in spite

of a best time for the GT-R LM, a 3m43.383s set by Olivier Pla, that was more than 20 seconds behind the pacesetter Porsche and nearly 2.5s behind the fastest P2 at the end of a test that allowed for limited dry running.

"There are a lot of positives to take from the test," said Cox immediately afterwards. "We have three cars sitting in the garage right now with nothing wrong with them. We only had one problem that stopped us out on track [an electrical issue for the #23 car driven by Pla and Jann Mardenborough] and we covered a total of 1500km across the three cars.

"People said we weren't going to be here, then people said we wouldn't be here with all three cars, but our cars were first out on the

track. They were sitting there at the front of the queue at 9.01am.

"The only disappointment for us is that it was not dry all day. We needed the maximum possible dry running, so the rain was exactly what we didn't want."

There were mitigating circumstances for Nissan. The GT-R LMs, which were undertaking their first laps of the 8.47-mile Circuit de la Sarthe, only ran in the dry during the morning session, which was hit by rain after approximately one hour and 45 minutes. The Nissan Motorsports squad had no cars out on track for a short dry period after lunch because it was having to change the position of the

rear-view mirrors. The set-up the cars were running in the morning failed a field-of-vision test, which led to the repositioning.

"We didn't get one dry lap in the afternoon, and I'm sure that if we had, we would have unlocked some more performance and gone quicker," said Cox. "The track was still very dirty in the morning.

"Our guys were under strict instructions not to use the kerbs and not to take risks in traffic. We weren't pushing at all."

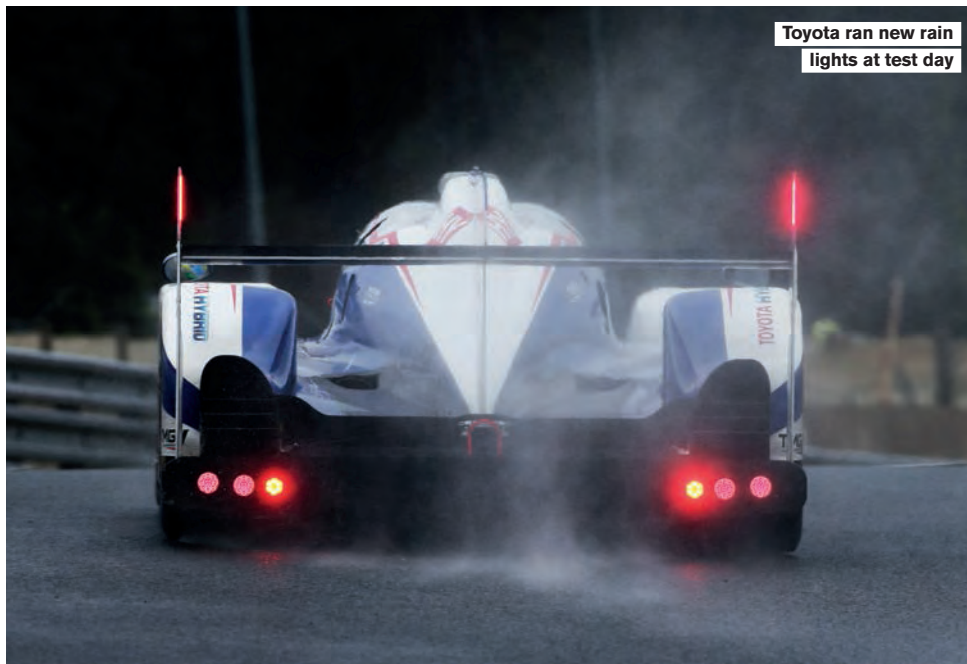
Cox pointed out that two of the Nissans were the fastest cars through the speed traps and suggested that Mardenborough was setting competitive times on intermediates in damp



Nissan's front-driver has captured attention



Toyota ran new rain lights at test day



RAIN LIGHTS CHANGED AFTER NAKAJIMA CRASH

All LMP1 prototypes are set to run additional, flashing rain lights in the race at Le Mans on June 13-14 following Toyota driver Kazuki Nakajima's back-breaking accident in the Spa WEC round last month.

The FIA and the Automobile Club de l'Ouest have instigated a rule change on safety grounds. All prototypes will carry a pair of extra lights, to be mounted on the rear transverse plates either side of the splitter, and which will flash at a set frequency when activated.

All LMP1 cars had the lights in place last weekend, but the ORECA, Ligier and Morgan LMP2 chassis did not. ORECA and Onroak Automotive, which builds the Ligier and Morgan, argued that because they supply multiple cars

they could not act on a directive issued only nine days before the test day.

The move, which followed calls from drivers to increase the visibility of the cars in wet conditions, was welcomed in most quarters.

"After what we have learnt about the incident at Spa [when an unsighted Nakajima ploughed into the back of a slow-moving Audi in wet free practice], we think it is a good call," said Porsche LMP1 team principal Andreas Seidl. "Every manufacturer supports it."

Philippe Dumas, who runs Onroak and the sister OAK Racing squad, questioned whether the move was viable on cost grounds in P2, where flashing rain lights mounted in the wing endplates were introduced for this season.



Cox maintains drivers "weren't pushing" in test

conditions near the end. The architect of Nissan's return to frontline sportscar racing for the first time since 1999 maintained that the GT-R LMs would still easily outqualify the fastest LMP2s come race week, though he refused to put a figure on the lap time the manufacturer's simulations say it can achieve. It is understood that this time is significantly under the 3m30s mark.

Nissan insisted that each of the GT-Rs was running with its fully mechanical front-axle hybrid system engaged. But Cox would not say whether they were deploying the full two megajoules they are allowed per lap after homologating the car in the lowest of the four hybrid sub-classes.

"Do Audi and Porsche give you that sort of information?" was his reply when asked for more specific details.

GT-R LM technical director Ben Bowlby had said ahead of the test that Nissan might choose not to use the system at its full potential.

"We have to be sure that we are reliable, and if that means reducing the hybrid's duty cycle, that is what we will do," he explained. "We won't do anything to risk reliability, even if it has a negative effect on lap time."

Nissan was forced to revise its hybrid system, which has been developed by Torotrak in the UK, early in the programme. The system was conceived to regenerate from the front axle and deploy via the narrow rear wheels, but it has never run on the car after proving unreliable on the dyno.

The US-based Nissan squad did successfully qualify its three rookie drivers – Max Chilton, Tsugio Matsuda and Alex Buncombe – over the course of the test. They completed the 10 laps that will allow them to proceed into race week, driving a works-run Ginetta-Nissan LMP3. Matsuda and Buncombe subsequently moved into their respective GT-R LMs, but Chilton did not drive the car he will share with Pla and Mardenborough in the race.

Cox explained that Nissan was hoping to have at least one car still running deep into the 24 Hours on June 13-14.

"We'd love to see a car running at the end," he said. "We need mileage for next year when we come back with the car as it was intended." ❧



GT-R LM is still a work in progress

Salzburg-liveried 919 was fastest on the day

EBREY/LAT

Porsche tops LMP1

PORSCHE BLOCKED OUT THE TOP two positions at the end of a day that gave few clues about the relative performance of the established factory teams, except that they will be going significantly faster than last year in qualifying and the race.

Brendon Hartley was quickest aboard the #17 919 Hybrid as the track dried after lunch with a time of 3m21.061s, which eclipsed Neel Jani's morning time in the sister #18 car by nearly nine tenths. Marco Bonanomi was a further three tenths back aboard the fastest of the Audi R18 e-tron quattros, while Andre Lotterer posted 3m22s laps in the morning and afternoon.

Hartley's best lap was already quicker than Kazuki Nakajima's pole position for Toyota last year. Given that there was less than three hours of dry running, it backs up the theory that the latest LMP1 hybrids will be breaking records come race week.

"I think we will go below 3m20s, but

a 3m15s or a 3m16s is too low," said the Kiwi. "We won't have such a big gain as we had at Spa [at the second round of the World Endurance Championship]. It's a different track configuration and how we use our [hybrid] energy is different."

Hartley explained that Porsche had made progress over the day, despite the lack of dry running.

"We made huge progress from session one to session two in terms of the balance and performance," he said. "To be fastest is of personal satisfaction, but with only three hours of dry running, it was a bit of luck to get the Porsche Curves clear."

Audi Sport LMP boss Christopher Reinke suggested that the times from the test revealed little.

"The track was very dirty when it was dry this morning, so it was all about who was on what tyre," he explained. "It was a frustrating day for everyone, but we got through some of the stuff we needed to."

Toyota had the more frustrating day. Whereas Porsche and Audi went quicker than in qualifying last year, the revised TSO40 HYBRID was significantly slower. Nakajima's best lap of 3m25.321s was 3.7s shy of his pole lap from last year.

"It was a day of bad surprises and good surprises," said Toyota Motorsport GmbH technical director Pascal Vasselon. "We were less competitive than we expected in the dry and more competitive than we expected on rain tyres and intermediates."

"It looks like a tyre-usage issue; it appears we are not entering the performance window of the slick."

Arguably the best news for Toyota was that Nakajima showed no negative effects from the injuries he sustained at Spa and looks almost certain to take part in the race on June 13-14.



Impressive line-up could break records

PB IMAGES

LMP1 TIMES

1	17	Brendon Hartley	Porsche Team	Porsche 919 Hybrid	3m21.061s
2	18	Neel Jani	Porsche Team	Porsche 919 Hybrid	3m21.945s
3	9	Marco Bonanomi	Audi Sport Team Joest	Audi R18 e-tron quattro	3m22.307s
4	19	Nick Tandy	Porsche Team	Porsche 919 Hybrid	3m22.322s
5	7	Benoit Treluyer	Audi Sport Team Joest	Audi R18 e-tron quattro	3m22.556s
6	8	Loic Duval	Audi Sport Team Joest	Audi R18 e-tron quattro	3m23.002s
7	1	Kazuki Nakajima	Toyota Racing	Toyota TSO40 HYBRID	3m25.321s
8	2	Stephane Sarrazin	Toyota Racing	Toyota TSO40 HYBRID	3m26.929s
9	12	Mathias Beche	Rebellion Racing	Rebellion-AER R-One	3m30.508s
10	4	Pierre Kaffer	ByKolles	CLM-AER P1/01	3m38.904s

Only car's fastest driver listed

30

Vanthoor rapid on LMP2 bow

PROTOTYPE NEWCOMER

Laurens Vanthoor proved the competitiveness of the Ligier-Honda combination in LMP2 early in the day.

The Audi factory GT driver, whose previous Le Mans experience stretched to 11 laps in Sebastien Loeb Racing's ORECA at last year's test day, topped the times with a 3m41.919s set during the morning aboard the OAK Racing Ligier JSP2. There was no more dry running for the car courtesy of an unspecified engine glitch that forced a change of the twin-turbo V6, which was completed in time to allow Le Mans newcomer Chris Cumming to complete his 10 rookie laps in wet conditions late in the afternoon.

OAK team boss Philippe Dumas expressed satisfaction with the performance of a new chassis that had completed only two days of testing at Spa and then one evening at Magny-Cours. It was a significant boost for the team given that its entry for last year's race wasn't on the pace.

The Honda-powered car, which admittedly was on Michelin tyres rather than the benchmark Dunlops in 2014, was just a few kilograms over the 900 minimum, whereas last year the heavier turbo installation meant the package weighed in at 950kg.



Ligier-Honda set the LMP2 pace

"We've done some really good work on the weight and the weight distribution," explained Dumas. "The car was good in the dry, but it was also quick on intermediates."

Vanthoor shaded Paul-Loup Chatin in

the Signatech Alpine ORECA-Nissan O3R by just three tenths of a second, while Karun Chandhok set the best time of the afternoon in the Murphy team's open-top ORECA.

KCMG showed that the new ORECA O5 coupe could be a force at Le Mans later this month. Matt Howson was a further two tenths back as the top silver driver at the test.



Signatech ORECA was a close second

EBREY/LAT

LMP2 TIMES

1	34	Laurens Vanthoor	OAK Racing	Ligier-Honda JSP2	3m41.919s
2	36	Paul-Loup Chatin	Signatech Alpine	ORECA-Nissan O3R	3m42.273s
3	48	Karun Chandhok	Murphy Prototypes	ORECA-Nissan O3R	3m42.405s
4	47	Matt Howson	KCMG	ORECA-Nissan O5	3m42.453s
5	38	Mitch Evans	Jota Sport	Gibson-Nissan O15S	3m42.547s
6	46	Tristan Gommendy	TDS Racing	ORECA-Nissan O5	3m43.344s

Only car's fastest driver listed



Turner's Aston was a fraction quicker than the Corvette

Astons fastest in both GT classes

ASTON MARTIN AND CHEVROLET were separated by less than a tenth at the top of the timesheets in GTE Pro.

Darren Turner ended up fastest in the best of the Aston Martin Vantage GTEs with a 3m58.069s set in the afternoon, which eclipsed Oliver Gavin's morning mark in his Chevrolet Corvette C7.R by just 0.093s. Ferrari was almost within half a second too, Gianmaria Bruni posting a 3m58.616s in the morning aboard a factory AF Corse 458 Italia.

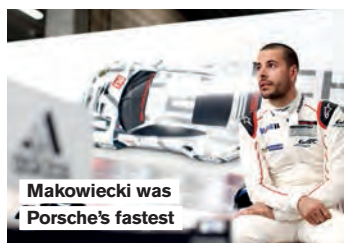
The likelihood was that it was going to be close given that both Aston and Chevrolet might have beaten Ferrari to class honours in 2014. There is a technology freeze in place for this season, which means that all the cars are running in the same specification, and the Balance of Performance remains unchanged.

No one was taking too much notice of the times, however.

"I got a clear lap with no major traffic, and got it at the right time when the track was

dry," said Turner. "It was a good day for the team. We got a lot of those little things out of the way, like bedding in brakes, which means when we come back we can focus on performance."

Aston Martin also claimed GTE Am honours, predictably with Pedro Lamy. The Portuguese, winner in class with Mathias Lauda and Paul Dalla Lana in each of the WEC rounds held so far, recorded the fifth best GTE time overall with a 3m59.338s in the afternoon.

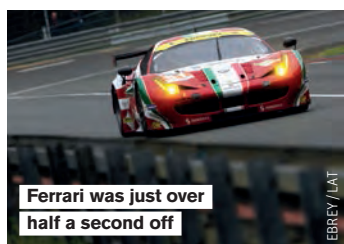


Makowiecki was Porsche's fastest

GTE PRO TIMES

1	97	Darren Turner	Aston Martin Racing	Aston Martin Vantage GTE	3m58.069s
2	64	Oliver Gavin	Corvette Racing	Chevrolet Corvette C7.R	3m58.162s
3	51	Gianmaria Bruni	AF Corse	Ferrari 458 Italia	3m58.616s
4	92	Frederic Makowiecki	Manthey Racing	Porsche 911 RSR	3m59.043s
5	71	James Calado	AF Corse	Ferrari 458 Italia	3m59.420s
6	91	Richard Lietz	Manthey Racing	Porsche 911 RSR	4m00.272s

Only car's fastest driver listed



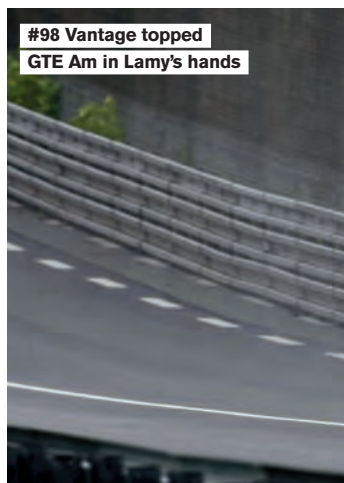
Ferrari was just over half a second off

GTE AM TIMES

1	98	Pedro Lamy	Aston Martin Racing	Aston Martin Vantage GTE	3m59.338s
2	61	Raffaele Giammaria	AF Corse	Ferrari 458 Italia	4m00.677s
3	86	Adam Carroll	Gulf Racing	Porsche 911 RSR	4m01.208s*
4	55	Matt Griffin	AF Corse	Ferrari 458 Italia	4m01.221s
5	72	Andrea Bertolini	SMP Racing	Ferrari 458 Italia	4m01.303s
6	66	Kuba Giermaziak	JMW Motorsport	Ferrari 458 Italia	4m02.212s

*Reserve entry

Only car's fastest driver listed



#98 Vantage topped GTE Am in Lamy's hands

REBELLION BOOST

Rebellion Racing was the fastest LMP1 privateer with its re-engined R-One, which ran for the first time late last month. Mathias Beche set a best time of 3m30.508s in the AER-powered 2015 version in the morning, less than eight tenths slower than the original Toyota-powered car's qualifying best last year. "We can feel the engine is better, especially in terms of torque," said Beche, "but we are not where we should be."

BYKOLLES ABANDONS

The CLM-AER P1/01 run by the ByKolles squad (formerly Lotus LMP) only ran in the morning after a puncture for Le Mans returnee Tiago Monteiro. The flailing tyre caused major bodywork damage and issues with engine ancillaries, which forced the Austro-German team to abandon testing. Pierre Kaffer had earlier set a best time of 3m38.904s in the car.

PALETOU DOES TEST

Gaetan Paletou, last year's European Nissan GT Academy winner, was given his first experience of Le Mans aboard the Greaves Gibson-Nissan 015S at the test day. He shared with Bjorn Wirdheim, Jon Lancaster and Gary Hirsch, who are listed to do the race in the car.

SAFETY IMPROVED

New safety measures around the Circuit de la Sarthe were welcomed by the drivers. The asphalt run-off, in place of grass, on the double left in the Porsche Curves received the most positive comments. Strakka's Danny Watts described it as a "get-out-of-jail-free card if you get pushed off line".

VIPER CONCESSIONS

The privateer Riley Motorsports Dodge Viper SRT GT-R has been given a series of performance breaks ahead of Le Mans. The car now has a larger-diameter air restrictor, a higher rear wing and a reduced rear-wing gurney in comparison to the spec in which the Viper ran as a works entry in 2013.

RJN SUPPORTS GT-R

The RJN Motorsport squad, which masterminds Nissan's Blancpain Endurance Series campaigns, has lent its weight to the Japanese manufacturer's LMP1 programme. Boss Bob Neville will act as assistant team manager under Chris Mower, while five of his mechanics are spread across the three GT-R LM NISMOs.

Bourdais works his way back among the Detroit spinners

Rain and a slick concrete surface favoured the tactically brave and led to unexpected wins for Carlos Munoz and Sebastien Bourdais. By **MARK GLENDENNING**



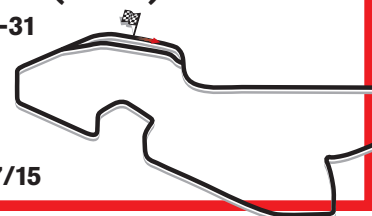
Carlos Munoz led Andretti Autosport 1-2 in race one



IndyCar Detroit (USA)



May 29-31



Round 7/15

FOR AN INHERENTLY LAZY JOURNALIST, there's nothing better than a race weekend that writes its own story; where the narrative is completely linear and the subplots serve only to add peripheral colour. IndyCar's double-header in Detroit wasn't like that. The central narrative didn't amount to much more than crazy weather and subsequent weirdness, and the things happening around the edges all had ripple effects upon everything else. It certainly kept things interesting, but it didn't lend itself well to being summarised in a neat package.

We saw Carlos Munoz win, which was a huge surprise. We saw Sebastien Bourdais win, which was sort of a surprise. We saw friendly fire incidents from both Ganassi and Penske within the space of a few minutes. We saw Connor Daly and Tristan Vautier turn up as replacement drivers, and both finish in the top six on Sunday. This stuff just doesn't usually happen. It took Rodolfo Gonzalez's crash on Sunday to keep everyone's sense of time and space in equilibrium.

And naturally, it was the stranger of the two results that requires the least explaining. A wet start was declared for Saturday's race, and the immediate problem concerned when to switch to slicks. Marco Andretti gambled very early: five laps before anyone else, and 10 laps before the leaders. But with dark clouds still hanging low over Belle Isle and colourful blobs moving towards the circuit on the weather radar, when to change back became a more pressing issue.

It was Munoz's answer to this that won him the race. Andretti, Simon Pagenaud and the young Colombian were the last holdouts on slicks after everyone had thrown the rain tyres back on, and the first two of that group pitted together four laps after early race leader Will Power had done so. At that point the slicks were still 20s a lap faster than the wets, and it was immediately clear that those two cars staying out longer had shifted the complexion of the race. So when Munoz managed to stay out another three laps longer still, the significance was lost on nobody.

And as it turned out, he was pretty fast on the wets, too. Over the next seven laps he blasted his gap out to 30s, and it was at that point that lightning arrived to accompany the rain. That forced the series to red-flag the race owing to the need to relocate the track marshals to somewhere less exposed. When conditions failed to improve and the light started to fade, there was no opportunity to restart the race.

An Andretti Autosport 1-2 was a tremendous achievement in a season where Honda has been struggling to keep pace with Chevrolet, and where the team hasn't shone especially brightly even within Honda's own ranks. It's true that the conditions neutralised a lot of the differences between the two manufacturer packages, but Marco's result owed as much to strategic bravery as anything else.

The only downside from his perspective was that the result could potentially have been ►

Bourdais took his 33rd IndyCar victory



LEVITT/LAT

► even better: it was his call to get so aggressive with the strategy.

“I was confident I wanted to come in and get slicks,” he said. “This was early on. I guess the consensus on the timing stand was the opposite. But I said, ‘the guys better be ready, because I’m coming in’. To me, it wasn’t really a gamble.

“I was ready to go to slicks. I thought the track was there. I knew there were going to be a couple of laps under yellow before we went green. With the concrete, it dries quick. It was sort of a blessing and a curse. [Munoz] was able to do it a couple of laps after me. That’s what allowed him to run longer at the end. That was a bummer, but a heck of a finish for the team, for sure.”

Sunday’s race was a whole different monster. Qualifying had been abandoned because of rain, meaning that the grid was set by entrant points, and just as was the case at NOLA, Juan Pablo Montoya was handed pole for race where he’d otherwise have started from the middle.

The green flag flew over a wet track that was expected to dry, and by rainy IndyCar race standards the first half was relatively straightforward. Power caught Montoya napping at the start, Montoya regained the lead pretty quickly, and maintained the advantage through the first round of stops.

Reality first deviated from the script when Power suddenly slowed. At that point Montoya and he had completely broken away from the rest

“To me it wasn’t a gamble. I was ready to go to slicks. The track was there”

MARCO ANDRETTI

of the field: Scott Dixon, who was running third, was 11s further back.

Power kept stabbing at the buttons in the cockpit, to no avail. He was swiftly swallowed up by the cars behind, and pitted to have his steering wheel changed. This solved the problem – some moisture had found its way into his original wheel and shorted some circuits, which led his car to keep dropping into neutral. But it left Montoya out in front with a massive lead – until Gonzalez binned it and triggered a caution.

Craziness ensued. Montoya switched from wets to reds, which required a few clicks of the front wing to retune the car. That cost him just enough time for Dixon and Bourdais to beat him out of the pits, with Dixon having thrown an additional curveball by staying on wets when everyone else had switched to slicks.

That group cycled into the lead once an off-sequence pack led by the impressive Connor Daly finally pitted, and it was already apparent even then that Dixon’s gamble had not paid off: Bourdais slipped past him with ease, and Montoya lost a stack of time trying to follow suit.

The hard work of closing the gap was done for him a short time later when Sage Karam tipped Jack Hawksworth into a spin, collecting Stefano Coletti along the way. That brought out a caution – the fifth of the day – and set up a restart that will forever make the top 10 in IndyCar’s all-time ridiculous list. First, you had Graham Rahal producing the mother of all blocks on Takuma Sato (for which he was swiftly instructed to allow

the Foyt driver past as punishment). And then you had the uncommon spectacle of a Ganassi car wiping out another Ganassi car.

It was Charlie Kimball’s fault, after a fashion. He’d ventured wide onto the wet part of the track amid the standard restart scrapping, and when he went back across to take the dry line for the corner he had no way of knowing that Dixon was already there. Kimball escaped unharmed; Dixon was stuffed into the barriers. Another caution swiftly followed for debris, and as soon as it restarted, Hawksworth somehow got spun by Karam again. The Ganassi youngster was sent to the back for doing it the first time; the encore earned him a drive-through.

Perhaps the only IndyCar sight more rare than two Ganassi cars hitting each other is that of two Penskes hitting each other, but on the next restart that’s exactly what happened. Power was tipped into a spin by Tristan Vautier, and collected Helio Castroneves on his way into the barrier.

That caused yet another stoppage, this time with red flags rather than yellows. It was early evening, light was fading, and race control elected to switch to a timed race, with five minutes left on the clock after the restart. By this point, all of the frontrunners were marginal on fuel; only the proliferation of yellows over the second half of the race that had allowed them to make it this far.

Montoya had been jumped by Sato and Rahal on the previous restart and was stuck down in fourth, and he was so tight on fuel that he didn’t put up a fight when the race returned to green. Bourdais, out in front, was also running on fumes, and performed the slowest yellow-flag lap in history when the cars were released with five minutes to go. It was the racing equivalent of a football team running down the clock.

But it worked. He capitalised on the Sato/Rahal squabble over second to run away and take the win, and then proved just how close it had all been by running out of fuel on his slowing-down lap. Montoya also ran out of fuel at the end, and fell from fourth to tenth on the last lap.

➔ **FOR FULL RESULTS, PAGE 42**



Power seized initiative at the start of race two

ABBOTT/LAT

IN THE PADDOCK

MARK GLENDENNING
INDYCAR
CONTRIBUTOR

@m_glendenning



AS SOMEONE WHO SPENT SEVERAL years in the UK before moving to the States, I was vaguely amused to hear how excited everyone was getting about the prospect of rain in Detroit. It's difficult for anyone with a European racing sensibility to appreciate just how alien the idea of these cars racing in the wet is in this part of the world.

Indeed, a Tweet to that effect on Sunday morning was interpreted by a certain IndyCar driver as an assault upon the bravery of IndyCar drivers, when in reality it was simply an Australian taking a potshot at English weather.

At the same time, Europeans probably don't appreciate how tricky IndyCar's wet-weather tyres are. New, better ones are on the horizon – look for them in Toronto – but the ones they use now are basically intermediates in fancy dress. And that's worth keeping in mind when you're watching from afar and wondering why the drivers can't keep the thing on the track.

IndyCar's big USP has long been that they race in more diverse conditions than anyone else, and in terms of type of circuits they are absolutely correct. Generations have passed since an F1 car went near an oval. But 'diversity' means weather as much as track configurations, and the arrival of proper wet tyres is long overdue.

And as for the driver I accidentally offended? He gave me a manly punch on the arm after the race. We're all good.

**Better wet tyres
are coming**



LEPAGE/LAT

BIG NUMBER

7

Bourdais' win on Sunday made him the seventh victor from the past eight races – and also brought him within one victory of catching Al Unser Jr for seventh on the all-time win list. It was the 33rd victory of the Frenchman's US career.



**Airborne crashes marred
the Indy 500 run-in**

Changes coming after air crash investigation

INDYCAR BELIEVES THAT IT HAS identified the cause of the airborne accidents that plagued the lead-up to last month's Indianapolis 500.

The series has been collaborating with both Chevrolet and Honda as well as Dallara to study the crashes, all of which involved cars using Chevrolet's technical package. IndyCar's president of operations and competition Derrick Walker told AUTOSPORT that he believes a link

exists between the fact that all of the cars that were launched into the air had their rears kicked up through contact with the wall.

"The rules never specified that you have to go backwards at 200mph with your gearbox three-and-a-half degrees, or 10 degrees, in the air, and [have the car] stay on the ground," he said. "We've never had a criteria like that, and I don't know any race car that has."

"The manufacturers tested the car at 130 degrees of yaw, and it had no tail-up conditions, just a flat slide. They had to be equal to or better than the standard Dallara, and they were. But the crashes we had were more accelerated, ass-end up, and fast against the wall."

IndyCar plans to introduce changes to address this, although details were yet to be released as AUTOSPORT closed for press.



**Rahal was penalised
for blocking Sato**

LEVITT/LAT

Rahal calls for steward change

GRAHAM RAHAL BELIEVES that IndyCar's judicial system would be more consistent if ex-drivers were employed in race control to lend perspective to judgements.

"I'd like to see three drivers in race control, three retired drivers that know what's going on," he said. "It's no disrespect to who's there. They've done a fair job with what they've been given. I know it's not easy [But] I think you need to go find

three retired guys that have been through this, been through the wringer, Paul Tracy, guys like that, that know exactly the ins-and-outs of this. They can make a fair call every time."

Rahal's comments came after he was penalised for blocking Takuma Sato late in the second race in Detroit (see below). IndyCar currently has a roster of seasoned race stewards officiating in race control, however none has high-level racing experience.

Sato backs
Rahal penalty

**Sato (left) took
podium finish**

LEVITT/LAT

TAKUMA SATO BELIEVES THAT

IndyCar was right to order Graham Rahal to let him past after he was blocked in the closing stages of Sunday's race.

"I had to back off," said the Foyt driver. "It caught me by surprise. He obviously had a little moment coming off the corner. He knew he lost some momentum. He knew I was coming – I was alongside him. But I was heading to the wall, so I had to back off. IndyCar put out the penalty. I think that was OK."

Rahal had earlier expressed his displeasure at being instructed to relinquish his position to Sato.

"It's extremely frustrating," he said. "But there's nothing you can do."

BUSY WEEK FOR CHF

CHF Racing is scrambling to repair Josef Newgarden's car for this weekend's race in Texas after a crash-laden May. The team lost two cars in separate Indy 500 practice accidents, had Carpenter crash during the 500 itself, and Newgarden crashed twice during the Detroit weekend.

SUPER-SUB DALY

Conor Daly finished an outstanding sixth after being called up to replace the injured James Hinchcliffe. "To lead the race with the strength that we did, makes me over the moon," he said. "I almost had a tear in my eye because I enjoyed it so much." The team says that it is still treating its plans for the #5 car on a race-by-race basis while Hinchcliffe recovers.

NO MUNOZ REPEAT

Carlos Munoz's hopes of a repeat win on Sunday were dashed by an early engine failure. "I think I had a couple of good first few laps – I went from 11th to fifth, and I was catching [Scott] Dixon," he said. "I suddenly lost power and I saw smoke in the rear. We aren't sure what happened."

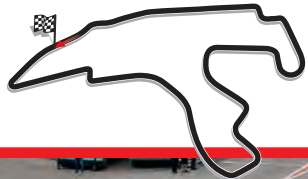
KARAM-BOLAGE

Sage Karam topped the times in Sunday qualifying before it was abandoned, but he has vowed to learn from the mistakes that earned him two penalties during the race. "Today was a learning experience for sure," he said. "I learned a tough lesson today and I know what I need to do to improve to help this team be successful."

FR3.5
Spa-Francorchamps (B)

May 30-31

Round 3/9



Vaxiviere led race one from pole

Vaxiviere gets back in title touch

HEADING TO THE ARDENNES, EVENTS AT MONACO just a week earlier were raw in the consciousness of Matthieu Vaxiviere. The Lotus Formula 1 junior driver had failed to complete a racing lap in the principality, handing momentum in the early title running to Fortec's formidable pairing of Jazeman Jaafar and Oliver Rowland.

The latter's stunning drive at Monaco had confirmed his potential as a future superstar, but it was the modest Jaafar who held the drivers' championship lead. "I have got to keep the ball rolling now at Spa," was the Malaysian's mantra heading into the weekend.

A roused Vaxiviere did much to dispel any speculation that his opening-round success at Aragon was an anomaly by taking pole position, and was joined on the front row by interloper Nicholas Latifi. The Canadian was unfazed by it being his first time at the sharp end this year, and jumped Vaxiviere away from the lights into the lead. Intrigue over if and how quickly Vaxiviere would recover the position had to be put on hold when the safety car was called out before the end of the opening lap.

The unfortunate Pietro Fantin found the barriers on the exit of Bruxelles to sustain his second sizeable crash of the weekend (see opposite). Race officials must have been relieved to put the brakes on what had been a messy and

breathless opening lap, peppered by incidents through the lower order.

Behind leaders Latifi and Vaxiviere, the top six under the safety car was rounded out by Jaafar, McLaren protege Nyck de Vries and Dean Stoneman, who had squeezed through on fellow Briton Rowland at Eau Rouge.

When the race went green at the end of lap three, Formula 3 graduate Latifi held on gamely. It took a small mistake out of Bruxelles three laps later to allow Vaxiviere's reassuringly planted machine to sweep around the outside at the long, downhill left-hander Pouhon.

Once through, Vaxiviere was afforded a healthy break by Latifi spiritedly clinging on to second, enabling him to take an unchallenged victory. Latifi's Arden machine and challenger Jaafar made relatively innocuous contact on the turn-in for Les Combes on lap seven. After cutting the corner and rejoining the road, perhaps dubiously, ahead of the Petronas-backed racer, Latifi suffered a minor moment at Blanchimont which allowed Jaafar to pounce. An opportunistic Stoneman wasted little time in demoting Latifi at the following corner, La Source, and claimed the final place on the podium.

Events conspired to mount pressure on Jaafar ahead of Sunday's second race. Beaten to pole by Rowland, Jaafar was stripped of his fourth-place



De Vries (1) prevailed for second in race two

qualifying position and relegated to the back of the grid after scrutineers found fault with "the junction of bodywork elements and the fixing of the wooden floor". Opting to run on low-downforce settings, also favoured by Rowland and DAMS pairing de Vries and Stoneman, Jaafar had more bad news when it was announced at short notice that DRS would be unlimited rather than restricted to the usual eight pulses.

Such a move would, in theory, hand a half-second advantage to the medium-downforce runners. Less troubled by the ruling owing to his optimal starting position, Rowland delivered an absolutely flawless performance. The race for the other podium positions was more tactical; Rowland and de Vries, who had overtaken slow-starting front-row man Tio Ellinas to run second in the early laps, knew they had to build an advantage before the mandatory pitstops and to counter the possibility of rain late in the race.

Vaxiviere, on medium downforce, became a factor in the closing laps. But despite roaring up to De Vries's gearbox at close to two seconds a lap, he was forced to ease off on the final two tours, having overextended his tyres.

A consistent Stoneman consistent took fourth, while Jaafar produced a stellar effort, tearing through the order to claim sixth and prove that he is far from just a Monaco specialist.



Rowland was flawless in race-two victory

FOR FULL RESULTS, PAGE 42

IN THE PADDOCK

PETER MILLS
FR3.5 SERIES
CORRESPONDENT

@peter_autosport



AT THE START OF THE WEEKEND, paddock conversation centred on the future of the mandatory low-downforce regulations in Saturday races following Pietro Fantin's heavy crash on Friday.

"I am really sorry if we have created a bit of a mess for Renault on this," said Simone Giglio, manager of Fantin's Draco team, following a drivers' vote on whether they wished the format to be continued.

"From the outside, perhaps it looks difficult to understand our reaction. But when Pietro's crashed car came back and I saw the video of the accident, then my priority is the care for the driver. We don't know for sure if the LDF contributed to the accident, but you can see from the



Jaafar felt he had much to contend with

video just how on the edge the car was, and it's a corner that is easily flat on medium downforce."

The issues shouldn't overshadow another excellent serving of racing. Oliver Rowland's victory on Sunday propelled him back into the championship lead after qualifying woes ahead of race one.

"I was half a second up on my quickest lap and then I got yellow flags at the end," said Rowland of his Saturday frustration.

"In the race, I could have been cleverer. I pushed too much at the start and then had nothing left at the end. But the win was the perfect way to bounce back."

And just how did Jaafar come through from 20th to sixth?

"I actually had an average start," admitted Jaafar, "but everyone was jumbled in on the inside at La Source and they understeered off on the exit. I took advantage, then overtook

two by two every lap!

"I had only found out about half an hour before the race about the exclusion. Honestly, I was quite disappointed but I had to keep my head down. They also changed the rules on the grid about DRS, which handed an advantage to the medium-downforce drivers. So, I'm a bit disappointed with the exclusion and then the change of rules. It has been quite a lot to take in for one race."

FORMULA RENAULT 2.0 EURO CUP RD2/7

Sasahara weaves to first Eurocup win

UKYO SASAHARA BECAME THE first Japanese driver since Kamui Kobayashi in 2005 to win a Eurocup race in Saturday's opener at Spa. The ART Junior driver made a superior launch from the tricky downhill start to that of poleman and birthday boy Jake Hughes and, once ahead, led every lap.

Hughes' proximity in pursuit provoked some defensive weaves from Sasahara on the Kemmel straight, but the Koiranen driver couldn't find an opening and conceded a 0.7s winning margin at

the chequered flag.

Sasahara and Hughes produced another superb showing on Sunday, when Hughes' chase of the leader proved more rewarding. Hughes made use of a tow on Kemmel to grab the lead on the final lap, securing a maiden Eurocup success.

Tech 1 Racing's Pau Formula Renault Alps double winner Anthoine Hubert came through to third in race one, assisted by Jack Aitken losing a front-wing endplate and dropping down the order in his Koiranen entry.

Fortec's Ben Barnicoat qualified fastest, before being hit with a grid penalty. The Briton recovered to run fourth in the early laps, but retired in an accident involving Ferdinand Habsburg at Les Combes on the penultimate lap.

Championship leader Louis Deletraz had long since passed Barnicoat for fourth. Deletraz was taken out of race two by a wayward Dennis Olsen at La Source. Matevos Isaakyan and Ignazio D'Agosto gained plaudits for two charging drives through the field.

RESULTS Race 1 Ukyo Sasahara, 12 laps in 28m58.036s; 2 Jake Hughes, +0.715s; 3 Anthoine Hubert; 4 Louis Deletraz; 5 Ignazio D'Agosto; 6 Matevos Isaakyan. **Race 2** Hughes, 12 laps in 27m40.634s; 2 Sasahara, +0.535s; 3 Isaakyan; 4 Benjamin Barnicoat; 5 D'Agosto; 6 Hubert. **Points** 1 Deletraz, 70; 2 Hubert, 64; 3 Hughes, 53; 4 Dennis Olsen, 50; 5 Isaakyan, 49; 6 Sasahara, 43.



Sasahara snatched lead on lap one

Crash prompts rules rethink

PIETRO FANTIN'S PRACTICE CRASH on Friday prompted a vote in the drivers' briefing on whether the low-downforce regulations, introduced this season and mandatory for Saturday qualifying and races, should be dropped.

The Draco driver lost control between Courbe Paul Frere and Blanchimont, and was fortunate to escape uninjured when a wishbone speared the cockpit between his legs – a highly unusual occurrence.

Renault Sport sporting manager Xavier Gonzalez revealed that competitors voted to retain the LDF for Spa by 11 to nine.



Wishbone entered Fantin's cockpit

A further vote, on whether regulations should be changed for the upcoming Budapest round, is understood to have been in favour of abandoning the format.

Gonzalez added that the subject will be discussed in the FR3.5 working group before the Hungaroring meeting.

It was a lucky escape for Fantin, I think he was almost a girl



Meindert van Buuren on Pietro Fantin's accident

TECH 1 BOMB

Tech 1 drivers Roy Nissany and Aurelien Panis complained of overheating brakes in race one. Panis tapped Roberto Merhi into a spin at Les Combes on the opening lap, receiving a three-place grid drop for race two. Nissany retired from Sunday's race as a legacy of a qualifying crash at Pouhon.

LICENCE REVISITED

Joint championship organiser RPM Motorsport's director Jordi Castells believes the FIA is set to review the points that junior categories earn towards the Formula 1 superlicence. The World Motor Sport Council is due to meet in Mexico on July 10.

JAAFAR'S WOOD WOE

Fortec's Jazeman Jaafar was stripped of his fourth-place qualifying position for race two. "It was to do with how the wood was placed in the floor," said Jaafar. "Some teams seem to glue it differently. They said we gained an advantage from having more downforce from it. I can't see how."

VISSER FLOORED

AVF driver Beitske Visser lost her highest FR3.5 grid position of second for race one at Spa when the floor of her car was found to be non-conforming in post-qualifying technical checks. Visser elected to withdraw at the request of her investors.



NORG/LAT

Green is the first driver to win twice during a weekend since 2002

DTM

Lausitzring (D)

May 29-31

Round 2/9



Green leads Audi rout with a double

ENTERING THE 2015 DTM SEASON, JAMIE GREEN had gone more than one thousand days without a win, a drought stretching back to 2012 and before his move from Mercedes to Audi. The pace had been there during that time, but results went begging, particular during a frustrating 2014. So his pre-season talk was about finally getting a win for Audi, and building from there.

Green did that at the very first opportunity, winning Hockenheim's Saturday race at the start of May with a strong performance. But at the Lausitzring he laid down a marker.

Despite the bulk of its drivers carrying ballast to reflect its Hockenheim victories, Audi was in a class of its own all weekend and Green led its sweep of the top four on Saturday and the top five on Sunday.

Both drives were impressive, but for different reasons. On Saturday, having lost his voice, he settled in behind polesitter Miguel Molina but quickly found his DRS wasn't working.

He stayed with Molina while keeping stablemates Edoardo Mortara and Mattias Ekstrom at bay, and pounced down the inside at Turn 1 with 10 minutes remaining.

Knowing he'd be vulnerable without DRS, Green built a 1.1s cushion over the remainder

of the lap to escape the zone, and the job was done, eventually taking his second win of the season by 4.2s.

"I knew that if I could break that gap I'd have it under control," he said. "When I was behind I was quicker than Miguel even in the dirty air, and not having any DRS, so I knew that lap was key.

"But the car was working so well. I wouldn't say it was a special lap, I just hit all of my points and it was quick enough to pull away."

With that win moving Green into the championship lead, on Sunday he delivered what was a special lap in qualifying.

The 1m17.386s effort was 0.520s clear of second-placed Ekstrom, and the same margin covered the rest of the field.

Ekstrom took the lead off the line and led for the first 10 minutes, before Green – with more voice and the use of DRS – found his way past. Again, he controlled proceedings and built a lead, and even a late safety-car period that created a five-minute shootout couldn't stop Green taking his third win from four starts in 2015.

With this year's reintroduction of Saturday races, he's the first driver to win a pair of DTM races on the same weekend since Uwe Alzen at the Nurburgring in 2002.



Green's now won three of the first four races

"It took me a while to settle in at Audi, but I think it's fair to say I've settled in now," said Green, who leads the standings by 17 points.

"I don't need to adapt my driving style to the car, it suits me, I'm quick most of the time, so it's kind of happy hour in terms of your career when you jump in and you're quick every time.

"I'm particularly happy I've won a Sunday race now as well," he added. "That's something I've got out of the way, that shouldn't be a mental barrier going forwards."

Ekstrom grabbed a pair of podiums – third on Saturday and second on Sunday – while Mortara and Molina also visited the rostrum with second on Saturday and third on Sunday respectively. A day after he fell from first to fourth in the final 10 minutes, Molina did well to keep Timo Scheider at bay on Sunday afternoon, while Mortara completed the all-Audi top five.

Mercedes ended the weekend with the best non-Audi results, through fifth and sixth on Saturday for Pascal Wehrlein and Robert Wickens, and sixth and seventh on Sunday through Daniel Juncadella and Christian Vietoris. BMW fared even worse (see right), with Maxime Martin its only points scorer with a seventh and an eighth.

FOR FULL RESULTS, PAGE 42

Molina (17) and Mortara (48) each took a podium finish



IN THE Paddock

MITCHELL ADAM
INTERNATIONAL
EDITOR

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THE DTM'S PREVIOUS VISIT TO THE Lausitzring, in September 2014, is the last time someone not driving an Audi won a DTM race. Granted, there have only been six races in that time, and it includes a six-month off-season, but Audi's form is nothing short of ominous.

After winning the final two races of 2014, what one driver described as a new set-up 'philosophy' was explored over the winter and Ingolstadt drivers have now won all four of this year's races. And fairly comfortably, too.

At Hockenheim, it was obvious that Audi had the edge over a resurgent Mercedes and struggling BMW, but its Lausitzring domination was in equal parts unexpected and belligerent.

The pattern emerged in practice. Audi entered the final 10 minutes of Friday's session with its drivers occupying the top six, before BMW's Tom Blomqvist and Marco Wittmann joined the party, while in practice two it secured seven from nine.

When it mattered, ie in qualifying and the races, no non-Audi driver got in the top four, or even looked like coming close. One driver from a rival brand declared "the Audis are in a different league".

BMW drivers suffered crippling tyre degradation and Mercedes found its new car didn't really suit a place at which its old car was actually fine.

Where do they go from here? The drawing board, to find answers before what Jamie Green described as a "happy hour" turns into a "happy year".



Mercs struggled at 2014-friendly track



Tambay had to start at the back in race one

Tambay sacrificed in Green/Ekstrom engine swap

ADRIEN TAMBAY STARTED RACE ONE FROM LAST ON THE GRID BECAUSE THE ENGINES OF AUDI STABLEMATES JAMIE GREEN AND MATTIAS EKSTROM WERE DAMAGED AT HOCKENHEIM.

That's the synopsis of 2015's first political row, after Audi identified what it says was external damage to the two units believed to have come from contact with a kerb, rather than a mechanical problem.

Manufacturers are permitted a pool of nine engines, and while either Green or Ekstrom could use the 'spare' ninth unit, another driver would have to use a repaired engine – and start the next race from the rear of the grid in accordance with regulations.

A decision was made that Tambay would use the re-sealed engine on the account of having not scored a point at Hockenheim, after a call for support

from BMW and Mercedes to have it considered 'accident damage' and avoid a penalty fell on deaf ears.

"Personally, I don't understand it. In DTM we often try to help each other. We have seen that in the past, and I recall several occasions," Audi chief Dieter Gass said.

"It's a shame we did not find a compromise – we did not gain anything by repairing our engines."



The M4s were all out of sorts

BMW suffers with tyre wear

AFTER STRUGGLING FOR GREEN-TYRE GAIN AT HOCKENHEIM, BMW DRIVERS LABOURED THROUGH THE LAUSITZRING EVENT WITH MASSIVE TYRE DEGRADATION.

On Saturday, Maxime Martin ran with the Audis in fifth, but dropped to seventh in the final quarter, while Marco Wittmann and Tom Blomqvist fell out of points contention totally.

"We have to work hard for the future and get back into the game because

now I think the gap is quite big, especially in the race," Martin told AUTOSPORT. "I think Audi and Mercedes worked hard and they can manage the tyres a bit better than us, especially over a race distance.

"In qualifying, for sure we are a bit behind, but the gap is not so big."

Endurance convert Martin was the only BMW M4 driver in the points on Sunday as well, finishing eighth having started fifth.



F3 BOYS STRUGGLE

Formula 3 graduates Tom Blomqvist and Lucas Auer endured tough weekends. Blomqvist ran seventh early on Saturday but faded with tyre degradation and had a spin on his way to 22nd, before retiring on Sunday with radiator damage incurred on the first lap. Auer was 21st on Saturday, but spun out on Sunday.

PAFFETT IN THE WARS

Fuel-system problems put Mercedes driver Gary Paffett on the back foot. He qualified 23rd on Saturday in a car he said was a "nightmare to drive", and finished in the same place. "OK, I've won here," he said. "But with the car being quite different, you're learning the car, and when you're 45 minutes back on everybody else, it makes a difference." Sunday qualifying was better, with Paffett 11th, but his race ended after four laps with a gearbox problem.

TAMBAY'S TROUBLES

Adrien Tambay's weekend started on a downer with Audi's engine-repair grid penalty (see separate story), and ended on a similar note. Having climbed from 20th, he was tagged out of 10th by Bruno Spengler in the closing laps. He fell to 21st, one spot behind Spengler after a 30-second penalty was applied.

BIG NUMBER

97.84

Percentage of laps led by Audi in 2015. The only time another brand has led this year was the three laps BMW's Marco Wittmann headed Hockenheim's Sunday race.

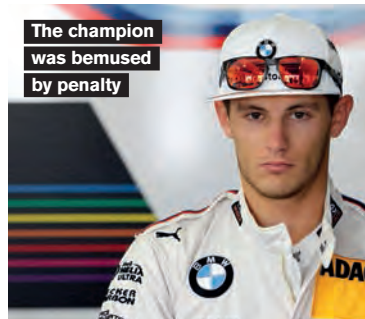
Wittmann lands grid penalty

TRAFFIC PROVED A FACTOR IN THE 20-MINUTE QUALIFYING SESSIONS AND, AMONG A SERIES OF GRID PENALTIES HANDED OUT FOR BLOCKING, MARCO WITTMANN WAS PARTICULARLY BEMUSED BY HIS.

On Saturday, stewards deemed Wittmann blocked Timo Scheider, and demoted him from sixth to 11th.

"If you are coming out of the pits, you cannot see in the mirror if someone is arriving because it's quite a big angle and it's not possible to see him," said the reigning champion.

The champion was bemused by penalty



"You just trust the blue flags – which I got – slow down and move totally to the left, which I did. If they see it as blocking, that's a bit of a shame."

Euro F3

Monza (I)

May 30-31

Round 4/11



Rosenqvist was out
front all weekend

Rosenqvist shows class, others don't

TWO GOOD THINGS HAPPENED AT MONZA LAST weekend: the first was that Felix Rosenqvist bounced back from a disappointing Pau to remind everybody of what a classy performer he is; the second was that nobody was seriously injured.

Other than that, this was a sorry weekend for the Formula 3 European Championship. Three races were scheduled, but we only got one proper one, since races two and three were both stop-start affairs that were red-flagged before 75 per cent distance was reached, meaning only half points could be awarded.

This was because an element of the field took their brains out. Actually, it's not that they had their brains out this weekend only; it's just that the high-speed nature of Monza (more than 160mph on the speed traps) means that the consequence of careless and reckless driving is going to be significantly more dramatic.

The first race ran caution-free, other than for one lap early on due to an accident involving a stalled car on the grid. After this, it was half an hour of racing, a race in which a rhythm and structure could evolve. Yes, there were incidents, and yes, there was some hare-brained driving going on to trigger them, but they were mopped up under local yellows.

That class of Rosenqvist was really on display. Unbeknown to all bar the Swede and the Prema Powerteam squad, he was battling a clutch issue – it was spinning as he went up through the



Calderon was among
the victims at Monza

gears, costing him time on acceleration. A glance at the speed-trap figures after the race revealed that he was 4.5mph slower than the next-slowest driver to complete the 19-lap race... OK, being out front he was never in the tow, but he was also the best part of 6-7mph down on his slipstream-free laps from qualifying.

"At one point I radioed to pit in," he said, "but eventually it got better and better." That was lucky for him. The ferocious battling behind had allowed Rosenqvist to maintain a cushion, but once Mikkel Jensen – a star turn among the rookies this weekend – had snatched second place from Mucke Motorsport team-mate Santino Ferrucci at half-distance, the Dane had closed the gap.

Jensen homed in for an all-Scandinavian lead battle, got the slipstream into the Roggia chicane, but Rosenqvist moved over to defend, Jensen lost downforce and hit him up the rear. It didn't affect the Mucke car too much, just punching a hole in

the nosebox. "It got quite cold in the car!" remarked Jensen. With Rosenqvist's clutch drama lessening, he was then able to stay just out of reach to the finish.

As he had for race one, Rosenqvist had taken pole for races two and three, in both qualifying sessions setting three laps quicker than the best anyone else could manage. From now on Prema team-mate Jake Dennis would be his closest challenger, having served his five-place grid penalty from Pau in race one, in which he charged from seventh on the grid to third, despite a rear-ending from Ferrucci that sent him wide.

Dennis survived a first-chicane tangle with Charles Leclerc in the second race, ending Leclerc's hopes with deranged left-front suspension. In the third, he passed Leclerc beautifully around the outside at Roggia. But more significant were the barrel-rolling accidents for Lance Stroll and Michele Beretta that, accompanied by a legion of other daft incidents, precipitated an emergency meeting on Saturday night on driving standards. This resulted in the philosophy that would lead to a mid-race abandonment on Sunday (see page 12).

The half-points awarded for race two and three were tough on Rosenqvist and Dennis; Rosenqvist should now be leading the championship after a tough weekend for points leader Antonio Giovinazzi and runner-up Leclerc, but he's only third.

Giovinazzi found himself struggling for pace – and a traffic-free lap at Monza – but charged from seventh to fourth on the final lap of the first race, via a tangle with Stroll. In the second race it was Giovinazzi whom Stroll squeezed into contact that resulted in a sickening shunt. Incredibly, Stroll was fine, and the car was fixed by the Prema boys for race three. Now it's F3 image that needs a similarly spectacular repair job.

Setbacks for Giovinazzi
(leading) and Leclerc



FOR FULL RESULTS, PAGE 42

IN THE Paddock

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THERE WAS ONLY ONE POINT OF discussion at Monza: driving standards. But I'd say that this wasn't a one-off outbreak of lunacy; it's more a culmination of the way modern motorsport has been going in recent years, exacerbated by the high-speed circuit.

For too long officials have been wasting everybody's time nitpicking over petty racing incidents, without anyone doing anything to weed out the root causes of what happened at Monza. Racing cars are (relatively) safe these days, and so are the tracks; drivers are now under enormous pressure to perform, and are losing respect for their environment and their rivals. Most of the F3 drivers are talented, but some are driving to the limit their



Stroll comes to rest after enormous shunt

current racing intellect will allow. When they get in a pack, or a heavy braking zone, they don't seem to have any spare brain capacity to adjust.

Some Euro F3 racers show that it can be done: Jake Dennis, Charles Leclerc and George Russell showed class as human beings at Monza in their ability to battle wheel to wheel and leave

room for whoever they were fighting.

Two drivers – Dorian Boccocacci and Matt Rao – were banned from race three, but to be honest I'd have gone further in at least considering two further bans: Alessio Lorandi, who shot down the escape road in race one at the Rettifilo chicane – under double waved yellows while a tractor recovered Santino Ferrucci's car; and

Lance Stroll, whose move on Antonio Giovinazzi that precipitated his enormous accident also showed a lack of judgement.

We don't want drivers punished for having a go, but we do need censure for plain bad driving, lack of respect or overambition, even if it doesn't compromise anyone else's race. Then we might start getting somewhere.



Rosenqvist (flanked by Leclerc and Dennis) makes a point

Monza winner warns of driving-standards fear

FELIX ROSENQVIST HAS warned that Formula 3 driving standards must improve before November's Macau Grand Prix, otherwise "people will die".

Rosenqvist was upset that the red-flagged races at Monza meant he scored just 50 points instead of 75, preventing him from taking the championship lead.

"It seems bad we have to suffer, because me and Jake

[Dennis] didn't put a wheel wrong," said the triple winner. "There was concern about drivers coming up from karting and low formulas, and at Silverstone and Hockenheim [the first two rounds] it was already quite crazy – I feel quite scared to drive around them.

"They [the officials] should feel free to disqualify some drivers from the next race. It's mainly about five drivers who are completely crazy. If you go

to Macau and behave like this, then people will die."

Dennis is worried about the next round at Spa. "We need to fix it because we go to Spa next, it will be low-downforce and high-speed – Eau Rouge could be even worse," he said.

"There seems to be a lack of respect among drivers outside the top five. It's the lunatics at the back who spoil everything."

With the big airbox on the left, it's difficult to see in the mirror so I couldn't exactly know where he was. Then it all happened so quickly



Lance Stroll on his massive shunt after contact with Antonio Giovinazzi

Jensen buttons up podiums

DANISH ROOKIE MIKKEL JENSEN scored his first two podiums at Monza.

The reigning ADAC Formel Masters



Jensen gets trophy from Emerson Fittipaldi

champion had been a regular points scorer in the opening rounds, but took a big step up in Italy with Mucke Motorsport.

"We've had an issue on the car during the [earlier stages of the] season," said the 20-year old, "but now we've fixed it." This is understood to have been a difficulty with brakes.

One of the building blocks of Jensen's success was drafting with team-mate Santino Ferrucci in qualifying. Ferrucci scored his own best result (fourth) and a front-row start for race one.

ALBON SIDELINED

Lotus F1 junior Alex Albon contested only the first race at Monza. A gearing issue in his Signature car overstressed his VW engine on his way to the grid. The car was withdrawn so repairs can be made at VW tuner Spiess, rather than change the engine and be hit with three 10-place grid penalties, which would have included race one at Spa.

ENGINE PENALTIES

Dorian Boccocacci and Alessio Lorandi suffered 10-place engine-change grid penalties at Monza. Boccocacci needed a down-on-power unit to be changed after second qualifying. Lorandi's engine failed in Wednesday's test, then the replacement motor overheated in the first race due to his off-track incidents.

SOLOMON LOSES OUT

Matt Solomon was excluded from his best F3 qualifying performance – eighth – after the second session due to a bodywork-flexibility infringement. The Double R Racing team said this was due to a broken floor stay.

HYMAN: HIGH-UP MAN

Team West-Tec's Raoul Hyman (below) put in his best F3 performance to date. The South African qualified fourth for race one, and only dropped from fourth to sixth on the last lap of the race.



RESULTS ROUND-UP



Poleman Power only managed P4 in race one

FORMULA RENAULT 3.5

ROUND 3/9 SPA-FRANCORCHAMPS (B), MAY 30-31 RACE 1 (19 LAPS - 82.689 MILES)

1	Matthieu Vaxiviere (F) Lotus (Charouz)	41m17.060s
2	Jazeman Jaafar (MAL) Fortec Motorsports	+5.043s
3	Dean Stoneman (GB) DAMS	+11.808s
4	Nicholas Latifi (CDN) Arden Motorsport	+12.414s
5	Oliver Rowland (GB) Fortec Motorsports	+14.032s
6	Tom Dillmann (F) Carlin	+15.104s
7	Tio Ellinas (CY) Strakka Racing	+15.875s
8	Gustav Malja (S) Strakka Racing	+17.917s
9	Nyck de Vries (NL) DAMS	+19.224s
10	Egor Orudzhev (RUS) Arden Motorsport	+20.940s
11	Meindert van Buuren (NL) Lotus (Charouz)	+25.811s
12	Bruno Bonifacio (BR) International Draco Racing	+31.008s
13	Alfonso Celis Jr (MEX) AVF	+32.049s
14	Roy Nissany (IL) Tech 1 Racing	+32.615s
15	Sean Gelael (RI) Carlin	+44.304s
16	Philo Paz Armand (RI) Pons Racing	+58.019s
R	Roberto Merhi (E) Pons Racing	15 laps-collision/withdrew
R	Aurelien Panis (F) Tech 1 Racing	6 laps-brakes/tyres
R	Pietro Fantin (BR) International Draco Racing	0 laps-accident
NS	Beitske Visser (NL) AVF	withdrew

Winner's average speed 120.174mph.
Fastest lap Jaafar, 2m02.391s, 128.011mph.

QUALIFYING 1

1 Vaxiviere, 1m58.768s; 2 Latifi, 1m58.987s; 3 Jaafar, 1m59.001s; 4 Rowland, 1m59.111s; 5 de Vries, 1m59.312s; 6 Stoneman, 1m59.481s; 7 Merhi, 1m59.560s; 8 Ellinas, 1m59.325s; 9 Malja, 1m59.648s; 10 Panis, 1m59.690s; 11 Fantin, 1m59.960s; 12 Celis, 2m00.000s; 13 Bonifacio, 2m00.330s; 14 Dillmann, 2m00.368s; 15 Orudzhev, 2m00.558s; 16 Armand, 2m00.662s; 17 Gelael, 2m01.010s; 18 Nissany, 2m01.558s; 19 van Buuren, 1m59.632s*; 20 Visser, 1m58.893s**.

* = grid penalty; ** = excluded from qualifying.

RACE 2 (21 LAPS - 91.393 MILES)

1 Rowland, 43m42.477s; 2 de Vries, +2.399s; 3 Vaxiviere, +2.946s; 4 Stoneman, +13.938s; 5 Ellinas, +14.392s; 6 Jaafar, +14.926s; 7 Panis, +15.084s; 8 Fantin, +15.617s; 9 Orudzhev, +17.453s; 10 van Buuren, +23.757s; 11 Celis, +38.223s; 12 Gelael, +39.006s; 13 Latifi, +54.424s; 14 Malja, +1m01.603s; 15 Armand, +1m13.978s; 16 Dillmann, +1m32.195s; R Bonifacio, 16 laps-engine; R Merhi, 13 laps-suspension; R Visser, 10 laps-electrical; R Nissany, 5 laps-steering.

Winner's average speed 125.459mph.
Fastest lap Latifi, 2m02.376s, 128.026mph.

QUALIFYING 2

1 Rowland, 1m59.092s; 2 Ellinas, 1m59.154s; 3 de Vries, 1m59.310s; 4 Vaxiviere, 1m59.426s; 5 Stoneman, 1m59.454s; 6 Latifi, 1m59.702s; 7 Dillmann, 1m59.941s; 8 Orudzhev, 2m00.039s; 9 Fantin, 2m00.193s; 10 Malja, 2m00.196s; 11 Nissany, 2m00.223s; 12 Visser, 2m00.270s; 13 Celis, 2m00.732s; 14 Panis, 2m00.219s*; 15 Gelael, 2m00.753s; 16 van Buuren, 2m00.757s; 17 Merhi, 2m01.082s; 18 Bonifacio, 2m01.666s; 19 Armand, 2m14.899s; 20 Jaafar, 1m59.336s**.

* = grid penalty; ** = excluded from qualifying.

CHAMPIONSHIP

1 Rowland, 83; 2 Vaxiviere, 77; 3 Jaafar, 75; 4 Stoneman, 60; 5 de Vries, 44; 6 Dillmann, 35; 7 Ellinas, 28; 8 Fantin, 22; 9 van Buuren, 19; 10 Latifi, 16.



Rowland took points lead after Spa victory

INDYCAR SERIES

ROUND 7/15 DETROIT BELLE ISLE (USA), MAY 30-31 RACE 1 (47 LAPS - 110.45 MILES)

1	Carlos Munoz (CO) Andretti Autosport Dallara-Honda	1h27m45.7906s
2	Marco Andretti (USA) Andretti Autosport Dallara-Honda	+30.2703s
3	Simon Pagenaud (F) Team Penske Dallara-Chevrolet	+32.3614s
4	Will Power (AUS) Team Penske Dallara-Chevrolet	+1m18.6078s
5	Scott Dixon (NZ) Chip Ganassi Racing Dallara-Chevrolet	+1m19.2517s
6	Helio Castroneves (BR) Team Penske Dallara-Chevrolet	+1m21.8115s
7	Jack Hawksworth (GB) AJ Foyt Enterprises Dallara-Honda	+1m23.1976s
8	Josef Newgarden (USA) CFH Racing Dallara-Chevrolet	+1m23.7623s
9	Luca Filippi (I) CFH Racing Dallara-Chevrolet	+1m31.2735s
10	Juan Pablo Montoya (CO) Team Penske Dallara-Chevrolet	-1 lap
11	Takuma Sato (J) AJ Foyt Enterprises Dallara-Honda	-1 lap
12	James Jakes (GB) Schmidt Peterson Motorsports Dallara-Honda	-1 lap
13	Ryan Hunter-Reay (USA) Andretti Autosport Dallara-Honda	-1 lap
14	Sebastien Bourdais (F) KVSH Racing Dallara-Chevrolet	-1 lap
15	Stefano Coletti (MC) KV Racing Dallara-Chevrolet	-1 lap
16	Sage Karam (USA) Chip Ganassi Racing Dallara-Chevrolet	-1 lap
17	Tristan Vautier (F) Dale Coyne Racing Dallara-Honda	-1 lap
18	Gabby Chaves (CO) Bryan Herta Autosport Dallara-Honda	-1 lap
19	Conor Daly (USA) Schmidt Peterson Motorsports Dallara-Honda	-1 lap
20	Tony Kanaan (BR) Chip Ganassi Racing Dallara-Chevrolet	-14 laps
21	Rodolfo Gonzalez (YV) Dale Coyne Racing Dallara-Honda	25 laps-accident damage
22	Charlie Kimball (USA) Chip Ganassi Racing Dallara-Chevrolet	13 laps-accident
23	Graham Rahal (USA) Rahal Letterman Lanigan Racing Dallara-Honda	5 laps-accident

Winner's average speed 75.510mph.
Fastest lap Hawksworth, 1m19.8721s, 105.919mph.



Carlos Munoz took maiden IndyCar victory

Q1 - GROUP 2 Power, 1m17.2483s; Castroneves, 1m17.2501s; Sato, 1m17.5692s; Bourdais, 1m17.6900s; Andretti, 1m18.0296s; Vautier, 1m18.1866s; 13 Rahal, 1m18.2239s; 15 Kanaan, 1m18.3144s; 17 Kimball, 1m18.3303s; 19 Filippi, 1m18.4404s; 21 Daly, 1m18.4937s; 23 Chaves, 1m19.2306s.

RACE 2 (68 LAPS - 159.80 MILES)

1 Bourdais, 2h00m38.4300s; 2 Sato, +1.7644s; 3 Rahal, +2.3388s; 4 Vautier, +9.7413s; 5 Andretti, +9.9849s; 6 Daly, +10.5636s; 7 Hawksworth, +11.3614s; 8 Hunter-Reay, +12.0563s; 9 Chaves, +13.9912s; 10 Montoya, +14.0298s; 11 Kimball, +14.2823s; 12 Karam, +25.2484s; 13 Kanaan, +26.5303s; 14 Pagenaud, +27.1177s; 15 Jakes, -1 lap; 16 Coletti, -1 lap; 17 Filippi, -2 laps; 18 Power, 64 laps-accident; 19 Castroneves, 64 laps-accident; 20 Dixon, 58 laps-accident; 21 Newgarden, 49 laps-accident; 22 Gonzalez, 35 laps-accident; 23 Munoz, 5 laps-engine.

Winner's average speed 79.475mph.
Fastest lap Bourdais, 1m17.9133s, 108.582mph.

GRID FOR RACE 2

Decided by entrant championship points.

1 Montoya; 2 Power; 3 Castroneves; 4 Dixon; 5 Rahal; 6 Newgarden; 7 Andretti; 8 Pagenaud; 9 Bourdais; 10 Daly; 11 Munoz; 12 Kimball; 13 Kanaan; 14 Hunter-Reay; 15 Sato; 16 Jakes; 17 Filippi; 18 Chaves; 19 Hawksworth; 20 Karam; 21 Coletti; 22 Gonzalez; 23 Vautier.

CHAMPIONSHIP

1 Montoya, 315; 2 Power, 294; 3 Dixon, 252; 4 Rahal, 246; 5 Castroneves, 245; 6 Bourdais, 228; 7 Andretti, 224; 8 Newgarden, 206; 9 Pagenaud, 193; 10 Kimball, 187.



Bourdais won topsy-turvy Detroit finale

Q3 1 Power, 1m16.0941s; 2 Castroneves, 1m16.1200s; 3 Montoya, 1m16.4428s; 4 Sato, 1m16.5363s; 5 Pagenaud, 1m16.6656s; 6 Bourdais, 1m17.0406s.

Q2 Montoya, 1m16.6895s; Castroneves, 1m16.7015s; Bourdais, 1m16.8317s; Power, 1m16.8325s; Sato, 1m16.8779s; Pagenaud, 1m16.9353s; 7 Dixon, 1m16.9768s; 8 Coletti, 1m17.3638s; 9 Andretti, 1m17.3785s; 10 Jakes, 1m17.5158s; 11 Vautier, 1m17.8140s; 12 Karam, 1m17.9046s.

Q1 - GROUP 1 Pagenaud, 1m17.6219s; Montoya, 1m17.7726s; Karam, 1m17.8152s; Dixon, 1m18.1728s; Coletti, 1m18.6673s; Jakes, 1m18.6768s; 14 Hawksworth, 1m18.7504s; 16 Hunter-Reay, 1m19.3634s; 18 Newgarden, 1m21.4632s; 20 Munoz, 1m21.4796s; 22 Gonzalez, 1m21.8208s.

DTM

ROUND 2/9 LAUSITZRING (D), MAY 30-31

RACE 1 (32 LAPS - 69.156 MILES)

1	Jamie Green (GB) Team Rosberg Audi RS5 DTM	42m15.135s
2	Edoardo Mortara (I) Abt Sportsline Audi RS5 DTM	+4.261s
3	Mattias Ekstrom (S) Abt Sportsline Audi RS5 DTM	+5.220s
4	Miguel Molina (E) Abt Sportsline Audi RS5 DTM	+6.969s
5	Pascal Wehrlein (D) HWA Mercedes C63 DTM	+8.122s
6	Robert Wickens (CDN) HWA Mercedes C63 DTM	+10.657s
7	Maxime Martin (B) RMG BMW M4 DTM	+13.014s
8	Timo Scheider (D) Team Phoenix Audi RS5 DTM	+13.361s
9	Mike Rockenfeller (D) Team Phoenix Audi RS5 DTM	+16.719s
10	Daniel Juncadella (E) Mücke Motorsport Mercedes C63 DTM	+19.619s
11	Bruno Spengler (CDN) MTEK BMW M4 DTM	+22.391s
12	Martin Tomczyk (D) Team Schnitzer BMW M4 DTM	+27.031s
13	Marco Wittmann (D) RMG BMW M4 DTM	+28.364s
14	Paul di Resta (GB) HWA Mercedes C63 DTM	+28.522s
15	Maximilian Gotz (D) Mücke Motorsport Mercedes C63 DTM	+29.026s
16	Adrien Tambay (F) Abt Sportsline Audi RS5 DTM	+29.439s
17	Christian Vietoris (D) HWA Mercedes C63 DTM	+35.480s
18	Timo Glock (D) MTEK BMW M4 DTM	+36.370s
19	Antonio Felix da Costa (P) Team Schnitzer BMW M4 DTM	+37.537s
20	Nico Muller (CH) Team Rosberg Audi RS5 DTM	+42.297s
21	Lucas Auer (A) ART Grand Prix Mercedes C63 DTM	+42.480s
22	Tom Blomqvist (GB) RBM BMW M4 DTM	+45.087s
23	Gary Paffett (GB) ART Grand Prix Mercedes C63 DTM	+49.803s
R	Augusto Farfus (BR) RBM BMW M4 DTM	2 laps-accident damage

Winner's average speed 98.205mph.
Fastest lap Green, 1m18.599s, 98.984mph.

QUALIFYING 1

1 Molina, 1m17.438s; 2 Green, 1m17.559s; 3 Mortara, 1m17.564s; 4 Ekstrom, 1m17.607s; 5 Wehrlein, 1m17.621s; 6 Wickens, 1m17.648s; 7 Martin, 1m17.729s; 8 Blomqvist, 1m17.890s; 9 di Resta, 1m17.902s; 10 Scheider, 1m17.935s; 11 Wittmann, 1m17.635s*; 12 da Costa, 1m17.956s; 13 Juncadella, 1m17.964s; 14 Rockenfeller, 1m17.981s; 15 Spengler, 1m18.014s; 16 Muller, 1m18.030s; 17 Tomczyk, 1m18.078s; 18 Glock, 1m18.115s; 19 Vietoris, 1m18.220s; 20 Auer, 1m18.260s; 21 Gotz, 1m18.321s; 22 Paffett, 1m18.457s; 23 Farfus*, 1m18.132s; 24 Tambay, no time. * = grid penalty.

RACE 2 (46 LAPS - 99.412 MILES)

1 Green, 1h02m33.014s; 2 Ekstrom, +2.144s; 3 Molina, +5.038s; 4 Scheider, +5.678s; 5 Mortara, +7.708s; 6 Juncadella, +9.165s; 7 Vietoris, +9.906s; 8 Martin, +10.789s; 9 Muller, +11.187s; 10 Rockenfeller, +12.055s; 11 Tomczyk, +12.267s; 12 Glock, +12.864s; 13 Wehrlein, +14.741s; 14 da Costa, +14.750s; 15 di Resta, +15.937s; 16 Gotz, +16.470s; 17 Wittmann, +19.903s; 18 Wickens, +21.325s; 19 Spengler, +41.439s; 20 Tambay, 42 laps-accident; 21 Auer, 36 laps-spin; R Farfus, 30 laps-accident damage; R Paffett, 4 laps-gearbox; R Blomqvist, 2 laps-radiator.
Winner's average speed 95.359mph.
Fastest lap Green, 1m18.504s, 99.104mph.

QUALIFYING 2

1 Green, 1m17.386s; 2 Ekstrom, 1m17.906s; 3 Scheider, 1m17.931s; 4 Molina, 1m17.940s; 5 Martin, 1m17.954s; 6 Mortara, 1m18.024s; 7 Farfus, 1m18.042s; 8 Muller, 1m18.049s; 9 Rockenfeller, 1m18.053s; 10 Juncadella, 1m18.056s; 11 Paffett, 1m18.068s; 12 Blomqvist, 1m18.088s; 13 Wehrlein, 1m18.151s; 14 Vietoris, 1m18.205s; 15 Wickens, 1m18.216s; 16 Wittmann, 1m18.241s; 17 da Costa, 1m18.256s; 18 Spengler, 1m18.121s; 19 Auer, 1m18.276s; 20 Tambay, 1m18.334s; 21 Glock, 1m18.346s; 22 di Resta, 1m18.449s; 23 Tomczyk, 1m18.484s; 24 Gotz, no time. * = grid penalty.

CHAMPIONSHIP

1 Green, 75; 2 Ekstrom, 58; 3 Mortara, 58; 4 Wehrlein, 32; 5 Molina, 27; 6 Rockenfeller, 21; 7 Scheider, 16; 8 Martin, 16; 9 di Resta, 15; 10 Paffett, 15.



XPB IMAGES

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 4/11 MONZA, MAY 30-31

RACE 1 (19 LAPS - 68.392 MILES)

1	Felix Rosenqvist (S) Prema Powerteam Dallara-Mercedes F315	36m09.669s
2	Mikkel Jensen (DK) Mücke Motorsport Dallara-Mercedes F312	+1.131s
3	Jake Dennis (GB) Prema Powerteam Dallara-Mercedes F315	+1.529s
4	Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315	+5.265s
5	Charles Leclerc (MC) Van Amersfoort Racing Dallara-Volkswagen F314	+5.316s
6	Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314	+5.693s
7	Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F312	+6.056s
8	George Russell (GB) Carlin Dallara-Volkswagen F312	+6.473s
9	Brandon Maisano (F) Prema Powerteam Dallara-Mercedes F312	+7.492s
10	Arjun Maini (IND) Van Amersfoort Racing Dallara-Volkswagen F312	+13.755s
11	Lance Stroll (CDN) Prema Powerteam Dallara-Mercedes F315	+15.540s
12	Ryan Tvetter (USA) Carlin Dallara-Volkswagen F312	+17.412s
13	Gustavo Menezes (USA) Carlin Dallara-Volkswagen F312	+19.691s
14	Martin Cao (PRC) Fortec Motorsports Dallara-Mercedes F312	+24.927s
15	Michele Beretta (I) Mücke Motorsport Dallara-Mercedes F312	+25.446s
16	Matt Rao (GB) Fortec Motorsports Dallara-Mercedes F313	+26.480s
17	Tatiana Calderon (CO) Carlin Dallara-Volkswagen F312	+36.637s
18	Alessio Lorandi (I) Van Amersfoort Racing Dallara-Volkswagen F312	+42.686s
19	Nicolas Pohler (D) Double R Racing Dallara-Mercedes F313	+46.855s
20	Callum Ilott (GB) Carlin Dallara-Volkswagen F312	+48.296s
21	Alexander Albon (T) Signature Dallara-Volkswagen F315	-1 lap
R	Mahaveer Raghunathan (IND) Motopark Dallara-Volkswagen F314	14 laps-accident
R	Santino Ferrucci (USA) Mücke Motorsport Dallara-Mercedes F312	12 laps-accident
R	Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314	11 laps-front wing
R	Fabian Schiller (D) Team West-Tec Dallara-Mercedes F312	10 laps-accident
R	Maximilian Gunther (D) Mücke Motorsport Dallara-Mercedes F312	4 laps-accident
R	Julio Moreno (EC) T-Sport Dallara-NBE F312	4 laps-accident damage
R	Matthew Solomon (PRC) Double R Racing Dallara-Mercedes F313	3 laps-accident
R	Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314	3 laps-accident
R	Kang Ling (PRC) Mücke Motorsport Dallara-Mercedes F312	3 laps-accident
R	Sam MacLeod (GB) Motopark Dallara-Volkswagen F315	2 laps-accident
R	Dorian Boccia (F) Signature Dallara-Volkswagen F314	2 laps-accident
R	Markus Pommer (D) Motopark Dallara-Volkswagen F315	1 lap-accident damage
R	Artur Janosz (PL) EuroInternational Dallara-Mercedes F312	0 laps-accident
NS	Facu Regalia (RA) EuroInternational Dallara-Mercedes F313	0 laps-withdrew

Winner's average speed 113.479mph.
Fastest lap Leclerc, 1m44.082s, 124.503mph.

QUALIFYING 1

1 Rosenqvist, 1m43.766s; 2 Ferrucci, 1m43.970s; 3 Albon, 1m44.027s; 4 Hyman, 1m44.052s; 5 Stroll, 1m44.174s; 6 Jensen, 1m44.201s; 7 Dennis, 1m43.949s*; 8 Giovinazzi, 1m44.204s; 9 Russell, 1m44.259s; 10 Leclerc, 1m44.269s; 11 Fittipaldi, 1m44.328s; 12 Maisano, 1m44.340s; 13 Maini, 1m44.411s; 14 Solomon, 1m44.453s; 15 Pommer, 1m44.466s; 16 Tvetter, 1m44.470s; 17 Sette Camara, 1m44.485s; 18 Gunther, 1m44.585s; 19 Ilott, 1m44.748s; 20 Moreno, 1m44.749s; 21 Janosz, 1m44.750s; 22 Menezes, 1m44.844s; 23 Beretta, 1m44.867s; 24 MacLeod, 1m44.884s; 25 Rao, 1m44.952s; 26 Schiller, 1m45.020s; 27 Lorandi, 1m44.561s*; 28 Pohler, 1m45.108s; 29 Calderon, 1m45.140s; 30 Ling, 1m44.944s*; 31 Cao, 1m45.273s; 32 Jeffri, 1m45.339s; 33 Regalia, 1m45.357s; 34 Raghunathan, 1m45.426s; 35 Boccia, 1m44.777s*. * = grid penalty.

RACE 2 (12 LAPS - 43.195 MILES)

1 Rosenqvist, 30m07.694s; 2 Dennis, +0.537s; 3 Jensen, +1.039s; 4 Ferrucci, +1.377s; 5 Menezes, +2.267s; 6 Russell, +2.513s; 7 Maisano, +2.840s; 8 Pommer, +3.477s; 9 Fittipaldi, +4.686s; 10 Hyman, +5.661s; 11 Sette Camara, +6.144s; 12 MacLeod, +6.373s; 13 Lorandi, +7.103s; 14 Ilott, +7.356s; 15 Rao, +7.988s; 16 Janosz, +8.142s; 17 Cao, +8.682s; 18 Pohler, +8.942s; 19 Solomon, +10.665s; 20 Maini, +10.732s; 21 Jeffri, +11.267s; 22 Calderon, +11.441s; 23 Moreno, +12.282s; 24 Raghunathan, +14.519s; 25 Schiller, +14.733s; 26 Ling, +15.422s; 27 Tvetter, +19.239s; 28 Boccia, +1m02.026s; R Gunther, 9 laps-accident; R Beretta, 9 laps-accident; R Giovinazzi, 3 laps-accident; R Stroll, 3 laps-accident; R Leclerc, 0 laps-accident; NS Albon-engine; NS Regalia-withdrew.
Winner's average speed 86.023mph.
Fastest lap Rosenqvist, 1m44.726s, 123.737mph.

QUALIFYING 2

1 Rosenqvist, 1m43.417s; 2 Leclerc, 1m43.577s; 3 Giovinazzi, 1m43.707s; 4 Dennis, 1m43.722s; 5 Jensen, 1m43.812s; 6 Ferrucci, 1m43.968s; 7 Maisano, 1m44.003s; 8 Stroll, 1m44.029s; 9 Pommer, 1m44.057s; 10 Menezes, 1m44.064s; 11 Sette Camara, 1m44.115s; 12 Fittipaldi, 1m44.145s; 13 Gunther, 1m44.173s; 14 Russell, 1m44.235s;

15 Schiller, 1m44.302s; 16 MacLeod, 1m44.406s; 17 Moreno, 1m44.480s; 18 Hyman, 1m44.491s; 19 Jeffri, 1m44.507s; 20 Ilott, 1m44.543s; 21 Tvetter, 1m44.588s; 22 Calderon, 1m44.639s; 23 Janosz, 1m44.640s; 24 Maini, 1m44.852s; 25 Beretta, 1m44.922s; 26 Cao, 1m44.954s; 27 Raghunathan, 1m45.059s; 28 Ling, 1m45.117s; 29 Pohler, 1m45.191s; 30 Rao, 1m45.347s; 31 Lorandi, 1m44.543s*; 32 Boccia, 1m45.262s*; 33 Solomon, 1m44.016s**; NS Albon, 1m44.336s; NS Regalia, 1m44.899s. * = grid penalty; ** = excluded from qualifying.

RACE 3 (8 LAPS - 28.797 MILES)

1 Rosenqvist, 19m40.310s; 2 Dennis, +1.441s; 3 Leclerc, +2.700s; 4 Giovinazzi, +3.211s; 5 Maisano, +4.184s; 6 Menezes, +4.745s; 7 Russell, +6.211s; 8 Ferrucci, +7.365s; 9 Stroll, +8.077s; 10 Gunther, +8.966s; 11 Pommer, +9.603s; 12 Fittipaldi, +10.749s; 13 Hyman, +12.066s; 14 Calderon, +12.426s; 15 Ilott, +13.502s; 16 Cao, +13.949s; 17 Pohler, +14.578s; 18 Lorandi, +14.947s; 19 Janosz, +16.237s; 20 Solomon, +17.348s; 21 Maini, +18.063s; 22 Jeffri, +19.175s; 23 Sette Camara, +20.643s; 24 Moreno, +21.894s; 25 Ling, +22.859s; 26 Raghunathan, +23.818s; 27 MacLeod, +49.121s; R Jensen, 6 laps-accident; R Schiller, 4 laps-rear wing; R Tvetter, 0 laps-accident; NS Beretta-accident damage; NS Rao-banned; NS Boccia-banned; NS Albon-engine; NS Regalia-withdrew.
Winner's average speed 87.831mph.
Fastest lap Dennis, 1m44.594s, 123.894mph.

GRID FOR RACE 3

1 Rosenqvist; 2 Leclerc; 3 Giovinazzi; 4 Dennis; 5 Ferrucci; 6 Jensen; 7 Maisano; 8 Pommer; 9 Menezes; 10 Gunther; 11 Stroll; 12 Russell; 13 Fittipaldi; 14 Schiller; 15 Hyman; 16 Jeffri; 17 MacLeod; 18 Tvetter; 19 Calderon; 20 Janosz; 21 Ilott; 22 Moreno; 23 Maini; 24 Cao; 25 Lorandi; 26 Raghunathan; 27 Ling; 28 Pohler; 29 Solomon; 30 Sette Camara*. * = made to start from pitlane.

CHAMPIONSHIP

1 Giovinazzi, 182; 2 Leclerc, 166.5; 3 Rosenqvist, 160; 4 Dennis, 129; 5 Russell, 68; 6 Gunther, 64.5; 7 Jensen, 53.5; 8 Stroll, 52; 9 Albon, 50; 10 Menezes, 35.





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Light Enduro	1st Tom Sibley	2nd Dom Whiting	3rd Tom Kempynck	Light Heats	1st Tom Golding	2nd Dom Whiting	3rd Richard Lacey
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Cameron and Curran were Motown masters

V8 STOCK CARS

A convincing win for Daniel Serra kept up the Red Bull Racing man's tradition of good results at Curitiba. Serra took the lead from poleman Galid Osman on the fourth lap, and was challenged by Marcos Gomes (above) until problems at Gomes's tyre stop. Julio Campos took advantage of doorbanging between front-row men Valdeno Brito and Rubens Barrichello to win the reversed-grid race.

BRAZILIAN TOURING

Teenager Gabriel Casagrande (Renault Fluence) and Thiago Marques (Toyota Corolla) won at Curitiba. Honda Civic man Vitor Meira took a second place and jumps into the lead of the points.

STCC

Four-time champion Richard Goransson started from pole in the first Scandinavian Touring Car round at Anderstorp, but his Saab lacked speed, and Volvo's Thed Bjork took a narrow victory ahead of Fredrik Larsson's BMW and Volvo team-mate Fredrik Ekblom. In the second race from a reversed grid, Larsson climbed the field to victory, followed by Ekblom and Emma Kimilainen in her Saab. Bjork was a tactical fourth.

GERMAN CARRERA CUP

Philipp Eng won both races at the Lausitzring to take the championship lead. From pole each time, the Austrian was never headed, resisting a late challenge from Michael Ammermuller and Nicki Thiim in race one, before keeping Robert Renauer at bay in race two.

ITALIAN FORMULA 4

Ferrari-backed talent Guan Yu Zhou took a stunning triple at Monza. Prema-run Chinese racer Zhou won a hard fight with Russian Mücke Motorsport driver Robert Shwartzmann in race one, then climbed from 10th on the reversed grid to beat David Beckmann. In the third race, Zhou beat team-mate Ralf Aron and Mücke's British driver Lando Norris.

ITALIAN GT

Mirko Bortolotti starred to win both races at Monza with Alberto Viberi in their Lamborghini. In the first race they led home the Corvette of Daniel Keilwitz and Francesco Sini, while in the second the runner-up spot went to Ferrari men Giovanni Berton and Niccolò Schiro.

GLOBAL RALLYCROSS

Ken Block won the opening round of the 2015 season in Fort Lauderdale in his Ford Fiesta. He shared the podium with two ex-F1 racers: Scott Speed (VW Beetle) and Nelson Piquet Jr (Fiesta).

UNITED SPORTSCAR DETROIT BELLE ISLE (USA), MAY 30 RD 5/10

'Other' Action Express car takes its turn

DANE CAMERON AND ERIC CURRAN gave Corvette a hometown win in a scrappy race around Belle Isle.

The Action Express duo's Coyote crossed the line almost 19s clear of second-placed Oswaldo Negri in his MSR Ligier, but their main threat for most of the race came in the form of other Corvettes: Joao Barbosa had been chasing Cameron hard in the team's sister car over the closing laps, only to be caught out by the greasy conditions and spin with two laps remaining.

By the time he'd got sorted out, Negri – who had been 10s further down the road – had nipped past, and Barbosa was forced to settle for the bottom step of the podium.

An even bigger threat had been the Wayne Taylor Racing Dallara, which had led a good portion of

the race after jumping ahead of Barbosa's co-driver Christian Fittipaldi on a restart. But their efforts were also neutralised in the final laps when Jordan Taylor was ordered to serve a drive-through penalty for punting Townsend Bell's Ferrari into the tyres.

PC class honours were claimed by Starworks' Renger van der Zande and Mirco Schultis, while Ian James and Mario Farnbacher won in GTD.

Poor weather contributed to a series of accidents, including a Bruno Junqueira spin that also took out Tom Kimber-Smith. Ironically, the worst took place on the slowdown lap, when four GTD cars spun into the Turn 1 barrier. A track worker was taken to hospital for treatment to non-life threatening injuries.

● Mark Glendenning

RESULTS

1 Dane Cameron/Eric Curran (Coyote Corvette DP), 59 laps in 1h40m49.112s; 2 Oswaldo Negri Jr/John Pew (Ligier-Honda JSP2), +18.631s; 3 Joao Barbosa/Christian Fittipaldi (Coyote Corvette); 4 Joey Hand/Scott Pruett (Riley-Ford DP); 5 Richard Westbrook/Michael Valiante (Coyote Corvette); 6 Renger van der Zande/Mirco Schultis (ORECA-Chevrolet FLM09). **PC 1 van der Zande/Schultis**; 2 Mikhail Goikhberg/Stephen Simpson; 3 James French/James Vance (ORECA). **GTD 1 Ian James/Mario Farnbacher (Porsche 911 GT America)**; 2 Christina Nielsen/James Davison (Aston Martin V12 Vantage); 3 Christopher Haase/Dion von Moltke (Audi R8 LMS ultra). **Points 1= Westbrook/Valiante & Barbosa/Fittipaldi, 156**; 3 Cameron/Curran, 148; 4 Jordan Taylor/Ricky Taylor, 144; 5 Pruett/Hand, 142; 6 Negri/Pew, 136. **PC 1 Colin Braun/Jon Bennett, 128**; 2 Tom Kimber-Smith/Mike Guasch, 123; 3 Goikhberg, 122. **GTD 1 Haase/von Moltke, 118**; 2 Davison/Nielsen, 113; 3 Leh Keen/Cooper MacNeil, 112.

PIRELLI WORLD CHALLENGE DETROIT (USA), MAY 30 RD 6/11

McLaren beats Ferrari

KEVIN ESTRE SAW OFF OLIVIER Beretta to take the win on Saturday, before Sunday's race was cancelled due to the poor weather.

Factory McLaren driver Estre had started his K-PAX Racing 650S on the front row alongside Beretta, and managed to find a way around his rival's Ferrari through Turns 12/13 on the first lap. That was the last anyone saw of him: the Frenchman continued to build his lead, and took the chequered flag nearly 10s clear of Beretta, who would have started on pole on Sunday.

The main interest was in the battle for third. Multiple champion Johnny O'Connell held the position early on in his Cadillac, but fell back to sixth after contact with the Lamborghini of Nick Catsburg. The Dutchman inherited the position just long enough to get to the pit road, where he pulled in to retire



Estre cleared off in McLaren

with damage, and this elevated James Davison into third with his Nissan. Davison in turn was eventually passed by Chris Dyson, who completed the podium in his Bentley Continental.

● Mark Glendenning

RESULTS

1 Kevin Estre (McLaren 650S GT3), 33 laps in 50m48.030s; 2 Olivier Beretta (Ferrari 458 Italia GT3), +9.631s; 3 Chris Dyson (Bentley Continental GT3); 4 Johnny O'Connell (Cadillac ATS-V.R GT3); 5 James Davison (Nissan GT-R GT3); 6 Robert Thorne (McLaren). **Points 1 Beretta, 918**; 2 Estre, 873; 3 O'Connell, 801; 4 Ryan Dalziel, 784; 5 Ryan Eversley, 657; 6 Dyson, 623.

TCR INT'L SALZBURGRING (A), MAY 31 RD 6/11

Gleason gets his first win

KEVIN GLEASON CLAIMED HIS FIRST TCR International victory in his West Coast Racing Honda Civic.

The American took pole by less than a tenth from team-mate Gianni Morbidelli, and converted that into a three-second victory over Stefano Comini. Morbidelli faded to fifth after clashing with Pepe Oriola.

Serial Salzburgring winner Michel Nykjaer absorbed pressure from Oriola to win the reversed-grid race.

RESULTS

Race 1 1 Kevin Gleason (Honda Civic TCR), 15 laps in 22m14.024s; 2 Stefano Comini (SEAT Leon Racer), +2.838s; 3 Andrea Belicchi (SEAT); 4 Jordi Gene (SEAT); 5 Gianni Morbidelli (Honda); 6 Pepe Oriola (SEAT). **Race 2 1 Michel Nykjaer (SEAT)**, 15 laps in 22m17.434s; 2 Oriola, +0.436s; 3 Morbidelli; 4 Sergei Afanasiev (SEAT); 5 Belicchi; 6 Gleason. **Points 1 Morbidelli, 175**; 2 Comini, 157; 3 Oriola, 153; 4 Gene, 134; 5 Gleason, 127; 6 Belicchi, 127.

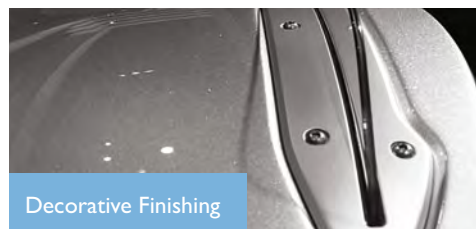
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RENAULT SPORT TROPHY
SPA (B), MAY 30-31 RD 1/6

Fumanelli leads way to inaugural RS01 victory

THE OPENING ROUND OF THE inaugural Renault Sport Trophy season for the new Dallara-built RS01 yielded 13 entries for 26 drivers. The series gave off a slick feel, despite teams' preparations being challenged by 42-degree heat in testing at Valencia and scrutineers' instructions not to use certain sets of tyres as a safety precaution.

Such details were forgotten when the dramatic gull-wing machines took to the track and proved around 10 seconds faster than Porsche Supercup times. As there is no equivalent RS01 road car – and never will be – the car cannot race as a GT3 in other championships, but it is possible that a series promoter could accept the car given a balance of performance.

The starting grid for Saturday's 70-minute endurance race was determined by the qualifying efforts of the 'Prestige' – or gentlemen – drivers. The enduro proved closely



contested at the front, and the correct strategy call to pit later swung the outcome.

The ART Junior entry of Richard Gonda, sharing with Andrea Pizzitola, appeared strong in the early stages. Then, after the pitstops, 2012 Formula 2 champion Luciano Bacheta briefly believed he had done enough to grab the lead when he took over from ex-Megane Trophy runner-up Niccolò Nalio.

But Bacheta's Oregon Team stablemate David Fumanelli rejoined

from his pitstop narrowly ahead, and he and Dario Capitanio would claim victory by two seconds.

Mayhem at the start of the Prestige race wiped out six cars. Catalan Toni Forne led late into the 12-lap race, but was barged out of the way for the win by Diederik Sijthoff at Les Combes.

The Equipe Verschuur entry of Steijn Schothorst won the Elite race from his ex-Formula Renault rival Pizzitola and Wolfgang Reip.

● Peter Mills

RESULTS

Race 1 1 David Fumanelli/Dario Capitanio, 31 laps in 1h12m20.068s; 2 Luciano Bacheta/Niccolò Nalio, +2.161s; 3 Andrea Pizzitola/Richard Gonda; 4 Wolfgang Reip/Sarah Bovy; 5 Indy Dontje/Toni Forne; 6 Bas Schothorst/Philippe Haezebrouck.

Race 2 1 Diederik Sijthoff, 12 laps in 27m49.604s; 2 Forne, +4.004s; 3 Bovy; 4 Stefano Costantini; 5 Max Braams; 6 Philippe Bourgois.

Race 3 1 Steijn Schothorst, 10 laps in 28m39.843s; 2 Pizzitola, +5.785s; 3 Reip; 4 Bacheta; 5 Vittorio Ghirelli; 6 Dontje. **Elite points 1 Pizzitola**, 33; 2 Bacheta, 30; 3 Reip, 27; 4 Fumanelli & Schothorst, 25; 6 Dontje, 18.

24 HOUR SERIES ZANDVOORT 12 HOURS (NL), MAY 30-31 RD 3/6

Mercs on top by the sea

A QUARTET OF MERCEDES SLS AMG GT3s dominated the Zandvoort 12 Hours, with the Hofor Racing example of Kenneth Heyer, Christiaan Frankenhout, Roland Eggmann and Michael Kroll winning.

The Ram Racing Mercedes of Thomas Jager, Tom Onslow-Cole and Paul White, which had led during the overnight halt after the opening three hours, looked to have taken the initiative when the Hofor car, in which Frankenhout had taken the lead from GDL Racing Mercedes driver Tom Coronel, had to make an extra stop for fuel.

But the Ram car lost time late on queuing at the communal refuelling pit, allowing the Hofor Mercedes to take victory by 75s after stopping when the congestion was gone.

The HP Racing Mercedes of Bernd

Schneider, Hari Proczyk, Reinhold Renger and Carsten Tilke finished third. The GDL car, which lost time with a loose door, was fourth.

Luca Rettenbacher won the Porsche 997 class in sixth overall after surviving a clash with Charles Espenlaub at Tarzan on the last lap, while ex-BTCC racer James Kaye was part of the SP2 winning crew.

RESULTS

1 Kenneth Heyer/Christiaan Frankenhout/Michael Kroll/Roland Eggmann (Mercedes SLS AMG GT3), 351 laps; 2 Tom Onslow-Cole/Paul White/Thomas Jager (Mercedes), +1m14.810s; 3 Hari Proczyk/Reinhold Renger/Bernd Schneider/Carsten Tilke (Mercedes); 4 Tom Coronel/Rik Breukers/Ivo Breukers (Mercedes); 5 Peter Kox/Jiri Pisarik/Jaromir Jirik (Ferrari 458 Italia GT3); 6 Martin Konrad/Felix Wimmer/Luca Rettenbacher/Kim Hauschild (Porsche 911 Cup).



NASCAR SPRINT CUP DOVER (USA), MAY 31 RD 13/36

Johnson nurses the rubber

JIMMIE JOHNSON SURVIVED TWO late caution periods to collect his fourth win of the season.

Johnson's Hendrick Motorsports Chevrolet had moved in front with fewer than 20 laps to go, but he and erstwhile leader Kevin Harvick opted to stay out under caution on older rubber while their pursuers pitted.

Even so, Johnson kept the lead through two further restarts and stayed out of Harvick's reach in the final two laps. Kyle Larson finished an up-and-down race in third ahead of Kasey Kahne, who had looked best-placed to challenge Johnson at the end.

Front-row starters Denny Hamlin and Martin Truex Jr led much of the race before fading, Hamlin wiped out in the

penultimate incident while Truex finished sixth. Kyle Busch was running a strong third when he collected a backmarker with 25 laps remaining.

RESULTS

1 Jimmie Johnson (Chevrolet SS), 405 laps in 3h23m16s; 2 Kevin Harvick (Chevy), +0.435s; 3 Kyle Larson (Chevy); 4 Kasey Kahne (Chevy); 5 Aric Almirola (Ford Fusion); 6 Martin Truex Jr (Chevy); 7 Jamie McMurray (Chevy); 8 Paul Menard (Chevy); 9 Clint Bowyer (Toyota Camry); 10 Jeff Gordon (Chevy). **Chase grid 1 Johnson, 4 wins/440 points**; 2 Harvick, 2/516; 3 Joey Logano, 1/440; 4 Dale Earnhardt Jr, 1/432; 5 Brad Keselowski, 1/414; 6 Matt Kenseth, 1/377; 7 Denny Hamlin, 1/345; 8 Kurt Busch, 1/340; 9 Carl Edwards, 1/338; 10 Truex, 0/472; 11 McMurray, 0/390; 12 Kahne, 0/385; 13 Gordon, 0/380; 14 Almirola, 0/378; 15 Menard, 0/372; 16 Ryan Newman, 0/369.



McLaren debutants steal the show at Silverstone

An action-packed British GT showpiece eventually went the way of two newcomers who were a late addition to the grid. By **ALEX KALINAUCKAS**

"IT WAS A 20-MINUTE SPRINT TO THE END," declared Adrian Quaife-Hobbs, but that assessment would simply not do justice to the epic display of racing throughout the British GT field for the previous 160 minutes that had made up the Silverstone 500.

There were white-knuckle overtakes, heart-wrenching driving errors and breathtaking crashes, but after what seemed like both an age and just mere moments, Quaife-Hobbs and co-driver Gilles Vannelet took the chequered flag to win the blue-riband event of the British GT season on their championship debut.

In fact, Quaife-Hobbs had just two laps to adjust to the Avon tyres that shod his VonRyan Racing McLaren 650S as the former AutoGP champion only discovered he would be racing on the Wednesday before Silverstone's race.

Despite taking what he called "the glory stint at the end", Quaife-Hobbs admitted it was Vannelet's driving in the early, soaking-wet conditions that had impressed him most. "He did two amazing stints and built up a 20-second lead in the wet – it was great," he said.

Vannelet's first stint to build up that 20-second lead began when the lights went out

and the pack set off on their 500-mile adventure.

Polesitter Andrew Howard spun the #007 Beechdean Aston Martin at Becketts, allowing Vannelet into the lead. He then set about extending his advantage over Ahmad Al-Harthi. The Motorbase driver had claimed second from Marco Attard in the #11 Ecurie Ecosse BMW around the outside at Stowe on lap two and as the Aston Martin driver chased Vannelet, the pair pulled clear of the pack by as much as two seconds per lap during the early stages.

The first of the race's two major crashes occurred on lap 13 to scupper the #12 McLaren's early lead when Derek Johnston spun his TF Sport car at the exit of Stowe and was collected by the passing FF Corse Ferrari being driven by Gary Eastwood, ending both their races.

The crash triggered the first wave of pitstops, but the safety car – which had been deployed to allow the recovery of Johnston's stricken Aston Martin – remained out for almost 30 minutes as the marshals dealt with oil on the circuit.

That enabled the 22GT squad to roll the strategy dice decisively in favour of its drivers Mark Farmer and Jon Barnes. The long neutral period meant the track was dry enough to switch to slicks and the #11 car finally came in for its first pitstop, gaining significant time on the rest of the pack who had to come in again to put on the dry tyres.

When the safety car eventually came in on lap 21, Barnes had a lead of over one minute. Over the next 25 laps he increased that advantage to



Beechdean Aston took pole but spun

BRITISH GT4 SILVERSTONE (GB), MAY 31

Beechdean GT4 juniors spin and win



McLaren defeated
BMW in tight finish



Chadwick/Gunn
recovered from spin

ROSS GUNN AND JAMIE CHADWICK TOOK THEIR second successive GT4-class victory, despite dropping down the order after early contact sent Chadwick into a spin at Copse on lap two.

“Going backwards was not how I wanted to start,” said Chadwick after the race. “Then with the changeable conditions we played a clever pit strategy [to recover].”

“We had a little bit of luck but it was hard work and we really had to graft for it today.”

That luck came about on lap 56 when Richard Williams, who had been leading the class in the #86 Toyota GT86 pulled over with a blown engine on the Hangar straight, handing Gunn a lead he would never lose as the Beechdean pair extended their championship lead.

Earlier, Will Moore had led in the opening wet stage of the race from Terry Langley in the Optimum Motorsport Aston Martin, which would

ultimately end up second in class, before a frenetic scrap that also included Jake Hill in the AmD Tuning Porsche and Jake Giddings in the JWB Bird Motorsport car began as conditions dried.

GT4 polesitters Oz Yusuf and Gavin Kershaw were in that ongoing battle for the majority of the race and eventually claimed the final spot on the podium in their Lotus Evora.

RESULTS

1 Jamie Chadwick/Ross Gunn (Aston Martin Challenge), 70 laps in 3h03m06.800s; 2 Terry Langley/Mike Hart (Aston), -1 lap; 3 Osman Yusuf/Gavan Kershaw (Lotus Evora); 4 Willie Moore/Dennis Strandberg (Aston); 5 Adrian Barwick/Ellis Bradley (Ginetta G55); 6 Paul Mcneilly/Jamie Stanley (Ginetta). **Fastest lap** Gunn 2m16.078s (96.83mph).

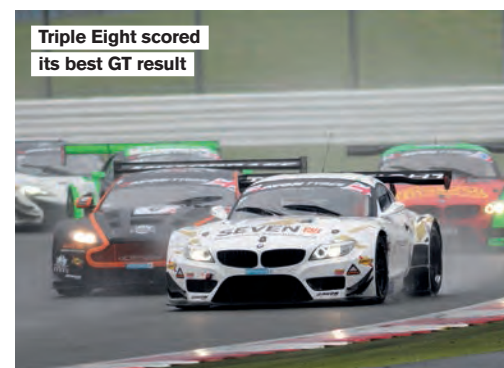
Points 1 Gunn/Chadwick, 93; 2 Yusuf/Kershaw, 61.5; 3 Johnson/Robinson, 58; 4 Langley/Hart, 52; 5 Moore/Strandberg, 45; 6 Giddings/Griffin, 39.5.



Vannelet and
AQ-H celebrate



Sims passed Lloyd
late on to grab P3



Triple Eight scored
its best GT result

1m52s before he handed over to Farmer.

While Barnes was making hay while the sun shone (albeit behind the clouds) there was close fighting in his wake. Then, the #63 Barwell Motorsport BMW was eliminated when Jon Minshaw turned into Village only to find Alistair Mackinnon – a lap behind in the #30 Mercedes – had dived unexpectedly up the inside.

The collision forced Minshaw into retirement, while the stewards took a dim view of the move and black flagged Mackinnon.

As the race entered its final half hour, Farmer had a lead of 1m45s over the resurgent McLaren but still had one more mandatory pitstop to make. But what should have been a close scrap to the end, was over before it even began when he went wide on the exit of Club and crashed heavily into the inside wall of the

International Pit straight. The impact wrecked his Aston and brought out the safety car again.

“I don’t know if I put a wheel on the slippery stuff or if we had a mechanical [failure],” said a concussed but otherwise unhurt Farmer after the race. “To suddenly find ourselves in that position was great, beyond what we could have hoped for, but it just wasn’t our day.”

When the safety car came in on lap 65, Quaife-Hobbs was able to hold off Joe Osborne in the Triple Eight BMW – which had also benefitted from an early switch to slicks to leap up the order – by just half a second for the win.

Alexander Sims brought the #1 car home in P3, after pulling off a stunning move around the outside of Daniel Lloyd at Stowe on lap 69.

“I had a feeling from the previous laps that I’d be stronger on the brakes, so I just hung it

around the outside,” explained Sims.

Attard and Sims extended their championship-points advantage to 11.5 points with third place but after the Von Ryan duo’s remarkable debut and despite all the action between their bookending stints in the lead, the day belonged to the triumphant #12 McLaren.

RESULTS

1 Gilles Vannelet/Adrian Quaife-Hobbs (McLaren 650S), 74 laps in 3h00m55.730s; 2 Lee Mowle/Joe Osborne (BMW Z4), +0.588s; 3 Marco Attard/Alexander Sims (BMW); 4 Ahmad Al Harthy/Daniel Lloyd (Aston Martin Vantage); 5 Andrew Howard/Jonathan Adam (Aston); 6 Liam Griffin/Rory Butcher (Aston). **Fastest lap** Adam 2m03.599s (106.61mph).

Points 1 Attard/Sims, 83; 2 Griffin/Butcher, 71.5; 3 Mowle/Osborne, 64; 4 Howard/Adam, 49; 5 Harthy/Lloyd, 46; 6 Quaife-Hobbs/Vannelet, 37.5.

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 A stylized silhouette of a car, possibly a Formula 1 car, is the central focus. It's composed of various colored lines (red, yellow, green, blue) that resemble circuit traces or energy paths. The background is dark with a subtle grid pattern. At the bottom, there's a bright orange and yellow glow, suggesting speed or a race track. The title 'PROJECT CARS' is prominently displayed in the center, with 'PROJECT' in a thin, white, outlined font and 'CARS' in a larger, bold, grey font. To the right of 'CARS' is a small logo consisting of four vertical bars in pink, green, yellow, and blue.
 **AUTOSPORT
REVIEW**

PROJECT CARS™

The latest game to hit the shelves has a tough brief. **GLENN FREEMAN** gives his verdict

The night before this review was submitted, this writer received a message from a friend. “Should I buy Project Cars?” he asked. The response was: “If you do, be patient with it.”

Truth be told, the friend in question probably wasn't the target audience when this game was in its formative stages. The ambition of Slightly Mad Studios was always to create a racing game for proper motorsport fans, not a driving game for car enthusiasts. It's not about buying a road-going

Ford Focus and throwing upgrades at it to work your way up the ladder, it's about moving from series to series as a professional driver would, and taking the time to master the craft in each discipline. That's a risky strategy, as it automatically reduces the pool of potential game buyers you're fishing in, and hardcore racing fans – such as those who read AUTOSPORT – are going to hold such a game's creators to a very high standard.

Usually, these sorts of titles are reserved for PC gamers. That's where you find your real hardcore players, those with expensive steering wheel set-ups, who have been spoiled by series such as GTR, rFactor and iRacing over the last decade. By trying to produce the

kind of game those players want – while also releasing it on consoles – the people behind Project Cars were aiming where very few have gone before.

Is it possible to create a game that satisfies fans who demand near-perfection from games representing their favourite sport? If it was easy, plenty would have done it by now.

We decided to wait until Project Cars had been out for a few weeks before attempting to critique it – it's always dangerous to judge a game based on a pre-release version, and we wanted to give ourselves time to explore as much of it as possible before putting fingers to keyboard. We've been fortunate enough to play both pre- and post-release ▶



Pol
Sc
Singapore
United Kingdom

► versions, logging several hours on the PlayStation 4 and (troublesome, so far) Xbox One versions. A headline summary? When it's good, it's very good. And when it's bad, it can be frustrating.

Let's start with the good. At the top of this list has to be the areas of the game focused on endurance racing. Mid-race saves wouldn't go amiss for the behemoth events, but if you're a fan of long-distance prototype or GT racing, this game is for you. Not only can you pack some of the bigger tracks with more than 40 cars, but you can split the field into multi-class racing – a fascinating aspect of the sportscar discipline that's often overlooked.

While the roster of officially-licensed LMP1 and LMP2 cars is small (those classes have been padded out with community-created prototypes that do a fine job of standing in), their handling presents a fantastic challenge: the grip is there, but it'll take more than a couple of laps to master it.

Just when you get the hang of an Audi R18 (or one of its unofficial rivals) with the track to yourself, you and your LMP1 foes will have to deal with a track full of much slower cars, which can shake the race order up in an instant just as we see regularly in the World Endurance Championship. If GT racing is your thing, then you've got to try a full grid of GT3 cars – all licensed (with the exception of the Porsche 911, a replica of which is featured) for some of the game's most enjoyable wheel-to-wheel action.

The LMP and GT cars have handling models that prove the creators of Project Cars know how to make something that feels like a racing car. You can't just brake 50m later and still successfully launch the car towards an apex, and while the final release features a little more understeer than the preview version we played, both require mid-corner patience to be fast – an aspect of realism a lot of games overlook.

Another thing that makes the long-distance racing superb is the fact that this is a game where the AI (computer-controlled) cars make errors. And in multi-class racing, combining that with slower traffic is a recipe for brilliance. Between their errors, your opposition is incredibly tough on track – be prepared for contested braking zones and rivals that are not afraid to fight back if you've just put a move on them. There's room for refinement, but the racing is already very enjoyable in the offline modes.

As far as positives from the game format, the amount of freedom in both the single race and career modes is an area where Project Cars leaves others trailing. Race formats, opposition, even the weather, come with a multitude of options, so if you've got the patience to play around and find what you like, you'll be rewarded.

In the career mode, if you want to start at the top you can jump straight into a top-level sportscar or single-seater (naturally, there's no F1 licence). But, given that we're all proper racing fans here, surely you're more interested in the ladder to the top...

In single-seaters, you can start as low as Formula Ford and Formula Renault 2.0-type categories, and if things don't work out at any point you are likely to have low-level offers to switch to GT racing, as so many F1 hopefuls do at various stages of their career.

If you keep going in single-seaters there

ease, while the pre-patch Xbox One version sometimes struggled. But when you're in a 45-car race at Le Mans and the sun starts setting behind the trees on the run to Indianapolis, you'll be in awe of what your TV is beaming back at you.

Of course, it's not all good. Some of the negatives can be fixed by free 'patch' updates – indeed, last week several of the bugs that were causing problems on the Xbox version were addressed with the first of these. Some will say the game should be perfect from day one, but nothing ever is, and SMS should be praised for acting so quickly to start rolling the improvements out.

Several game makers have never shown such a commitment to confronting the

“IT'S RARE A COMPANY TAKES A RISK ON A GAME AIMED AT PROPER RACING FANS”

are F3 and GP2-level categories before reaching the pinnacle, while a sportscar career can start as low as Ginetta G40 racing before heading up the GT classes or even into the prototype ranks (perhaps via a stint in Radicals). In this respect, the game ticks a lot of boxes for the purist, and there's by no means a formulaic route from top to bottom. Everyone's progression is going to be different and there are no tacky 'objectives' that so often get in the way of a racing game career mode feeling legit.

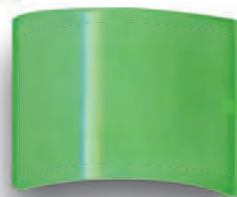
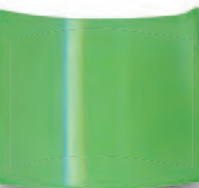
However, if we're going to nitpick, it's a shame your opponents seem to randomly generate at the start of each new season, rather than similar drivers appearing as you move around the racing world, and it does seem that you need to be very successful in a category to progress. We've had experiences of finishing second in championships and that not being enough to attract offers from higher up the ladder. Hopefully we've just been unlucky.

No game review would be complete without a nod to the graphics, and unsurprisingly, on PC and the latest-generation consoles, Project Cars is gorgeous. The PC and PS4 versions seem to be able to handle the powerful graphics with

gripes of their players. So, fingers crossed, problems such as poorly-calibrated controls or making too many of the other cars in the game borderline undriveable, should be short-term issues rather than chronic woes that threaten the game's sales figures.

And, ultimately, it's the bottom-line that will determine the success of Project Cars. It's rare that a company takes the risk of producing a game aimed at proper racing fans, and if a title four years in the making and with serious community input can't tick the boxes real fans want, then maybe the holy grail of a game like this that really works is an impossible dream.

Our verdict is that AUTOSPORT readers looking for an enjoyable but realistic representation of motor racing will enjoy Project Cars, provided they take it seriously. Not as much of it is as good as it should be, but the categories where Project Cars does deliver – the main ones that proper fans will be most interested in – have the potential to give hours of satisfaction behind the wheel (or gamepad). 🏁



Carlsson's first Monte
Carlo win came in 1962



MCKLEIN

54

Erik Carlsson

(1929-2015)

The big man held the room in the palm of his hand. Eighty-one years old, slightly more round-shouldered and bigger round the middle, but it was still Erik. The voice was all Carlsson. And the stories? Well, they couldn't have been anybody else's.

The last time I saw Carlsson was five years ago at a Saab bash at the RAC on Pall Mall. The main conversation revolved around the RAC Rally moving into timed special stages 50 years earlier. Carlsson, of course, won the first such test on the event in Monument Hill.

At the time, I was planning a feature, which involved driving the route for the 1960 event he and Stuart Turner had totally dominated. He was enthralled. I told him I was doing it in a Porsche. He was appalled.

Carlsson was Saab. He was 'Mr Saab'.

Born and raised in Saab town Trollhattan, it was inconceivable for Carlsson to compete in anything else. His motorsport career did, however, start on the back of a 500cc Norton. Two wheels were ditched when he bought a Saab 92 in 1952.

The burly Swede made for an incongruous sight



Saab's final hot 9-3 Aero
fittingly wore big man's name

at the wheel of the two-stroke machine and his not-inconsiderable bulk did little to improve the power to weight ratio of a motor only churning out 25bhp to start with. But he was quick. So, so, quick. The secret was balancing the 92 on the brakes, using his left foot while the right was planted to keep the taps wide open. Both cylinders were wrung to within an inch of their lives.

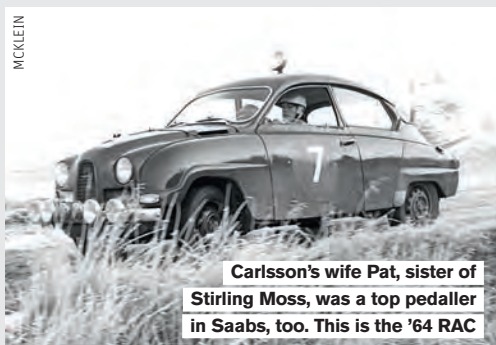
An ex-works 92 was bought in 1954, which meant an extra 11bhp. He put it to good use and won a Swedish regional title. A year later, the big time beckoned after he won the Rikspokalen Rally. He went from being the boy knocking at the backdoor of Saab's parts department to a test driver for the Swedish manufacturer.

Drivers regularly claim to have their employer's name running right through them. Very few have their names seared into the soul of their employer. Carlsson does. He shook hands on a deal in 1956 and remained part of Saab until the end. The company's troubled times of late troubled Carlsson deeply.

In the late '50s, however, he and Saab were flying high. The pair should have been crowned European champions in 1959, but missed out on the title after being penalised for running the 96 with white and not black numbers on the door



1960 RAC win with Turner was talk of the town at the Talk of The Town



Carlsson's wife Pat, sister of Stirling Moss, was a top pedaller in Saabs, too. This is the '64 RAC



Pat gives husband Erik some advice on '64 Acropolis



Carlsson/Moss led '65 Safari until car failure

on the final round in Portugal.

No matter, it was winning the rallies that mattered. A 1000 Lakes win came with co-driver Mario Pavoni alongside. Pavoni knew cars inside out and could fix them in that fashion. When their Saab developed a problem with its rear axle on the Rally Viking in Norway, Pavoni borrowed welding equipment in a village along the route, hacksawed a hole in the floor and welded the axle up on the road to the next stage.

Carlsson took the first of three consecutive RAC wins in 1960, which brings us back to Monument Hill. Rally GB's forest racing routes lie in a bumpy, two-mile run out the back of Dalmally, just down the road from Oban.

Carlsson wasn't given much of a hope against the Healey 3000s running at the front of the field – almost three hours before him and in much better light. He and co-driver Stuart Turner completed one reconnaissance run of the stage in a Morris Minor, which gave up the ghost soon after the start with wet electrics. Turner reported in *Motoring News* that Carlsson looked at the road and simply said: "Is good for Saab."

He'd know. Raised on speed limit-less gravel roads, if anybody knew how to take a 96 along a dirt track, it was Carlsson. Sure enough he and

Turner cleaned the stage, fastest.

Asked about the experience from the co-driver's seat, Turner had little to offer. "People kept asking me what it was like," he said. "I didn't know: I'd got my eyes shut!"

Victory was celebrated at London's Talk of the Town nightclub, with the Saab, complete with Carlsson and Turner still in it – and resplendent in black tie – brought up through the floor to rapturous applause.

Carlsson's ability wasn't limited to sprint-style events. He loved long-distance rallying and finished second on the 92-hour-straight 1963 Liege-Sofia-Liege, taking just 60 minutes off from driving, to eat in Sofia.

That was the year he married Pat Moss, sister of Stirling. Pat, who became Moss-Carlsson, remains one of the world's most successful women drivers. She won five European Ladies' titles and beat her husband more than once.

In 1965, Carlsson was joined on the Safari Rally by brother-in-law Moss, who co-drive the 96. The pair was leading when the tripmeter (the instrument vital for measuring navigation distances) broke and left them stranded in the middle of nowhere.

Grand prix star or not, Moss had been more

than happy to get his hands dirty. When they got stuck in the mud early in the event, Moss lay across the bonnet of the Saab to give extra weight and more traction to the front wheels. Carlsson eased the car out, but was reluctant to stop again for fear of the car bogging down again. It was some distance before the track dried out, by which time they were doing 60mph with Moss clinging to the windscreen wipers.

Carlsson ended his career on the 1970 Baja 1000 – an event he'd come within an ace of winning the year before. Unfortunately the 1970 event brought more disappointment, but he shook an American off-road racing community that included James Garner and Steve McQueen to its core as the beautifully driven V4 96 left the vastly more powerful Oldsmobiles trailing in its dust.

Once he'd retired from motorsport, Saab remained at the centre of his life. Rarely would a new model be revealed without him standing alongside, extolling the virtues of Trollhattan's latest metal.

It was an honour to have met the big man in the small car. AUTOSPORT extends its deepest sympathies to Erik's family and friends around the world. He will be much missed. ☹

David Evans



A career-making prize

A money-can't-buy chance to experience the intricacies of Formula 1 engineering is available via the all-new AUTOSPORT Williams Engineer of the Future Award, as EDD STRAW explains

The first winner of the AUTOSPORT Williams Engineer of the Future award will be announced in December. The recipient of this unique prize will work for two years at Williams F1 once their degree course is completed in 2016, having shown themselves to have the potential to go right to the top in motorsport engineering. By definition, whoever wins the award will be exceptional, such is the rigour of the process that will allow them to get there.

The candidates will be drawn from a list of students provided by the leading British universities for engineering – Oxford, Cambridge, Imperial College London, Loughborough, Bath, Southampton, Oxford Brookes and Queens University Belfast. But academic skills are only one part of the equation.

“You can liken this to when you are looking at young drivers,” explains Williams chief technical officer Pat Symonds, who chairs the judging panel comprising representatives from the team, AUTOSPORT and academia.

“You don’t think too much about their speed, you take that as a given, and you are looking for all of the other things that make them a complete driver. It’s the same with the academic skills for engineers. We can simply trawl universities and find the people with the best degrees but what you have to do is drill down and see them in a wider context.

“So we are going to grill these students. We are going to put them in positions that are difficult. We are going to set them tasks where there is not necessarily a correct answer. We are going to look at how they approach the problems, their creativity, their lateral thinking, how they

work in a team. These are the things that actually make the difference in getting to the top of an engineering career.”

The exact form the testing will take will not be revealed to the candidates until they are put through their paces. But Symonds, who has a master’s degree in aerodynamics and has worked in F1 since joining the Toleman team in 1981, has clear ideas of what qualities he wants to see.

“When people ask me what kind of people I try to recruit, the answer is people who are individuals in their thoughts but team players in their actions,” says Symonds.

It sounds simple enough, but at every turn Symonds stresses the winner will be someone way above average. And justifiably so given the nature of the prize, which will offer the first AUTOSPORT Williams Engineer of the Future an unusually diverse grounding.



A role at the heart of Williams is up for grabs



Winner will swap university for Grove HQ



Top-flight Formula 1 engineering lies in wait



Symonds wants to find a multi-talented engineer

"No, I'm looking for someone much better than me," he laughs when asked if he's looking for the next Pat Symonds. "I've been lucky because although I started as an academic engineer, I came through from club racing so I learned a lot about responsibility early on. When you are the only guy designing a car, you learn that."

"When I came into F1, I had to be a very cross-functional engineer and that's something we've lost these days. F1 is so big that we tend to employ specialists. If someone has done a particular PHD on a subject we are interested in, we employ them and they carry on in that area. It's difficult to find engineers who have broad experience so we are looking for the sort of personality suited to a cross-discipline approach. "Even the undergraduates we take on for their

year in industry are put in one place. The winner of this award will be different in that we will be moving them around, seeing where their forte is and giving them access to every part of the organisation."

Symonds, who heads up the technical side of one of the most successful teams in grand prix history and who has hands-on experience having race engineered Michael Schumacher to two drivers' championships in the mid-1990s, is the obvious figurehead for this scheme. But his involvement will stretch far beyond that. As well as his role as a judge, he will mentor the winner personally.

"I have had involvement in the process of developing engineers for a number of years and was very involved in setting up some of the first

motorsport engineering courses in the UK," says Symonds. "I've always loved mentoring people and I'm very proud that some of the guys I've employed are in very senior positions in various branches of motorsport, including F1. The trouble is, some of them now beat me..."

"I'm going to take a very active part in this process, although I'm not doing it alone as we've got a pretty high-powered judging panel. But the winner is going to have to impress me."

For all Symonds's experience, this scheme is still something different for him to get his teeth into. It's no ordinary job interview, and varies from the way that the Williams team usually interacts with undergraduates.

"It's something new," he says. "What we tend to do, particularly with our undergraduate schemes is employ them for their year out, which can be thought of as an extended interview. We learn about them, and then when they go back to university, we keep tabs on them. Some of them we might employ. But we don't stretch them."

"What we are talking about here is putting stress on them, stretching them over a couple of days to see how they work, how they interact with people. It's a very different selection process and one I'm going to be fascinated to be involved with."

For those interested in a golden opportunity, please contact your course leader. Full information on the scheme will be received by the participating universities shortly. ❧

"I'M LOOKING FOR SOMEONE MUCH BETTER THAN ME!"
PAT SYMONDS



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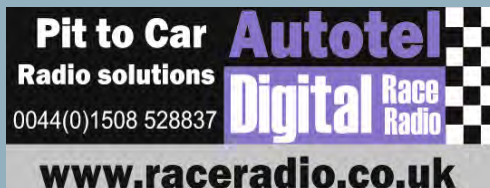


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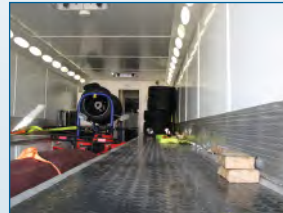
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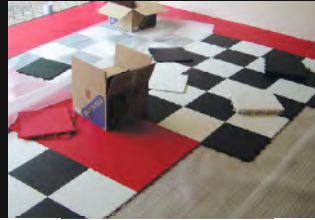


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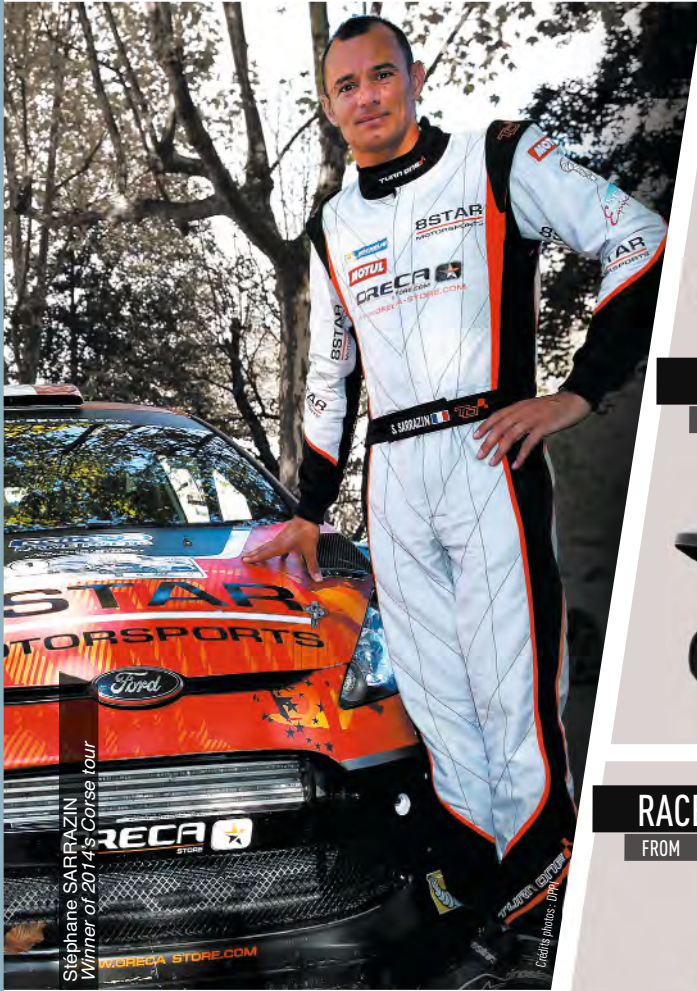
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BRDC F4 TECH SPEC

CHASSIS	Tatuus-built, carbon-monocoque MSV F4-16
ENGINE	2.0-litre Cosworth
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New Tatuus racked up its first Silverstone laps at the weekend



EBREY/LAT

MSV unveils new BRDC F4 car

Series boss Palmer predicts upgraded car will fill British Formula 3 void

THE NEW BRDC FORMULA 4 car was revealed at Silverstone last weekend, with series founder Jonathan Palmer claiming the updated machine will fill the void left by British Formula 3.

Promoter MSV unveiled the new BRDC F4 car, which will make its race debut later this year and be introduced into the main series next year, last Saturday.

The Tatuus-Cosworth MSV F4-16 will be 45bhp more powerful than the current model and has updated aerodynamics, having been designed to move it away from FIA F4 categories like MSA Formula.

"In reality, this is in all but name the new British F3," said Palmer. "I think this kind of spec car, 230bhp, which is where F3 has been until the latest band of engines, is pretty similar. We thought we'd evolve the

car, take it up substantially on performance, not try to chase the 15-year-olds – we haven't had them this year and it's not harmed us – but have a formula that can be a step up from FIA F4.

"We've got F3 safety standards [but] the downforce won't be as much. It'll be significantly less downforce than an F3 car but that's not necessarily a bad thing.

"I'm absolutely thrilled with the car. We knew an obvious thing was to take it at the same level as the FIA F4 spec and we could have run the same car as Italy with the Abarth turbo engine. "[But] we thought the most sensible thing to do was take the thing to a different level of performance, which I think has got a bigger market."

Tatuus technical director Artico Sandona said the Italian company

was fully supportive of MSV taking its FIA F4-spec car and upgrading it.

"It's an excellent demonstration of how the foundation-level FIA F4 car can be developed and evolved for race series operating at a higher performance level," he added.

The new BRDC F4 car, which is also 20kg lighter than the current machine, will be introduced for the two-round Autumn Trophy in November, with 24 cars already sold.

Charlie Kemp, boss of the championship-leading HHC Motorsport team, said: "We're taking delivery of three cars and we're expecting good things.

"From my point of view it's a step up in performance, it's a step up in quality and it's a step up on what we're trying to achieve in the UK for single-seaters. Ultimately it's going to be the fastest single-seater series in the UK."

Richard Ollerenshaw, who runs the Hillspeed team, said the car "surpassed all of our expectations".

He added: "This new F4 car will perfectly fill the gap in the market in the UK. Since the inception of BRDC F4 we've been strong advocates of what MSV has done with its single-seater programme and we're delighted to put our full support behind Jonathan Palmer and the organising team with the direction they've taken."

ALEX KALINAUCKAS
BRDC F4 CORRESPONDENT
national@haymarket.com
@nauckas



AS HE DREW BACK THE COVERS

on the 2016 BRDC Formula 4 car, Jonathan Palmer said quite plainly that he wanted his series to take the place of British Formula 3.

That's quite a bold statement of intent. Palmer was polite and complimentary about rival F4 series MSA Formula – the FIA's anointed junior single-seater series in the UK – but by creating a new car with more power, higher levels of downforce and deliberately excluding the 15-year-olds MSA Formula allows to compete, he's moving his series away from the F4 competition and taking it up a step.

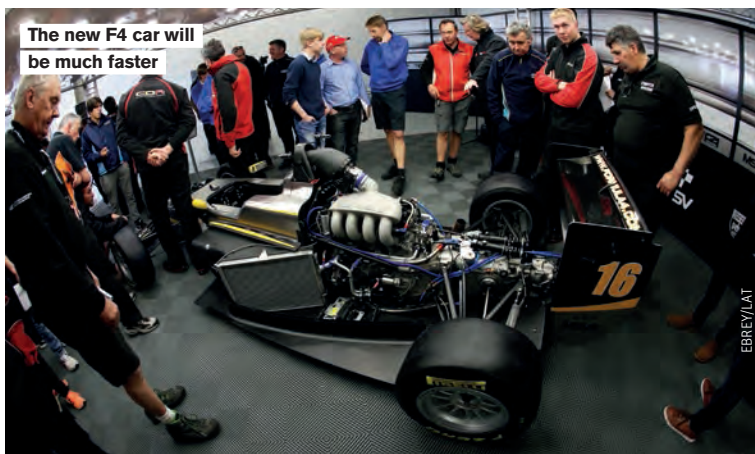
In fact, Palmer would happily accept the 15-year-olds once they have done one season in MSA Formula alongside those drivers who choose to spend an extra year in karting.

The new Tatuus-Cosworth MSV F4-016 seems to be an F4/F3 hybrid (for want of a better word), and while it does have more power – lap times will be around four seconds quicker than the current BRDC F4 machine – and downforce than an FIA F4 chassis, it won't be able to compete with F3 machinery.

But when it hits the track in the BRDC F4 winter championship later this year, Palmer will have created the fastest junior single-seater series in the UK. With 24 cars already sold – HHC Motorsport and Hillspeed team bosses Charlie Kemp and Richard Ollerenshaw reckoned the new car had surpassed their expectations – so the future of Palmer's series seems to be healthy.

On paper, that, combined with the lower budget than that required for a season of F3, should mean BRDC F4 becomes a unique and important step on the single-seater ladder.

The new F4 car will be much faster



EBREY/LAT



Palmer: BRDC F4 will fill F3 void



Debut win, but no guarantee on future

British GT

Quaife-Hobbs hopes for more British GT

FORMER AUTO GP CHAMPION

Adrian Quaife-Hobbs may not continue in the British GT Championship beyond his race-winning debut in the Silverstone 500 last weekend.

The GP2 race winner and French GT veteran Gilles Vannet received a late call up to the VonRyan Racing McLaren 650S GT3 formerly driven by Salih

Yoluc, whose licence has been suspended after two crashes in the first two rounds, and Euan Hankey.

After qualifying second Quaife-Hobbs, who raced with VonRyan at Silverstone the previous Sunday alongside Nicolas Lapierre and Alvaro Parente in the Blancpain Endurance Series, held off Joe Osborne to win.

Quaife-Hobbs does not currently have a deal for any further races but is hopeful of more outings in the championship following his victory.

"It's all new and there's a lot to learn but it's great to get the win straight away," he added. "We'll see [about more outings]."

"If I get the chance I'd love to do

more races this year, but it's not my call in that respect

"Obviously the team is in a difficult position with Salih's ban, and just wanted to car to run to gather some data and try to get some points on the board in the championship. I'm around the team a lot, so if they're short of a driver I'll usually be ready to jump in."

72

BRDC Formula 4

Stand-in Christodoulou makes surprise F4 debut

FORMER BRITISH FORMULA 3

race winner Riki Christodoulou was a late addition to the BRDC Formula 4 Championship races at Silverstone after standing in for an injured driver.

Christodoulou took a best finish of fifth, despite not racing since changing his career focus to driver training after the 2012 British GT season.

Christodoulou, 26, stood in for Hillspeed's regular driver Faisal Al Zubair, who was forced out of the weekend after injuring his leg in a fall.

"It all came about very late, but what a weekend to be offered the drive as Silverstone GP is one of my favourite tracks," said Christodoulou. "The team offered me the drive on Friday, but then there was some confusion over whether

I should be allowed to, but in the end they let me run in an invitation class so I didn't score points.

"The F4 cars are great things. They have more bodyroll around here than an F3, and a lot less aero, but they teach you all of the basics you need."



Christodoulou filled Al Zubair's seat

VW Cup/FF1600

Barrable to contest VW Cup alongside FF1600 races

RALLY STAR ROBERT BARRABLE will contest more circuit races in the Volkswagen Racing Cup and Formula Ford 1600 this year.

Barrable, a European Rally Championship veteran, returned to car racing in the VW Cup with THM Racing at Silverstone last weekend.

It was his first outing since last year's Donington Park win as a guest entry in the series. He will now contest further weekends this season at Brands Hatch, Snetterton



Barrable made VW return at Silverstone

and Donington Park.

He plans to defend the Vivion Daly Memorial Trophy in the FF1600 event at Mondello Park and run in the Formula Ford Festival and Walter Hayes Trophy.

"I fancied getting back into circuit racing," he said. "I like the VW Cup, it's good fun and a close championship. I also have a modern Ray GR07 so I'm using that a few times too. It's good to have variety, but the highlight is the Walter Hayes."

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Historics

Eaton to race replica Rover in European tin-top series

REIGNING MAZDA MX-5

Supercup champion Abbie Eaton will make her continental European racing debut at Le Mans, where she will share a recreation Rover SD1 with her father Paul, a former EuroCar V8 racer.

GT Cup racer Eaton, 22, is due to take part in the European Youngtimer Touring Car Challenge on the Bugatti circuit on July 3-5 in the 3.5-litre V8-engined machine.

The pair will drive a recreation of the Barclay-sponsored SD1 that took part in European Group A races in 1983, with

drivers such as Steve Soper, Eddy Joosen, Rene Metge and Peter Lovett. The car is being built in Northern Ireland by John Smith from an original bodyshell.

"It's a really exciting plan because it's something totally different from the norm," said Eaton Jr. "I have no idea what to expect from the SD1 really, as I've never driven anything like it, although I know it won't have the power of the BMW [that she has raced this year in the GT Cup] or the balance of the MX-5. I've never even raced in [continental] Europe, so it'll be a great experience."



Eaton SD1 is ex-Soper replica



Eclectic mix for Coventry city event

A wide spectrum of motorsport was represented at the Coventry Motofest on the city's Ring Road last weekend, acting as a warm-up for the potential return of competitive motorsport to British roads

Italian F4

Norris in overseas F4 races

MSA FORMULA RACER LANDO

Norris made his Italian F4 debut last weekend at Monza with the Mucke Motorsport squad.

Norris, 15, was able to secure a solitary podium at the Italian circuit, despite having never raced on the track ahead of the weekend. While those around him had more experience, he was able to make a bright start that secured him second on the grid.

The early promise departed in the opening race as an early incident forced him into retirement. That setback meant he started the second race from the back of the grid, but he drove through the field

to secure fifth, then took the final podium spot in the third race.

Norris will compete with Mucke Motorsport in a further five races split between German and Italian F4, as well as continuing in MSA Formula.



Norris was quick at Monza

HUMBLE PYE

The voice of club racing



Keith Holland's Trojan F5000

"TROJAN VISITS ON ANNIVERSARY OF BIG F5000 WIN"

Funny how life goes round in circles when you are involved in various aspects of historic racing. As well as writing about it since 1977 and commentating, I have for many years been an MSA-appointed registrar for the Historic Technical Passports (HTPs), a requisite for using cars in international permit events globally. Sometimes the coincidences that cases unearth are remarkable.

Last week I was called to rural Kent to inspect a Formula 5000 Trojan T101 at Maidstone Sports Cars. The first of five built in 1973, the prototype was raced by Keith Holland, who lives close to the workshop where it has been rebuilt. As I closed on it, I passed an estate agent's sign for Ward & Partners, the combo's original sponsor.

Evolved from McLaren's F2 M21, reworked by Paul Rawlinson with input from the great Ron Tauranac, this Trojan had been based within 15 miles of me since 1977. Despite the best efforts of mutual friend John Percy I'd not seen it close up during Jim 'Kincraft' Moore's post-Bill Wood and John Hinley ownership, beyond watching it fly, literally, at the Southampton Ocean Village Sprint in '87.

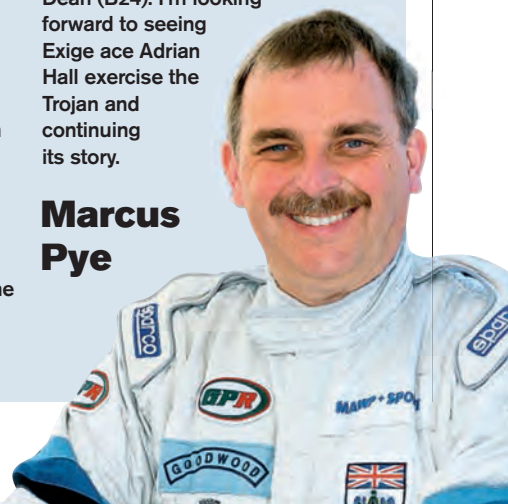
Intriguingly, I was working as a part-time consultant at the MSA in Colnbrook when my predecessor and late friend Alan Putt inspected the then-red Trojan for what became the first HTP on the UK governing body's books in 2005. How do I know? Because every national

sporting authority started its HTP run from number 5000 and I reserved GB5000 for the first F5000 to land on my desk. So T101-101 lucked in!

But here, 26 years after I last saw it, sat the Chevrolet V8-powered monster, resplendent once more in original orange, with Ian Ward Racing decals adorning its flanks. Keith Holland had visited, enjoyed a photo opportunity in the cockpit and signed the airbox atop the Weber IDA carburettors on the all-iron engine, still bearing its Alan Smith serial number.

The best bit of my trip came through research. I informed co-owner Andrew Marsh it was 42 years to the day since Holland scored his first victory in the car, at Mallory Park on May 28 1973! Keith subsequently won at Mondello Park and finished third in the Rothmans 5000 Championship, behind Teddy Pilette (VDS McLaren M18/22 and Chevron B24) and the late Tony Dean (B24). I'm looking forward to seeing Exige ace Adrian Hall exercise the Trojan and continuing its story.

Marcus Pye



Cunnington leads
as a red flag brews



BRANDS HATCH, MAY 30-31 CSCC

Cunnington and Campbell in the swing

THRILLING BATTLES FOR THE LEAD were evident in both **Swinging 60s** races as Mark Campbell denied the unlucky Will Hodges victory in the Group 2 tussle, before Adam Cunnington snatched victory from Matthew and Julian Howell in the closing stages of the Group 1 heat.

The Group 2 race was held first on Saturday afternoon and it was Campbell's Triumph TR5 that headed the field into Paddock, as

poleman Hodges slipped to third. Hodges bounced back into second by lap three, as Silverstone race winner Ray Barrow powered through to third from the back of the grid in his monstrous Chevrolet Camaro.

Following the compulsory pitstops, Campbell came under huge pressure from Hodges' Lotus 7 S2. After trying for three successive laps to pass Campbell around the outside of Druids, Hodges finally grabbed

the initiative with a fine move at Graham Hill bend at half distance.

At the same corner six laps later though, Hodges would be the first driver to encounter oil deposited by the Lotus Elan of Nick Randall and Fabio Randaccio, causing him to spin. Campbell took full advantage and would go on to win by just over 10 seconds.

The later Group 1 race was red-flagged seconds after the start when seven cars were involved in an incident at Paddock, four of which ended up in the gravel. Cunnington led the race before the mandatory stops, but lost out to the Minis of Julian Howell (who had taken over from Matt) and Vaughan Winter (sharing with Clive Tonge) afterwards.

Cunnington worked his Austin Healey Sprite back into second on lap 22 when Winter was baulked by backmarkers before hunting down Howell. On the penultimate lap, Cunnington outbraked the Mini

at Paddock before sealing an impressive win.

Attempting to atone for a lowly grid position, Fraser Greenshields charged to the front of the Group 1 **Magnificent Sevens** field, but was denied victory by the pairing of Stephen Mansell and Will Arif, the latter having set a blistering succession of fastest laps pre-pitstops to aid Mansell's cause. Silverstone winner Peter Ratcliff produced a brilliant drive to win the Group 2 contest after starting from the pit-lane, edging Tom Eden into second.

The **Modern Classics** event began dramatically when pole position holder Harry Sherrard spun his BMW Mini Cooper into the Paddock gravel on the opening lap. Mark Smith, a winner at Silverstone in his BMW M3 E36, took the lead from Andy Napier's Lotus Elise S1 despite carrying over front splitter damage from qualifying. Napier regained the advantage after the



The wheels fell off
Wyndham's 60s race

Clarke triumphs over Bye

Having claimed victory in a dry first race, Sam Clarke Jr kept up his unbeaten start to the Jaguar Saloon and GT Championship season with a narrow win over David Bye in a sodden race two.

On Saturday, Clarke converted his opening-race pole position into an immediate lead, while David Howard forced his XJ12 inside James Ramm's XJS at Paddock to take second. This left Ramm to fight off the attentions of Richard Dorlin's similar car before Ed Foster's spin into the Clearways gravel brought out the safety car.

At the end of the eighth lap, Howard mistakenly got ahead of Clarke before the caution period was over. When racing did resume moments later, Howard eased off and conceded the position at Paddock, enabling



Clarke tamed a wet Brands circuit

Clarke to take a lead he would not lose. Howard held onto second until the end, with Ramm staving off Dorlin to claim third.

As a damp race two got underway, a sideways moment for Howard at Paddock allowed Ramm and Bye through to challenge leader Clarke. As weather conditions worsened, Ramm powered ahead

on the run into Surtees on the fourth tour when Clarke was delayed by a major slide at Graham Hill bend. Clarke was back in front two laps later after completing a fine move at Druids, while third-placed Bye was keeping both honest in his XJ6.

Bye relieved Ramm of second on lap nine, before indulging in a

fabulous duel for the lead with Clarke. Despite several attempts at making a decisive pass, including a brave challenge on the outside of Graham Hill bend on the last lap, Bye could not deny Clarke his fifth win in five starts. Ramm again took third, this time ahead of Rodney Frost and Guy Connnew.



Moore's Escort dominated

pitstops, but a sideways moment just after half-distance allowed Miles Masarati to power his Porsche 911 past along the Cooper Straight and into a lead he would keep to the end. Smith, sharing his drive with son James Moulton-Smith, charged back from a 30-second success penalty to claim third behind Napier.

Despite a spin at Graham Hill bend at mid-distance, David Ball teamed up with Tom Houlbrook to take victory in the **Future Classics** event in their BMW E30 M3. The Lotus Esprit of Nicholas Olsen briefly challenged for the lead before settling for second, with Matthew Lewis' Marcos Mantula securing third.

A rapid pitstop from the father and son James and Alan Broad in the **New Millennium Series** and Puma Cup race helped them secure victory in their Porsche Boxster S, ahead of local drivers and early race pacesetters Nik Barton and Bob Hosier in their SEAT Leon. Colin

Tester secured the Puma Cup win.

Matt Moore was unbeatable in his RSR Escort in the pair of **Special Saloons** and **Modsports** races. In the opener, he took a lights-to-flag win ahead of the dueling Lotus Elan of Paul Sibley and the Peugeot 309 GTi turbo of Danny Morris. In the second race, Moore carved through the field from 11th on the grid to secure a double win ahead of Sibley.

Ross Curnow produced a blistering opening stint in the one-hour **Classic K** race which helped him and Nick Atkins claim a crushing win in their Lotus Elan 26 R. Richard Skinner's Marcos 1800 GT took second ahead of David Holroyd's rapidly closing Elan.

The Honda Civic of Chris and Nick Boon cruised to a comfortable win in the Tin Tops event after the early challenge of Russell Hird's Honda Integra disappeared when he was penalised for overtaking under yellow flags.

● Mark Libbeter

RESULTS

SWINGING 60S - GROUP 1 (26 LAPS) 1 Adam Cunnington (Austin Healey Sprite) 30m51.050s (61.08mph); 2 Matt Howell/Julian Howell (Austin Mini) +0.329s; 3 Clive Tonge/Vaughn Winter (Mini Cooper S); 4 Tim Cairns (Austin Healey Frogeye Sprite); 5 Sam Polley (MGB); 6 Ian Everett (BMW 1502). CW Polley; Christopher Edwards/Russell Martin (Triumph TR4); Simon Polley (MG Midget). FL Cunnington 57.206s (76.01mph). P Cunnington. S 29.

SWINGING 60S - GROUP 2 (42 LAPS) 1 Mark Campbell (Triumph TR5) 40m09.355s (75.80mph); 2 Will Hodges (Lotus 7 Series 2) +10.497s; 3 Ray Barrow (Chevrolet Camaro); 4 Harry Wyndham (Jaguar E-type); 5 David Thomas (Ford Capri Mk1); 6 Jon Crayston (Lotus Elan S4). CW Hodges; Barrow; Wyndham. FL Hodges 54.801s (79.35mph). P Hodges. S 13.

MAGNIFICENT SEVENS - GROUP 1 (42 LAPS) 1 Will Arif/Stephen Mansell (Caterham Roadsport) 40m25.527s (75.29mph); 2 Fraser Greenshields (Caterham Supersport) +1.515s; 3 Douglas Hannah (Procomp La Gold); 4 Robert Cooper (Caterham Supersport); 5 Michael Jordan/Robert West (Caterham Supersport); 6 Paul Lewis (Caterham Supersport). CW Greenshields; Robert Singleton (Caterham Superlight); Alistair Calvert (Caterham 7 Roadsport). FL Arif 53.684s (81.00mph). P Calvert. S 24.

MAGNIFICENT SEVENS - GROUP 2 (35 LAPS) 1 Peter Ratcliff (Caterham C400) 40m29.313s (62.65Mph); 2 Tom Eden (Caterham Csr Cosworth) +0.720s; 3 Jonathan Gibbs (Caterham C400); 4 Anthony Bennett (Caterham R300); 5 Simon Smith (Caterham Csr); 6 Richard Carter (Caterham R300 Superlight). CW Gibbs; Jonathan Pittard (Caterham Superlight R); Daniel Keenan (Mk Indy Rr). FL Eden 59.225s (73.42Mph). P Smith. S 30.

MODERN CLASSICS (33 LAPS) 1 Miles Masarati (Porsche 911 996) 40m41.860s (58.76mph); 2 Andy Napier (Lotus S1 Elise) +6.090s; 3 Mark Smith/James Moulton-Smith (BMW M3 E36); 4 Robert Boughton (Porsche 911 996); 5 Andrew Szymanski/Barry O'Neill (BMW M3 Evo E36); 6 Kyle Ward (Toyota Starlet). CW Napier; Ward; Jamie Mchugh (Porsche 994 S2); Dan Rogers (Mazda MX-5 Mk1); James Braod/Alan Broad (Porsche Boxster S). FL Paul Livesey (Porsche 968CS) 1m00.660s (71.68mph). P Harry Sherrard/Conor Murphy (Bmw Mini Cooper) S 33.

FUTURE CLASSICS (42 LAPS) 1 David Ball/Tom Houlbrook (BMW E30 M3) 40m48.331s (74.59mph); 2 Nicholas Olsen (Lotus Esprit S3) +9.510s; 3 Matthew Lewis (Marcos Mantula); 4 Josh Sadler/Mark Henderson (Porsche 911S); 5 Tony Maryon (Porsche 944 S2); 6 Stuart Jefcoate (Porsche 911 Carrera). CW Lewis; Maryon; Perry Waddams (TVR Tuscan); Jack Sandle-Brownlie (Rover 216 GTi); Chris Pizzala/Tim Marrant (Jaguar XJS); Andrew Sweet (Ford Capri). FL Ball 54.414s (79.91mph). P Bill Lancashire/Howard Lancashire (TVR Tuscan). S 33.

NEW MILLENNIUM SERIES & PUMA CUP (33 LAPS) 1 Alan Broad/James Broad (Porsche Boxster S) 40m18.192s (59.34mph); 2 Nik Barton/Bob Hosier (SEAT Leon) +21.346s; 3 Liam Crilly (Mazda RX8); 4 Mike Marais/Clinton Compaan (SEAT Leon); 5 Tim Davis (TVR Tuscan); 6 Colin Tester (Ford Puma). CW Barton/Hosier; Crilly; Davis; Tester; Andy Napier (Lotus S1 Elise); Shaun Jackson/Mark Astall (BMW 323Ti). FL Davis 57.463s (75.67mph). P Napier. S 31.

SPECIAL SALOONS AND MODSPORTS (18 LAPS) 1 Matt Moore (RSR Escort) 15m40.633s (83.21mph); 2 Paul Sibley (Lotus Elan Modsports) +2.534s; 3 Danny Morris (Peugeot 309 GTi Turbo); 4 Ian Stapleton (Alfa Romeo Alfetta GTV6); 5 Chris Southcott (MG Midget); 6 Wayne Crabtree (Ford Escort BDT). CW Sibley; Joe Ward (Vauxhall Baby Bertha); Tony Paxman (Ford Escort Mk1); Kevin Cooper (Hillman Imp Davrian Solo Stiletto). FL Moore 50.676s (85.81mph). P Moore. S 20.

RACE 2 (18 LAPS) 1 Moore 15m41.929s (83.10mph); 2 Sibley +8.410s; 3 Ricky Parker-Morris (Peugeot 309 GTi Turbo); 4 Crabtree; 5 Stapleton; 6 Andy Southcott (MG Midget). CW Sibley; Ward; Tim Cairns (MG Hexagon Midget); Aaron Tucker (Ford Sierra Cosworth). FL Moore 51.008s (85.25mph). P Sibley. S 18.

CLASSIC K SERIES (62 LAPS) 1 Ross Curnow/Nick Atkins (Lotus Elan 26R) 1h00m52.945s (73.80mph); 2 Richard Skinner (Marcos 1800 GT) +27.486s; 3 David Holroyd (Lotus Elan); 4 Luke Wos/Andy Yool (Ford Mustang); 5 David Garrett (Lotus Elan 26R); 6 Joe Ward (TVR Grantura Mkiii). CW Wos/Yool; Ward; Thomas Peard (Bmw 1600Ti); Steve Chapman (Triumph TR4 SLR); Timothy Mahapatra/Harvey Stanley (MGB Roadster). FL Curnow 55.434s (78.44mph). P Curnow/Atkins. S 18.

TIN TOPS WITH MS SOCIETY (39 LAPS) 1 Chris Boon/Nick Boon (Honda Civic Type-R) 40m40.861s (69.48mph); 2 Kester Cook (Ford Fiesta ST) +13.714s; 3 Ian Collins/Ashley Collins (Renault Clio); 4 Carl Chambers (Peugeot 306 Rallye); 5 Colin Simpson/Steven Simpson (Peugeot 206 RC); 6 William Hardy (Vauxhall Nova Gte). CW Cook; Collins/Collins; Hardy; Thomas Seckel/Nick Starkey (Honda Integra); Andrew Windmill/John Allen (Peugeot 106); Roy Kershberg/Sean Feeney (Austin Metro MG). FL Russell Hird (Honda DC5 Integra) 54.377s (79.97mph). P Seckel/Starkey. S 33.

JAGUAR SALOONS AND GT CHAMPIONSHIP (20 LAPS) 1 Sam Clarke Jr (XJS) 20m46.641s (69.76mph); 2 David Howard (XJ12) +4.640s; 3 James Ramm (XJS); 4 Richard Dorlin (XJS); 5 David Bye (XJ6); 6 Rodney Frost (XJS). CW Howard; Dorlin; Frost. FL Clarke Jr 56.467s (77.01mph). P Clarke Jr. S 20. **RACE 2 (18 LAPS) 1 Clarke Jr 21m08.964s (61.68mph); 2 Bye +0.475s; 3 Ramm; 4 Frost; 5 Guy Connnew (XJ6 S2); 6 Adam Powderham (XJR). CW Bye; Powderham. FL Bye 1m07.739s (64.19mph). P Clarke Jr S 19.**



BRDC FORMULA 4 SILVERSTONE, MAY 30-31 MSVR

Fonseca splits a pair of Palmer wins

76

“EVERYTHING THAT COULD GO wrong, did go wrong,” was Will Palmer’s assessment of the previous BRDC Formula 4 round at Rockingham, but while the 18-year-old HHC Motorsport driver was able to bounce back perfectly with two race wins this time around at Silverstone, it was the exact opposite for former championship leader Chris Mealin.

HHC struck back in the tug-of-war with Mealin’s Lanan squad for control of the championship with Palmer’s two victories, and a first single-seater podium for Sisa Ngebulana in race two, making up for its Rockingham woes.

Lanaan could take consolation from Rodrigo Fonseca’s winning charge from P15 on the grid in the rain-affected second race, the Mexican capping the weekend with a second podium finish in the finale.

HHC had a simple plan for the first race: “We knew that if I could

get away in the lead I should be able to drive away,” explained Palmer – and he did just that. Despite a brief challenge from the fast-starting Jordan Albert, Palmer opened up a lead by the end of the first lap that he would never lose.

Like Albert, who would later finish third, Ciaran Haggerty also started like a rocket and moved into the clear second place he would hold until the finish.

Behind the runaway leaders, Harrison Newey fought guest driver Riki Christodoulou for several laps before Newey dived down the inside at Becketts. “It was a rash decision on my behalf but in the end it was a racing incident,” said Newey, but the resulting contact put both drivers out of the race.

Mealin had started the weekend with a disappointing 16th in qualifying and things got even worse for the Manxman when he hit Jack Lang on the run down to

Stowe, forcing the Thetford-based driver into retirement.

Fonseca made his way up to the front from 15th on the grid, passing the squabbling Hernan Fallas, who started on pole position, and Ngebulana for the lead in a frantic race two. The Lanan driver did have one worrying moment on his ascendency when he locked up and tagged Palmer, damaging his nose cone in the process. Palmer would finish fourth just behind Tom Jackson, with both drivers narrowly avoiding a crash at Club that eliminated Fallas.

Mealin’s weekend looked to be improving as he rose from 16th to eighth on the opening lap but further contact dropped him back to 16th by the flag and the stewards later removed him from the results.

Palmer once again left the field for dead from pole position in race three but it was Newey who was the star of the show with two brave moves around the outside of first Haggerty at Stowe, and then Albert at Brooklands, to record his second podium finish of the campaign.

“[Both times] I got the tow and when the other driver defended the inside I thought, ‘why not have a bash around the outside?’” said a modest Newey after the race. Fonseca completed the podium after a tight scrap with Albert in the closing stages.

Mealin finished P7 in the final race but had already surrendered the championship lead back to



Fonseca earned popular win

RESULTS (ALL 12 LAPS)

RACE 1 (10 LAPS) 1 Will Palmer (HHC Motorsport) 20m51.289s (105.31mph); 2 Ciaran Haggerty (GBR/Ecurie Ecosse) +5.800s; 3 Jordan Albert (Sean Walkinshaw Racing); 4 Tom Jackson (Chris Dittmann Racing); 5 Sisa Ngebulana (HHC Motorsport); 6 Jack Bartholomew (Lanan Racing). **Fastest lap** Palmer 2m04.517s (105.83mph). **Pole** Palmer. **Starters** 20.
RACE 2 (8 LAPS) 1 Rodrigo Fonseca (Lanan Racing) 19m23.627s (90.59mph); 2 Ngebulana +3.560s; 3 Jackson; 4 Palmer; 5 Albert; 6 Harrison Newey (HHC Motorsport). **FL** Haggerty 2m21.409s (93.18mph). **P** Hernan Fallas (MGR Motorsport). **S** 20.
RACE 3 (10 LAPS) 1 Palmer 21m01.399s (104.46mph); 2 Harrison Newey (HHC Motorsport) +8.292s; 3 Fonseca; 4 Albert; 5 Riki Christodoulou (Hillspeed); 6 Haggerty. **FL** Palmer 2m05.403s (105.08mph). **P** Palmer. **S** 20.
POINTS 1 Palmer, 193; 2 Fonseca, 181; 3 Mealin, 162; 4 Jackson, 152; 5 Albert, 143; 6 Bartholomew, 141.

Mealin struggled all weekend



Palmer. Lanan will be hoping to land the next blow in the title battle but Palmer ominously described the next venue at Snetterton as his “favourite track”.
●Alex Kalinauckas

BRITISH GT SUPPORTS
SILVERSTONE, MAY 30-31

Sutton and Fulbrook share wins

DAVID SUTTON AND JOE Fulbrook were both winners in two hard-fought VW Cup encounters.

Sutton grabbed the lead at the start of race one, but his Scirocco was soon under attack from Lucas Orrock, who had a tentative lunge on the inside at Stowe, as Aaron Mason and Phil House looked on.

House became embroiled in a huge battle for fourth, which allowed the lead trio to break away, before Fulbrook's Golf emerged from the scrap to hunt down the top three again. Orrock went ahead at Village on the second lap, with Mason and Sutton running side by side for second. Mason was a clear second at Brooklands while Fulbrook had third into Luffield.

Mason continued to push and looked for the lead as the top five ran nose to tail. But it was Fulbrook who progressed, snatching second before leading at Brooklands from Orrock, Mason and Sutton.

House had already picked off Sutton and, when Mason ran wide at Brooklands on lap five, he was into third and closing on Orrock. "I thought that was the place to do it, but I locked up and couldn't turn in," said Mason.

Fulbrook held on for his win with Orrock's defence surviving a last lap challenge from House for second. "I didn't expect Phil to come back at me like that," said Orrock. "It just felt mega, but thought I had one more lap left," House added. Sutton was still close in fifth.

Sutton was able to make his



Sutton leads
VWs in the wet

first-lap escape fairly decisive as a terrific scrap ensued for the other podium places. Mason led Jack Walker-Tully and House, but the pressure was tremendous lap after lap. Walker-Tully nosed alongside a couple of times, but briefly dropped to fourth behind House.

He came back strongly and finally ousted Mason into Club on lap five, though all three continued nose to tail. House was next to attack as Mason did his best to defend. Walker-Tully went clear to clinch second to Sutton's comfortable win, while House's determination finally paid dividends two laps from home, when he took a tight line through the inside of Woodcote and emerged with third place.

Chris Panayiotou had the lead group in sight for most of the race, but had to be content with a solitary fifth, while Tom Witts completed the top six, after he profited from late contact between Fulbrook and Orrock.

James Kellett consolidated his lead in the **Ginetta GT5 Challenge** with a hat-trick of wins. He soon eased clear in the restarted opening race, as Callum Pointon gradually



Kellett was in a
class of his own

made second his own. Ollie Chadwick was third, after demoting James Robinson on lap two.

With Pointon spinning at Luffield on the opening lap, delaying both Chadwick and Linn as they disputed second, Kellett was able to make an early and decisive break in the second race. Chadwick's recovery allowed him to retake second from James Robinson into Brooklands on lap two. The recovering Pointon and Linn had to settle for fourth and fifth.

After an early shuffle between Kellett and Chadwick, the lead was settled in Kellett's favour by the end of the opening lap. Callum Pointon held second, until

Chadwick emerged from a three way fight for third with Linn and Ryan Hadfield, to snatch second into Brooklands with a lap to go.

The first of the Caterham Superlight R300 races developed into a superb three-car battle. David Robinson's early lead was wiped out once Aaron Head had taken second from Jonathan Mortimer. Sean Byrne then demoted Mortimer after three laps and closed on the lead pair, before splitting them as the three-way fight intensified. Byrne led on lap 11 from Robinson and Head but Robinson came back to take the win on the penultimate lap, with Head reclaiming second from Byrne and Mortimer.

It was the same trio in the second encounter with Robinson and Head sharing the lead, but Byrne was also in the mix throughout. He split the lead pair again a couple of times, and as they started the last lap Head led Byrne and Robinson. Out of Club Robinson retook second, but Head was still in front, until Robinson found an impossible gap on the inside of Woodcote to take his second win. Byrne followed Head home third.

Both Ginetta Racing Drivers Club races featured early duels between James Taylor and Adrian Campbell-Smith. Taylor led the first from lap two and eased clear with Richard Evans a clear third and Mike Jarvis fourth after a closing-laps charge. But in race two after Taylor led into Stowe on lap three, his wide exit handed it back to Campbell-Smith, before Taylor made it decisive into Village on the same lap. Evans was third again after ousting Peter Digby on lap four.

●Peter Scherer



Robinson's wins
were hard-fought



DONINGTON PARK, MAY 30 HSCC

Jones and Jarvis joust to close victories

ON A SPLENDID SATURDAY IN WHICH every race boasted a gripping lead battle or a surprise element, flying Kiwi Ian Jones (Lotus 59) rebounded from an early drama to lead the **Classic Racing Cars** finale twice on the last lap, but only denied Andy Jarvis (Palliser WDB2) by 0.002s in the dash to the chequered flag.

Jones was fifth at the end of the opening lap, having arrived at the Roberts Chicane in polesitter Jarvis's slipstream. "Andy braked earlier than I expected so I went off to avoid hitting him," explained Ian, who duly tackled the task of hounding down Jarvis and the feisty Benn Simms (1000cc Elfin 600) with gusto.

Once Simms was conquered, Jones closed on Jarvis, whose front

tyres rapidly deteriorated. When Andy emerged from the chicane crossed-up on the penultimate lap Jones was back with him and a gripping final circuit unfolded.

Jones passed Jarvis into Coppice, but their order was reversed under braking for the chicane. Andy again washed out wide on the exit and Ian capitalised to triumph by a foot.

Restarted after a first-lap incident at Coppice, **Historic FF2000** set the afternoon's tone. Poleman Andy Park led initially, but played second fiddle to Benn Simms from lap three with Callum Grant shadowing them. Despite fuel starvation through Schwantz Curve, Park harassed Simms – with a stone lodged under his throttle pedal – until the final lap when the leader's engine suddenly cut out

and he darted past to win. Grant also beat Simms home.

The Lotus 51s of Simon Hadfield and Keith Hazel at opposite ends of the Historic Formula Ford field took spectators back to the class's 1967 debut. While Hadfield repelled Rob Wainwright (Elden) to win, CRC champion Jono Baines (Merlyn) kept his head in the chase to earn his first podium place in top company.

John Davison had the Morgan "Plus 24" (Richard Plant, Kevin Kivlochan and poleman Robin Pearce) beaten in **Historic Road Sports** when diff failure spat his Elan off approaching Coppice. Paul Tooms baited the V8s in his 1500cc Turner before he clobbered the chicane kerb and broke a halfshaft. When Kevin Kivlochan and new

leader Plant outraked themselves there, Roger Waite (Elan) was gifted second, from ninth on the grid.

Head-gasket failure precluded Peter Shaw from starting the **HRS** round in his Elan, but he led most of the 70s Road Sports counter in his TVR Tuscan V6. Not the crucial part though for, spurred on by puffs of oil smoke from the leader's car at McLeans, Jim Dean passed him on lap 11, then hung on.

Historic Touring Car champion Tim Davies expected trouble from the Mustangs of Warren Briggs, Greg Thornton, Pete Hallford and Neil Brown, thus bolted at the lights. Briggs hunted down Davies' two-litre Cortina and grunted ahead past the pits, but Davies retaliated into Redgate to win.

Brown blasted into third after



Richard Evans won
Derek Bell Trophy



Thornton's Mustang
faces the wrong way

Jarvis (12) battled
hard with Jones

DONINGTON PARK, MAY 31 MGCC

Debutant Buckley makes up 17 spots for first victory



Buckley dominated
MG Cup encounter

RICHARD BUCKLEY STARRED ON his seasonal debut in the Peter Best MG Cup, taking his ZR to victory after being 18th at the end of lap one.

His first experience of Yokohama tyres came in wet qualifying, so the race on a dry circuit was a step into the unknown. "I tried to go around the outside of them all at Craner Curves and ended up going across the grass – I think I rejoined last," he said. But he surged back through, lapping much faster than front-runners Tom Diment and Ed Davies, and was fifth by the half-way mark.

Buckley wrested third from Ben White's V8 MGB at Redgate on lap 12, and when Diment went off at the Old Hairpin moments later only Davies was ahead. His tenure in the lead lasted just one more lap, with Buckley pouncing at the chicane. With White spinning into the gravel at McLeans from third, the race was flagged early. James Darby's MGB completed the podium from the recovering Diment.



Smith's win wasn't
without an excursion



Robin Walker
rolled his ZR

Gary Wetton won the **Cockshoot Cup** encounter on his ZR's maiden outing, having taken the lead on a safety-car restart. Ashley Woodward's ZS was five seconds clear, but Wetton secured the lead by Hollywood. A mistake at McLeans dropped Woodward into the pack, allowing David Morrison's Midget into second. Woodward salvaged third, shrugging off the attentions of the fast-starting Philip Standish.

Jason Burgess led for much of the opening **MG Trophy** race, held on a drying track, with slicks up front and wet tyres on the rear, but progressively more oversteer sent him spinning at Coppice on the final lap. Ross Makar stole the win, having recovered from a moment at McLeans. Jake Fraser-Burns, from row eight, finished third.

The second race produced an identical top three, but all eyes were on Cody Hill climbing from 27th on the grid after a qualifying off. He was challenging Rob Perkins for third before both ended in the Old Hairpin gravel.

Rob Spencer finished the **BCV8**

encounter 3s clear of Neil Fowler, with front-row starter James Wheeler getting third back from Ollie Neaves at the final corner.

Simon Cripps starred in the early part of the **Thoroughbred Sportscar** race having missed the BCV8 encounter, but lost the lead to Spencer McCarthy at Redgate on lap four, and second to Spencer on the penultimate lap before burying his car in the gravel at McLeans.

Paul Sibley took an expected win in the **Midget and Sprite Challenge**, leading almost from start to finish. James Dunkley qualified badly in the rain, but he passed Richard Wildman at McLeans on lap two, then Andy Southcott at Coppice, to secure second. Martin Morris made less spectacular progress but climbed to third.

The second half of the **MG Metro Cup** was blighted by caution periods, the first caused by Mike Williams spinning on his own oil after his engine blew at Redgate, the second when Andrew Jolly went off on it at the resumption. The places were thus set by lap five, with Tom Sanderson taking the win having passed Ben Rushworth at the start of lap two.

The **Equipe GTS** mini-enduro was won by Tom Smith's MGB from Rod Begbie's TVR Grantura, with Begbie second in the 1950s Sportscar race too, this time in his Elva. Mark Ellis (MGA) was a long way up the road.

● Ian Sowman

Thornton bounced high over the chicane, his diff blown. "I thought Greg was going to roll," said Neil.

Richard Evans dominated the **Derek Bell Trophy** race setting a 65-second lap in his Formula Atlantic March 79B, holding off Greg Thornton's clutchless Surtees TS11.

Historic F1 aspirant David Shaw claimed concurrent **Classic F3** honours with the ex-Mike White March 803B. Maxim Bartell and points leader Paul Dibden kept the local man honest.

Martin O'Connell lapped **Guards Trophy** allcomers in a virtuoso solo with Sandy Watson's Chevron B8. Exercising his ex-Eric Liddell Ford GT40 ahead of the Le Mans Legends race, Portugal's Diogo Ferrao growled through to take a popular second place.

Although Dan Cox "trashed the gearbox" of Mike Gardiner's TVR Griffith leaving the pits and completed the race in fourth gear, he remained clear of John Davison's Elan 26R and Kevin Kivlochan's stunningly presented 'Mexican Hornet' Griffith in the GT split. The MGB battle between Andy Bentley and Martin Richardson raged race-long, Bentley prevailing by 2.292s.

● Marcus Pye

Byrne misses out on double

JAKE BYRNE IS BECOMING USED to starting from **Northern Irish Formula Ford 1600** pole positions at Kirkistown.

Following back-to-back wins from the front of the grid in April, his black Ray again occupied top spot on both grids, and in the first race he looked almost unstoppable, rapidly pulling out a useful lead over fellow front row starter Adrian Pollock (Van Diemen DPO8) and staying there for the full 16 laps.

A fast-starting Tom O'Connor gave the leading duo something to think about for a lap or two but eventually settled for the final podium place, well clear of the improving Johnnie Mulholland, also in a previous-generation Van Diemen. Arnie Black completed the top half dozen, going great guns in his class-leading Crossle 32F. Andrew Noble and Londoner Miles Nathaniel-James might well have finished higher up but attracted some official attention for their approach to track limits at the chicane during a battle that lasted until Noble outbraked himself and fell back.

Race two was a different matter. This time it was Pollock who made the best start and led initially before Byrne sneaked by into the hairpin. His lead was shortlived as Pollock fought back hard. The pair then put on a superb display of close-quarter no-contact action, the lead changing hands almost every lap for the rest of the race. The eventual winner remained in doubt until the final corner of the final lap, at which point Pollock had his nose in front to register victory by a tenth

of a second. Davidson had been in touch with the battling duo for the first few tours, but with Byrne and Pollock trading fastest laps virtually every time round, the Mondiale driver eventually decided to settle for third, ahead of O'Connor and Mulholland. Noble completed the top six.

Although the championship order was unaffected, two poles for Byrne handed him a single extra point that could come in handy at the business time of the season.

Jim Larkham took a brace of victories among the **Roadsports** brigade to maintain his 100 per cent winning record, his Radical PRO6 proving just a little bit too

rapid for the pursuing Crossles of Paul Conn, John Benson and Hal Catherwood. Among the wailing motorcycle-engined Class B contenders, GMS constructor Graham Moore reigned supreme, fending off all comers, including Mark Brien (Crossle 9S), on the way to a brace of fifth places.

All the **Crossles** were in action again for a light hearted all-Crossle 10-lap handicap race to celebrate the renaming of the chicane in honour of the late John Crossle. Conn won 'on the road', but on handicap it was John McCandless (47 S) who took the spoils, including the prized 'Hollywood Bowl' ahead of Dennis Sheehan

(45F) with Conn in third place.

Historic 500cc F3 cars appeared in quantity on a Kirkistown grid for the first time since 1957 for two highly entertaining races, the first of which was led convincingly for some time by Peter de la Roche (Cooper JAP) before retirement, presenting Nigel Ashman's much younger Cooper with victory ahead of Roy Hunt's Martin and the pretty little Mackson of Gordon Russell.

Andrew Turner's immaculate Cooper was also on course for a podium before being sidelined by mechanical problems. Turner reappeared for race two, this time in his father John's younger Cooper and proceeded to battle through to place second behind the revitalised de la Roche, who also set the fastest lap. Ashman finished third.

Defending **Fiesta** champion Andrew Blair made no mistakes in collecting a brace of wins among Kirkistown's enthusiastically driven 'shopping trolleys'. His only real opposition came from team-mate Richard Livingston and the pair circulated side by side for much of the time. Ian McCallister took third spot in the opener, much of which was run behind the safety car after John McCaugherty was spat out of a midfield battle and into the



Jake Byrne leads the FFord pack in race one



Dagg rides the kerbs en route to BOSS double

DEWSTER



DEMPSTER



Nigel Ashman headed first Historic F3 race

DEMPSTER

barriers on the start/finish straight. Paul Magill claimed the final podium place in race two. **BOSS Ireland**, nee Formula Libre, usually produces interesting action at Kirkistown, and while Paul Dagg's Formula 3 Dallara had the lead of both races sewn up as soon as the lights went out, there was plenty of interest in the fight for second place. This tough battle went to Clive Heak's Juno in the opening event after a last-corner lunge past the Formula Renaults of Martin Daly, Cian Carey and Noel Robinson. Since the Juno was absent from the second race with mechanical problems, it was Robinson who led the chasing pack home ahead of Martin Daly and Formula Renault newcomer Barry Rabbit.

● Richard Young



Abraham and Mills gave Eco Racing win

STYLES

FUN CUP SNETTERTON, MAY 30-31 BRSCC

Eco Racing survives late safety car for Fun Cup glory

AS SO OFTEN HAPPENS IN ENDURO racing, pitstop strategy determined the outcome and gave a thrilling end to Snetterton's longest race of the season.

A late safety car interlude narrowly preceded the final pit window, and while the leading cars – headed by Eco Racing – had to take up position behind the pace vehicle, many of those behind, still on the same lap as the leading runners, took the opportunity to head for the pits.

The Eco Racing crew of Paul Abraham and Tom Mills had fought off all-comers during the preceding five and a half hours but Mills, who was stroking the #209 car to victory, suddenly found himself in third place after the pitstops had shaken out.

The Holden Hawthorns Racing team, with its fastest driver Jay Shepherd behind the wheel, was the beneficiary of a quick-thinking team manager. Shepherd got out of the car, which he reported had “no steering or brakes left”, before being prevailed upon to get back behind the wheel to emerge in the lead

once the erstwhile frontrunners had made their final stops.

Following Shepherd towards the pits was the Wave 9 car of Mark Burton/Graham Pattle, who slipped into second, their car hampered by a blowing exhaust.

The pack was released with 12 minutes remaining and Mills was hungry to regain his lead. He dispatched two squabbling backmarkers at the first corner and the Wave 9 car then proved powerless to keep the former leader behind. That left just Shepherd ahead as Mills raced onto the Bentley Straight.

Mills loomed large in the leader's rear view mirror and went past under braking for Nelson, as Shepherd did all he could with dying brakes but without success. From there Mills could revert to his original plan of stroking it home to the chequered flag.

“Once I got the jump past Jay I knew who I was racing and let a couple of cars go past who were fighting over position,” he said.

The Scuderia XCat car of Rob Thomas/Simon Bonham had been



Late safety car tightened order

STYLES

keeping itself on the lead lap throughout the race, swapping second with the Chris Hart/Henry Dawes #98 entry in the wake of Mills before the final safety car deployment. Once racing resumed, Bonham had to deal with a number of slower machines before he could challenge Shepherd for second place, which he grabbed before the last lap and held to the finish.

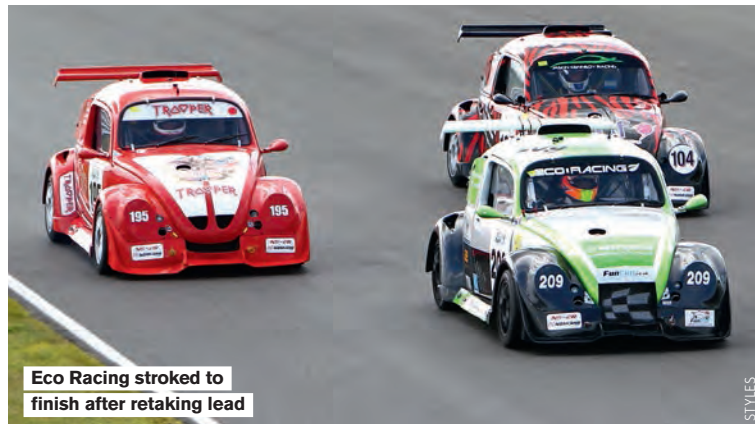
“It's our first podium after six years of trying,” said a delighted Bonham. Despite scoring third, Shepherd cut a frustrated figure: “I just couldn't stop the car. Andy [Holden] went off early on but we worked our way back on to the lead lap using the safety cars to give us this result”.

Fourth-placed Chris Hart rued the final safety car, claiming he would have scored a podium without it.

The fifth-place car of TWM's Christopher Earp suffered an issue at the final stop that cost it a podium chance.

Early pacesetters Farquini Deott and Graham Roberts stopped after spark plug problems while Neil Primrose and Tom Roche lost the lead when contact bent the rear suspension.

● Lewis Beales



Eco Racing stroked to finish after retaking lead

STYLES

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Hunter scored ace race-two victory

ROCKINGHAM, MAY 30-31 BARC

Max hunts down the Mini opposition

MAX HUNTER PULLED OFF A SUPERB victory in race two of the Mini Se7en Challenge after working his way up from 23rd on the grid to take the lead in less than half a lap.

Hunter, who was initially meant to start the race in eighth, headed straight for the pits on his outlap which left him at the back of the grid for the start. By the time the field had made its way through Pif-Paf, and aided by caution from his rivals and a few incidents, Hunter was leading and pulling away from the rest of the field with ease.

Behind Hunter several on-track battles ended in retirements - most notably Paul Spark who lost it at Pif-Paf. Hunter crossed the line comfortably ahead of Andrew Deviny to complete a great win. Deviny had coasted to victory in

race one after poleman Ashley Davies ran out of road at Chapman.

The **Pickup Truck Racing Championship** didn't disappoint either as three different drivers won three exhilarating races on the Rockingham oval.

Mark Willis came out on top in a wet race one ahead of Charlie and Dave Weaver, who completed the whole of the race on slick tyres. The lead changed hands several times before Willis made a brave move around the outside of Charlie Weaver to secure the win.

Gavin Murray, who finished race one a lap down, was able to carve his way to victory in race two. The race was interrupted early by a caution period caused by a collision between Charlie Weaver and Paul Tompkins. On the restart Murray successfully

fought his way through the field and held off Paul Jones for the win.

In the final race of the weekend it was Dave Longhurst who was victorious after a fierce four-way battle was decided on the final lap of the race. Longhurst timed his race-winning move to perfection as the leaders charged four abreast into Turn 1.

They all came out of the fight unscathed and it was Longhurst who was able to hold on for the victory.

Simon Fleet picked up a brace of wins in the **MaX5 Championship**, both of which involved several cars scrapping for the lead.

Fleet mastered the tricky damp conditions in race one although he suffered a poor start that left him down in fifth. He was able to quickly make progress though and found

himself locked in a four-way battle for the lead, which he emphatically won, going from fourth to first in one lap.

Fleet was again involved in a four-way fight for the lead in the second encounter. As the chasing pack fought three abreast, Fleet was able to build a gap and make it two wins from two. Nicholas Bailey took the Class B spoils.

Kane Astin won both **Mini Miglia** encounters to extend his points advantage. Astin was gifted the first win after leader Rupert Deeth suffered ECU problems and left the championship leader unopposed.

Astin made a lightning start in race two to lead Deeth into Deene hairpin and never looked back as he extended his lead throughout. Behind the leader Deeth was struggling and soon succumbed to numerous efforts from Sam Summerhayes, who started ninth.

Tim Gray took victory in both **Radical Owners Club** races by a commanding margin. Will Brown made a superb start in both races with two identical moves off the line to lead into turn one, but was quickly overhauled by Gray on both occasions.

In the **Morgan Car Club** race Keith Ahlers took the overall spoils while Christian McCarty, Tom Andrew, Tim Parsons, Henry Williams and Jack Bellinger took their respective class wins.

●Aaron Rook



The Pickup races were fraught affairs

RESULTS ROUND-UP

SILVERSTONE MAY 30-31, BRSCC



VW RACING CUP (6 LAPS) 1 Joe Fulbrook (Golf) 16m18.361s (80.81mph); 2 Lucas Orrock (Scirocco) +1.002s; 3 Phil House (Scirocco); 4 David Sutton (Scirocco); 5 Aaron Mason (Scirocco); 6 Jack Walker-Tully (Scirocco). **FL** Fulbrook 2m41.368s (81.66mph). **P** Walker-Tully. **S** 29. **RACE 2 (9 LAPS)** 1 Sutton 21m51.827s (90.44mph); 2 Walker-Tully +2.387s; 3 House; 4 Mason; 5 Chris Panayiotou (Scirocco); 6 Tom Witts (Scirocco). **FL** House 2m24.689s (91.07mph). **P** Walker-Tully. **S** 28.

GINETTA GT5 (5 LAPS) 1 James Kellett 12m18.092s (89.26mph); 2 Callun Pointon +1.390s; 3 Ollie Chadwick; 4 James Robinson; 5 Luca Hirst; 6 Ryan Hadfield. **CW** Ben Hyland. **FL** Chadwick 2m25.552s (90.53mph). **P** Kellett. **S** 29. **RACE 2 (8 LAPS)** 1 Kellett 21m37.474s (81.25mph); 2 Chadwick +6.770s; 3 Robinson; 4 Pointon; 5 Stewart Linn; 6 Ian Robinson. **CW** Hyland. **FL** Chadwick 2m40.650s (82.02mph). **P** Pointon. **S** 32. **RACE 3 (7 LAPS)** 1 Kellett 17m21.353s (88.58mph); 2 Chadwick +0.278s; 3 Pointon; 4 Linn; 5 Hadfield; 6 Nick Zapolski. **CW** Keogh. **FL** Chadwick 2m25.768s (88.58mph). **P** Kellett. **S** 31.

CATERHAM SUPERLIGHT R300 (13 LAPS) 1 David Robinson 30m43.998s (92.90mph); 2 Aaron Head +1.485s; 3 Sean Byrne; 4 Jonathan Mortimer; 5 Matt Dyer; 6 Michael Gazda. **FL** Byrne 2m20.387s (93.86mph). **P** Robinson. **S** 23. **RACE 2 (13 LAPS)** 1 Robinson 30m55.957s (92.30mph); 2 Head +0.122s; 3 Byrne; 4 Mortimer; 5 Trevor Carvey; 6 Paul Thacker. **FL** Robinson 2m21.644s (93.03mph). **P** Robinson. **S** 23.

GINETTA DRIVERS CLUB (6 LAPS) 1 James Taylor 16m24.944s (80.27mph); 2 Adrian Campbell-Smith +6.937s; 3 Richard Evans; 4 Mike Jarvis; 5 Peter Digby; 6 Simon Walker. **FL** Taylor 2m42.746s (80.97mph). **P** Taylor. **S** 20. **RACE 2 (6 LAPS)** 1 Taylor 17m26.622s (75.54mph); 2 Campbell-Smith +6.368s; 3 Evans; 4 Digby; 5 Jarvis; 6 Richard Smith. **FL** Taylor 2m51.634s (76.77mph). **P** Taylor. **S** 19.



Kellett won in GT5 again

EBREV/LAT



Davies leads Briggs at Donington

WALKER

DONINGTON PARK MAY 30-31, HSCC



CLASSIC RACING CARS (16 LAPS) 1 Ian Jones (Lotus-t/c 59) 20m34.289s (92.26mph); 2 Andy Jarvis (Palliser-t/c WDB2) +0.002s; 3 Benn Simms (Elfin-MAE 600); 4 James Claridge (Lola-Ford Mk5A); 5 Tim Kuchel (Brabham-t/c BT18); 6 Mike Painter (Brabham-t/c BT16). **CW** Simms; Claridge; Chris Williams (Caldwell-Ford D9). **FL** Jones 1m14.663s (95.42mph). **P** Jarvis. **S** 13.

HISTORIC FF2000 (17 LAPS) 1 Andrew Park (Reynard SF81) 21m09.807s (95.29mph); 2 Callum Grant (Delta T79) +0.393s; 3 Benn Simms (Reynard SF77); 4 Ben Tusting (Reynard SF79); 5 Andrew Storer (Royale RP27); 6 Tom Smith (Royale RP27). **CW** Tom White (Osella FAF). **FL** Park 1m13.602s (96.79mph). **P** Park. **S** 19.

POWERLITE HISTORIC FF1600 (16 LAPS) 1 Simon Hadfield (Lotus 51) 20m58.948s (90.45mph); 2 Rob Wainwright (Elden Mk8) +7.566s; 3 Jonathan Baines (Merlyn Mk20); 4 James Buckton (Elden Mk8); 5 David Wild (Lola T204); 6 William Nuthall (Jamun T2). **FL** Hadfield 1m17.911s (91.44mph). **P** Hadfield. **S** 32.

HISTORIC ROAD SPORTS (12 LAPS) 1 Richard Plant (Morgan +8) 17m00.753s (83.64mph); 2 Roger Waite (Lotus Elan S1) +9.262s; 3 Robin Pearce (Morgan +8); 4 Kevin Kivlochan (Morgan +8); 5 Frazer Gibney (Lotus Elan S1); 6 Patrick Ward-Booth (Ginetta G4). **CW** Waite; John Shaw (Porsche 911); Colin Sharp (Triumph TR5); Larry Tucker (MG Midget). **FL** John Davison (Lotus Elan S3) 1m22.910s (85.92mph). **P** Pearce. **S** 25.

70S ROAD SPORTS (15 LAPS) 1 James Dean (Lotus Europa) 21m13.562s (83.82mph); 2 Peter Shaw (TVR

Tuscan) +1.417s; 3 Charles Barter (Datsun 240Z); 4 William Jenkins (BMW 3.0CSL); 5 Robert Gate (Jaguar E-type); 6 Mark Leverett (Lotus Elan). **CW** Shaw; Gate; Jon Wagstaff (Alfa Romeo 2000GTV). **FL** Dean 1m23.180s (85.65mph). **P** John Davison (Lotus Elan S3). **S** 19.

HRSR HISTORIC TOURING CARS (14 LAPS) 1 Tim Davies (Ford Lotus Cortina) 20m07.831s (82.48mph); 2 Warren Briggs (Ford Mustang) +5.320s; 3 Neil Brown (Ford Mustang); 4 Peter Hallford (Ford Mustang); 5 Bob Bullen (Ford Anglia 105E); 6 John Avill (Ford Lotus Cortina). **CW** Briggs; Bullen; Avill; Jon Milicevic (Morris Cooper S); Roger Godfrey (Austin Cooper S); Simon Benoy (Hillman Imp). **FL** Brown 1m24.429s (84.38mph). **P** Briggs. **S** 26.

DEREK BELL TROPHY/CLASSIC F3 (15 LAPS) 1 Richard Evans (March-BDA 79B) 20m40.272s (86.07mph); 2 Ian Ashley (Lola-Chevrolet T300) +12.102s; 3 Greg Thornton (Surtees-Chevrolet TS11); 4 Paul Campfield (Chevron-Chevrolet B24); 5 Daryl Taylor (March-BDA 79B); 6 David Shaw (March-Toyota 803B). **CW** Ashley; Thornton; Shaw. **FL** Evans 1m05.623s (108.56mph). **P** Evans. **S** 21.

GUARDS TROPHY SPORTS RACING & GT (31 LAPS) 1 Martin O'Connell (Chevron B8) 41m03.458s (89.60mph); 2 Diogo Ferrao (Ford GT40 P/1022) +1 lap; 3 Charles Allison (Chevron B8); 4 Maxim Bartell/Callum Grant (Elva Mk7S); 6 Brian Casey (Lenham P69); 7 Michael & Andrew Hibberd (Lotus 23B); 8 Phillip Nelson (Chevron B8); 9 George Douglas (Ginetta G16); 10 Mike Gardiner/Dan Cox (TVR Griffith). **CW** Ferrao; Bartell/Grant; Casey; Hibberd/Hibberd; Gardiner/Cox; John Davison (Lotus Elan 26R); Andrew Bentley (MGB); Robert Gate/Eddie Farrell (Jaguar E-type). **FL** O'Connell 1m14.164s (96.06mph). **P** O'Connell. **S** 28.

DONINGTON PARK MAY 31, MGCC



PETER BEST INSURANCE MG CUP (15 LAPS) 1 Richard Buckley (ZR) 22m18.285s (79.75mph); 2 Ed Davies (ZR) +1.276s; 3 James Darby (B GT); 4 Tom Diment (ZR); 5 Paul Khori (B GT V8); 6 Oliver Coles (ZR). **CW** Davies; Paul Eales (B GT). **FL** Buckley 1m25.718s (83.11mph). **P** Coles. **S** 24.

COCKSHOOT CUP (12 LAPS) 1 Gary Wetton (ZR) 20m03.797s (70.90mph); 2 David Morrison (Midget) +2.798s; 3 Ashley Woodward (ZS); 4 Philip Standish (TF LE500); 5 Peter Bramble (B Roadster); 6 Simon Lowery (ZS). **CW** Morrison; Jeremy Toes (Midget); Volker Eikmeyer (F). **FL** Woodward 1m24.000s (84.81mph). **P** Woodward. **S** 27.

MG TROPHY (12 LAPS) 1 Ross Makar 17m35.087s (80.90mph); 2 Jason Burgess +3.673s; 3 Jake Fraser-Burns; 4 Dan Molloy; 5 Andrew Ashton; 6 Paul Luti. **CW** Molloy; John Gil. **FL** Cody Hill 1m23.966s (84.85mph). **P** Luti. **S** 28. **RACE 2 (7 LAPS)** 1 Makar 9m41.397s (85.54mph); 2 Burgess +0.305s; 3 Fraser-Burns; 4 Ashton; 5 Molloy; 6 Fergus Campbell. **CW** Ashton; Gil. **FL** Hill 1m20.914s (88.05mph). **P** Makar. **S** 27.

AVALANCHE MOTORSPORT BCBV CHAMPIONSHIP (15 LAPS) 1 Rob Spencer (B GT V8) 19m55.893s (89.24mph); 2 Neil Fowler (B GT V8) +3.489s; 3 James Wheeler (B GT V8); 4 Ollie Neaves (B GT V8); 5 Ian Prior (B GT V8); 6 Spencer McCarthy (B GT V8). **CW** Ken Deamer (B GT V8); Mark Scott (B Roadster); Simon Tinkler (B GT). **FL** Simon Cripps 1m18.157s (91.15mph). **P** Cripps. **S** 22.

MOTORING CLASSICS THOROUGHBRID SPORTSCAR CHAMPIONSHIP (9 LAPS) 1 Spencer McCarthy (MGB GT V8) 11m57.616s (89.16mph); 2 Rob Spencer (MGB GT V8) +2.604s; 3 Ian Prior (MGB GT V8); 4 Ken Deamer (MGB GT V8); 5 Jon Ellison (TVR Griffith); 6 Russell McCarthy (MGB GT V8). **CW** Deamer; Peter Samuels (B Roadster); Paul Khori (MGB GT V8). **FL** Spencer 1m18.301s (90.99mph). **P** Simon Cripps (MGB GT V8). **S** 21.

ICONIC 50S SPORTSCARS/FISCAR (13 LAPS) 1 Mark Ellis (MGA) 19m47.992s (77.84mph); 2 Rod Begbie (Elva-Climax) +6.757s; 3 Graham Coles (MGA); 4 Jonathan Smare (Lotus Elite); 5 Brian Arculus (Lotus MkIX); 6 Alan Kyson (MGA). **CW** Begbie; Smare; Simon Gurney (MGA); Tim Patchett (MG TA). **FL** Ellis 1m29.268s (79.81mph). **P** Ellis. **S** 20.

LACKFORD ENGINEERING MIDGET & SPRITE CHALLENGE (15 LAPS) 1 Paul Sibley (Midget) 20m31.801s (86.64mph); 2 James Dunkley (Midget) +7.529s; 3 Martin Morris (Midget); 4 Andy Southcott (Midget); 5 Richard Wildman (Midget); 6 Chris Southcott (Midget). **CW** Southcott; Richard Perry (Midget); John Bridge (Sprite). **FL** Sibley 1m20.834s (88.13mph). **P** Sibley. **S** 18.

DRAYTON MANOR PARK MG METRO CUP (11 LAPS) 1 Tom Sanderson 20m34.835s (63.35mph); 2 Ben Rushworth +0.585s; 3 Oliver Hood; 4 Jack Ashton; 5 Richard Garrard; 6 Tony Howe. **CW** Philip Gough. **FL** Rushworth 1m25.760s (83.07mph). **P** Rushworth. **S** 26.

EQUIPE GT5 (27 LAPS) 1 Tom Smith (MGB Roadster) 40m14.165s (79.62mph); 2 Rod Begbie (TVR Grantura) +1.353s; 3 Brian Arculus (Lotus Elite); 4 Pete Foster (Triumph TR4); 5 Martin Richardson (MGB Roadster); 6 Robin Ellis (Lotus Elite). **CW** Arculus; Foster; Ian Hulett



Blair leads a Fiesta train at Kirkistown

DEMPESTER

Walker rolls his MG at Donington Park



JONES

HAWKINS



Starkey tags Allen in a Brands CSCC battle

(WSM Sprite); Nick Mountford (Triumph TR4). **FL** Rod Begbie 1m25.789s (83.04mph). **P** Smith. **S** 27.

KIRKISTOWN
MAY 30, MRCI



FORD FIESTAS (12 LAPS) 1 Andrew Blair 16m49.80s (64.68mph); 2 Richard Livingston +0.09s; 3 Ian McCallister; 4 Jonny Forsythe; 5 Paul Magill; 6 Ben McCully. **FL** Livingston 1m17.16s (70.54mph). **P** Blair. **S** 16.
RACE 2 (13 LAPS) 1 Blair 17m10.46s (68.67mph); 2 Livingston +4.85s; 3 Magill; 4 McCully; 5 McCallister; 6 Adrian Finnegan. **FL** McCully 1m17.96s (69.82mph). **P** Livingston. **S** 15.
ROADSPORTS (16 LAPS) 1 Jim Larkham (Radical PRO6) 16m43.99s (86.74mph); 2 Paul Conn (Crosle 47S) +6.52s; 3 Hal Catherwood (Crosle 9S); 4 John Benson (Crosle 37S); 5 Graham Moore (GMS Honda); 6 Simon Brien (Crosle 9S). **CW** Moore. **FL** Larkham 1m01.06s (89.15mph). **P** Larkham. **S** 15. **RACE 2 (16 LAPS)** 1 Larkham 16m46.30s (86.54mph); 2 Conn +5.37s; 3 Benson; 4 Catherwood; 5 Moore; 6 Brien. **CW** Moore. **FL** Larkham 1m01.47s (88.54mph). **P** Larkham. **S** 13.
CROSLE HANDICAP (10 LAPS) 1 John McCandless (Crosle 47S) 9m50.92s (92.11mph); 2 Denis Sheehan (Crosle 45F) +0.45s; 3 Paul Conn (Crosle 47S); 4 John Benson (Crosle 37S); 5 Hal Catherwood (Crosle 9S); 6 Arnie Black (Crosle 32F). **FL** Conn 1m01.21s (88.92mph). **P** Conn. **S** 11.

BOSS IRELAND (12 LAPS) 1 Paul Dagg (Dallara Toyota) 11m15.93s (96.63mph); 2 Clive Heak (Juno Jaguar) +12.86s; 3 Martin Daly (Tatus Renault); 4 Cian Carey (Tatus Renault); 5 Noel Robinson (Tatus Renault); 6 Barry Rabbit (Tatus Renault). **FL** Dagg 54.98s (98.99mph). **P** Dagg. **S** 11. **RACE 2 (17 LAPS)** 1 Dagg 16m05.86s (95.80mph); 2 Robinson +2.94s; 3 Martin Daly; 4 Rabbit; 5 Darragh Daly (Tatus Renault); 6 John Daly (Lola Holden). **FL** Dagg 54.04s (100.72mph). **P** Dagg. **S** 10.
FORMULA FORD 1600 (16 LAPS) 1 Jake Byrne (Ray GR13) 16m40.02s (87.09mph); 2 Adrian Pollock (Van Diemen DP08) +6.32s; 3 Tom O'Connor (Van Diemen RF90); 4 Johnnie Mulholland (Van Diemen RF91); 5 Alan Davidson (Mondiale M89S); 6 Arnie Black (Crosle 32F). **FL** Byrne 1m01.76s (88.14mph). **P** Byrne. **S** 14. **RACE 2 (16 LAPS)** 1 Pollock 16m44.91s (86.66mph); 2 Byrne +0.14s; 3 Davidson; 4 O'Connor; 5 Mulholland; 6 Andrew Noble (Van Diemen JLO12K). **FL** Pollock 1m01.69s (88.23mph). **P** Byrne. **S** 13.
HISTORIC F3 (13 LAPS) 1 Nigel Ashman (Cooper Norton) 17m01.440s (69.27mph); 2 Roy Hunt (Martin Norton) +26.910s; 3 Gordon Russell (Mackson Norton); 4 Mike Fowler (Cooper Norton); 5 Patrick Barford (Arnott Norton); 6 Shirley Monro (Cooper JAP). **FL** Ashman 1m16.630s (71.03mph). **P** Peter de la Roche (Cooper JAP). **S** 16.
RACE 2 (13 LAPS) 1 de la Roche 16m56.990s (69.58mph); 2 Andrew Turner (Cooper JAP) +0.66s; 3 Ashman; 4 Ian Phillips (Cooper Norton); 5 Fowler;

6 Russell. **FL** de la Roche 1m16.330s (71.31mph) **RECORD**. **P** Ashman. **S** 13.

SNETTERTON
MAY 30, BRSCC



FUN CUP CHAMPIONSHIP (134 LAPS) 1 Eco Racing (Paul Abraham/Tom Mills) 6h01m50.129s (65.96mph); 2 Scuderia XCat (Rob Thomas/Simon Bonham) +1.575s; 3 Holden Hawthorns Racing (Andy Holden/Rod Barrett/Martin Gibson/Jay Shepherd); 4 Track Torque/2 Rent Domino's (Chris Hart/Henry Dawes); 5 TWM (Christopher Earp/Paul Turner/Phillip Mash); 6 Wave 9 (Mark Burton/Graham Pattle). **FL** JPR/Isla Racing (Tom Roche) 2m16.147s (78.50mph). **P** Team Lane Racing (Daniel Gullick). **S** 27.

ROCKINGHAM
MAY 30-31, BARC



DUNLOP MINI SE7EN CHALLENGE (12 LAPS) 1 Andrew Deviny (Rover Mini) 20m50.957s (66.99mph); 2 Paul Spark (Austin Mini) +5.468s; 3 Darren Thomas (Austin Mini Seven); 4 Jabez Dyer (Mini Seven); 5 Max Hunter (Rover Mini); 6 Ross Billson (Austin Mini). **FL** Deviny 1m43.029s (67.78mph). **P** Ashley Davies (Mini Seven). **S** 23. **RACE 2 (12 LAPS)** 1 Hunter 23m28.724s (59.49mph); 2 Deviny +15.233s; 3 Davies; 4 Leon Wightman (Austin Mini Seven); 5 Adam Smith (Mini Se7en); 6 Billson. **FL** Hunter 1m55.120s (60.66mph). **P** Deviny. **S** 23.
MAXS CHAMPIONSHIP (11 LAPS) 1 Simon Fleet (Mazda MX-5 Mk3) 21m51.313s (58.58mph); 2 Andy Baylie (MX-5 Mk3) +22.86s; 3 Paul Roddison (MX-5 Mk3); 4 Jonathan Halliwell (MX-5); 5 Ian Loversidge (MX-5); 6 Nicholas Bailey (MX-5). **Class winner** Bailey. **FL** Fleet 1m55.958s

(60.22mph). **P** Halliwell. **S** 14. **RACE 2 (12 LAPS)** 1 Fleet 20m12.055s (69.14mph); 2 Roddison +0.673s; 3 Halliwell; 4 Baylie; 5 Loversidge; 6 Jeremy Shipley (MX-5). **CW** Bailey. **FL** Roddison 1m39.070s (70.49mph). **P** Fleet. **S** 14.
DUNLOP MINI MIGLIA CHALLENGE (12 LAPS) 1 Kane Astin (Mini Miglia) 19m24.183s (71.98mph); 2 Daniel Wheeler (Austin Mini Miglia) +6.836s; 3 Colin Peacock (Mini Miglia); 4 Dave Drew (Mini Miglia); 5 Mark Cowan (Mini Miglia); 6 Rob Howard (Rover Mini). **FL** Deeth 1m35.153s (73.39mph). **P** Astin. **S** 16. **RACE 2 (12 LAPS)** 1 Astin 21m30.210s (64.95mph); 2 Sam Summerhayes (Rover Mini) +7.984s; 3 Drew; 4 Deeth; 5 Niven Burge (Mini Miglia); 6 Aaron Smith (Mini Miglia). **FL** Astin 1m46.271s (65.71mph). **P** Deeth. **S** 16.
RADICAL OWNERS CLUB CHALLENGE (15 LAPS) 1 Tim Gray (Radical) 20m09.696s (86.60mph); 2 Steve Gore (Radical) +20.982s; 3 Will Brown (Radical PRC MAYAUSA); 4 Steven Boyles (Radical SR3); 5 Richard Stables (Radical PR6); 6 David Frankland (Radical SR3 RSX). **CW** Gore. **FL** Gray 1m19.133s (88.25mph). **P** Gray. **S** 6. **RACE 2 (15 LAPS)** 1 Gray 20m16.889s (86.08mph); 2 Brown +28.956s; 3 Gore; 4 Joe Stables (Radical PR6); 5 Boyles; no other finishers. **CW** Brown. **FL** Gray 1m20.196s (87.08mph). **P** Gray. **S** 6.
MORGAN CAR CLUB (17 LAPS) 1 Keith Ahlers (Morgan Plus 8) 30m04.311s (65.80mph); 2 William Plant (Morgan 4/4) +17.409s; 3 Christian McCarty (Morgan Roadster); 4 Elliott Paterson (Morgan Roadster); 5 Tom Andrew (Morgan Aero 8); 6 Tony Lees (Morgan Plus 8). **CW** McCarty; Andrew; Henry Williams (Morgan 4/4); Tim Ayers (Morgan Plus 8). **FL** Ahlers 1m33.186s (74.94mph). **P** Ahlers. **S** 23.



Keith Ahlers was on top in MCC event

BARRINGTON

ROCKINGHAM
MAY 30-31, BARC



PICKUP TRUCK RACING CHAMPIONSHIP (25 LAPS) 1 Mark Willis 20m00.173s (110.90mph); 2 Charlie Weaver +0.492s; 3 Dave Weaver; 4 Anthony Hawkins; 5 Pete Stevens; 6 Paul Jones. **FL** C.Weaver 46.525s (114.43mph). **P** Gavin Murray. **S** 15. **RACE 2 (25 LAPS)** 1 Gavin Murray 21m23.955s (103.67mph); 2 Mark Willis +5.997s; 3 D. Weaver; 4 Mel Collins; 5 Jones; 6 Hawkins. **FL** Murray 46.656s (114.12mph). **P** D.Weaver. **S** 14. **RACE 3 (25 LAPS)** 1 David Longhurst 24m03.458s (129.10mph); 2 Michael Smith +0.182s; 3 Murray; 4 Willis; 5 Jones; 6 Collins. **FL** Smith 40.299s (132.12mph). **P** Collins. **S** 12.



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Tel: +44 (0) 1733 555161. Printed in England by Wyndeham Peterborough Ltd.
ISSN 0269-946X. AUTOSPORT, incorporating Autosport, is published weekly by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

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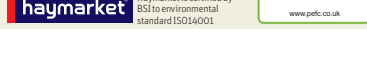
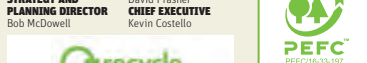
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THIS WEEK

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Is degradation the true villain in F1?

Degradation is big fan turn-off

I have recently completed fan surveys for both AUTOSPORT and the GPDA. Unfortunately neither gave me the opportunity to identify what I believe is the predominant factor that is turning off fans of Formula 1. This is the overwhelming dominance of tyre degradation in determining the driver's approach during races.

The driver's primary skill is tyre management, not true racing. You do not need 1000bhp or refuelling to achieve

the excitement provided by drivers truly racing at the limit of adhesion, but you do need proper tyre durability.

Overtaking due to tyre degradation is much more artificial than any DRS-induced overtake. At least DRS was a considered attempt to simulate the effect of a classical slipstream.

I fear from statements made by Bernie Ecclestone that we will be condemned to these Pirelli tyres for many more years.

Colin Scrivener, Derby

Common sense, a rarity in this sport, has I think prevailed regarding the BRDC/MSA F4 conflict. There is certainly a gap in the UK single-seater market for a high-powered F3-type series.

Two series, one at an entry level and one a step above, is not the nonsensical overcrowding we've seen in recent years. Although I wasn't hopeful of this happening initially, I think this battle has been resolved in the best way possible.

UK single-seater racing now has a very bright future ahead of it. I can't wait to watch both series flourish.

Lee Bonham
New Milton, Hampshire

but when are they going to address the nonsense of time being wasted when lapped cars are allowed to unlap themselves behind the safety car?

This has to be the singularly most ludicrous regulation since the 'fuel burn' phase of qualifying several years back.

If it is critical for lapped cars to be out of the way for the restart, surely the obvious solution is to send them down the pitlane where they will be met with a red light before being allowed to rejoin at the back of the pack. They shouldn't be allowed a free pass back onto the lead lap regardless.

David Rowe
Coventry

The F1 Strategy Group makes several proposals worthy of debate,

Was I watching the same Monaco GP as you? On the driver ratings pages,

Max Verstappen only got awarded 6/10 – I mean, come on! Max was brilliant, second in FP1 on a track he'd never driven on before, audaciously overtaking when almost everyone else was content to play 'follow my leader', and tagging along behind Vettel as he lapped backmarkers (and keeping up with him). The TV director knew he was one to watch, so the cameras followed him a lot.

The onboard shots definitely showed Grosjean braked far too early for Ste Devote, as Max said afterwards.

Max is from the same mould as his dad and Gilles Villeneuve. He drove his heart out and was on course for well deserved points. Surely he should have had a rating of 9/10.

Andy Child
Frimley

BIG NUMBER

4 Lewis Hamilton is chasing his fourth Canadian GP victory this weekend. Michael Schumacher holds the record, with seven wins.

MILESTONE

2008 Formula E races close to the Kremlin in Moscow this weekend but F1 demos there stretch back to 2008, when Red Bull ran a car.



WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



NASCAR machinery takes centre stage

GARY HAWKINS

BRANDS HATCH MSVR

June 6-7

It's an American-flavoured affair at Brands Hatch for its 'Speedfest' extravaganza.

The headliner is one of the only NASCAR-sanctioned championships outside of the States, the Whelen Euro Series, coupled with an epic support bill featuring Formula 5000.

There will also be demo runs from present and classic NASCAR Cup Series machinery including a Matt Kenseth Ford and Richard Petty's 'Road Runner' Plymouth.

OULTON PARK BTCC

June 6-7

Fast corners and big braking zones for the BTCC on the Cheshire track's Island layout.

SILVERSTONE GT OPEN

June 5-7

Another chance to see top-line GT3 machinery in the UK as the International GT Open hits Silverstone.

CADWELL PARK VSCC

June 7

Morgan three-wheelers and plenty of other vintage classics will be fun around Cadwell's undulations.



GT OPEN

GT OPEN

BTCC



EBREY/LAT

DONINGTON PARK BARC

June 6-7

The 140mph superkarts take to Donington with support from Clubmans in their 50th anniversary year.

MONDELLO PARK MEC

June 6-7

An FF1600 triple-bill plus the Irish Touring Car Championship, Formula Vee and other top Irish series.

WHAT'S ON TRACK AROUND THE WORLD

CANADIAN GRAND PRIX

Formula 1 World Championship

Rd 7/19

Montreal, Quebec, Canada

June 7

f1.com

INDYCAR SERIES

Rd 8/15

Texas Motor Speedway, USA

June 6

indycar.com



INDYCAR

MASCHE/LAT

FORMULA E



MAUGER/LAT

FORMULA E

Rd 9/10

Moscow, Russia

June 6

fiaformulae.com

WORLD TOURING CARS

Rd 5/12

Moscow Raceway, Russia

June 7

fiawtcc.com

Can Hamlin add to his four Pocono wins?



HARBELSON/LAT

BLANCPAIN SPRINT SERIES

Rd 3/7

Zolder, Belgium

June 6-7

blancpain-gt-series.com

NASCAR SPRINT CUP

Rd 14/36

Pocono, Pennsylvania, USA

June 7

nascar.com

EUROPEAN RALLY CHAMPIONSHIP

Rd 4/10

Rally Azores, Portugal

June 4-6

fiaerc.com

ADAC GT MASTERS

Rd 2/8

Red Bull Ring, Austria

June 6-7

adac-gt-masters.de

WTCC



SUPER TC2000

Rd 4/12

Rio Hondo, Argentina

June 7

super-tc2000.com.ar



BLANCPAIN

FROM THE SOFA

WHAT'S ON TELEVISION



Despite aerial cameras, coverage can be tired

Room for improvement in WRC

TELLY-BASHING HAS BECOME something of a habitual pastime in the World Rally Championship. So, in an effort to find out what it's really like, I've sat through the four hours of coverage from each of the past few rounds in the name of research.

Four hours!

That's pretty impressive in itself. It wasn't so long ago that we had, er, no hours at all.

So, that's one myth dispelled. There is plenty of WRC coverage in Britain.

And to those still using the line "I can never find it..." might I suggest you open your eyes? It's not complicated: every Tuesday night after every round (usually eight in the evening – pretty sociable time for some WRC watching) on ITV4, and every night – and an hour for the live powerstage – on BT Sport.

BT Sport costs a bit for those who don't have BT Broadband, but £13 per month isn't the end of the world. They'll even throw in some fishing, which always helps to ease the financial pain.

On top of this, there's also S4C for our Welsh-speaking friends. S4C's coverage is subtitled and well worth a watch for ace presenters Emyr Penlan and the inimitable and excellent Howard Davies.

So, the coverage is out there. And there's plenty of it. But what's it like?

The 30-minute magazine show that goes out ahead of the events is mega: a great watch, packed with real insight, well-planned and timely stories. How could you argue with a programme that opened with a shot of a Quattro Sport crossed up in the air and firing flames from the back? Classic. A top half-hour.

Trouble is, the magazine show would appear to be setting the bar too high for the daily 26-minute shows or ITV's 52 to follow.

I defy anybody to call WRC footage mundane; it's just not.

It's beyond awesome and still forces even the most ardent fan to catch their breath as car and crew go

quick, quicker and even quicker; Sordo action in SS2 and Latvala on any stage in Portugal are both good places to start.

But there's no dynamism to the shows. It's the same words from the same voices we've heard for the past decade. Does that matter? Yes it does when the programme format hasn't changed at all – they've blended in to become much of a muchness.

There's an argument that, with barely any edit time between footage coming in and the satellite being fired up to send the show out, it's always going to be a case of cutting and shutting from the day that's passed.

I'm not sure I can accept that; doing so surely limits expansion of the future reach of world rallying on the telly. Hardcore eyeballs are there and will stay there. What we need is the periphery, and to get that we need a story to be told every day, with event reportage woven in. Time and again, the shortage of time leaves the viewer with more unanswered questions. Why, for example, didn't Portugal's Friday night kick off with a quickfire Robert Kubica interview after he missed the previous round in fairly contentious circumstances?

We've got the quantity, but now, more than ever, we need the quality.
David Evans

"We need a story every day, with reportage woven in"

WRC coverage must overcome limitations



TV pick of

Edited by Michael Roberson



CANADIAN GP - LIVE

BBC1 - LIVE

Sun 1925-2100

Sky Sports F1 - Live

Sun 1830-2130

After the Mercedes strategy controversy in Monaco, Lewis Hamilton comes to Canada furious and with a shrinking 10-point championship advantage over team-mate Nico Rosberg. Montreal has a reputation for madness and upsets too – Hamilton himself has been involved in a few instances of both there – and last year it was the unlikely scene of Daniel Ricciardo's maiden win with Red Bull. It's one of Formula 1's unmissable rounds.



INDYCAR TEXAS - LIVE

BT Sport 2

Sunday 0100-0400

IndyCar's first night race of the season is sure to be hotly contested, with early-season leader Juan Pablo Montoya's confident resurgence getting ever stronger, but his Penske team-mates and the Ganassi drivers are competitive everywhere too. Watch out for last year's winner Ed Carpenter – a ferocious practice crash derailed his Indianapolis month so he's yet to show his usual oval prowess this year. If you don't fancy staying up for the live race, it's repeated on ESPN on Sunday afternoon.

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ONLINE

Top stories on AUTOSPORT.com in the last week

ROSBERG RESPONDS TO ECCLESTONE

Following Bernie Ecclestone's claims that Nico Rosberg and Sebastian Vettel don't do enough to promote F1 in Germany, the Mercedes driver launched a defence of himself

NEW FIA FLEXI-WING TEST EXPLAINED

Our technical expert Craig Scarborough details the specifics behind the FIA's clampdown on flexible front wings from this weekend's Canadian Grand Prix

SAINZ: F1 IS 'MENTALLY HORRIBLE'

Toro Rosso rookie Carlos Sainz dismisses talk of modern Formula 1 being too easy for newcomers, saying that the mental challenge is tougher than it has ever been

FIA SEEKING NEW F1 TEAM FOR 2016

A surprise announcement from the FIA last Thursday evening revealed that it has opened a selection process to allow a new team to join the F1 grid next season

F3 RACE CALLED OFF DUE TO POOR DRIVING

After a chaotic weekend of European F3 racing at Monza, and a warning from championship officials, the weekend's final race was aborted

AUTOSPORT+ HAVE HULKENBERG AND GROSJEAN MISSED OUT?

We analyse the career momentum of two drivers tipped for big things who seem to be stuck in Formula 1's midfield

the week



FORMULA E MOSCOW - LIVE ITV4

Saturday 1300-1530

The FIA's first all-electric championship's Moscow date was added once the 2014-15 season was under way, forcing a calendar rejig – but it was a worthwhile one since the cars will be zipping around Russia's capital adjacent to the iconic Red Square. The Berlin disqualification controversy has put Lucas di Grassi on the back foot to Sebastien Buemi and Nelson Piquet Jr as they build towards a title decider at the Battersea double-header. Just the race live on ITV4 this time, so seek out qualifying online.



BTCC OULTON PARK - LIVE ITV4

Sunday 1115-1330, 1515-1830

Not quite the usual full-day TOCA meeting service from ITV4 this time as a pause for the French Open tennis means MSA Formula, the Ginetta GT4 Supercup and one of the Ginetta Junior races miss out on live slots, but all three BTCC races feature in the live segments. After tweaks for tyre-hungry Thruxton, the full 2015 format is back at Oulton. BMR duo Colin Turkington and Jason Plato have had pace to spare, but it's Gordon Shedden leading the championship for Honda.



BRITISH GP 1987

Sky Sports F1

Thursday 2100-2145

Williams fans gloomy about its Monaco GP slump can relive its glory days as Sky pops a slice of 1987 retro in among a lot of repeats of the Montreal press conference on Thursday night. A two-horse race between Nelson Piquet and the home crowd's beloved Nigel Mansell, it was a story of a British driver dropping back with a late pitstop that turned out rather differently to Hamilton's Monaco heartbreak and it's one of the key chapters in the Mansell legend. It also includes one of the most famous race-deciding overtaking moves in F1.



WTCC MOSCOW - LIVE

Eurosport

Sunday 1000-1200

While Formula E gets Red Square, the World Touring Car Championship's Moscow date on the same weekend is 65 miles west at the less exotic racetrack named after the capital. Still, you can't race at the Nordschleife every week if you're a world series... Sebastien Loeb and Yvan Muller need to make something happen fast to live up to their declaration that Jose Maria Lopez is catchable, while Lada's superstar Rob Huff will have high expectations on the Russian marque's home turf.

HOT ON THE WEB THIS WEEK



YouTube THE AERODYNAMICS OF THE NISSAN GT-R LM NISMO



SEARCH FOR: aerodynamics NISMO university

With the innovative Nissan GT-R LM NISMO having made its public debut at the Le Mans test on Sunday, check out this look at the unique aerodynamic characteristics of the front-engined, front-wheel-drive LMP1 racer

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HAVE-A-GO HERO

When drivers crop up in unexpected places

Herbert couldn't extract anymore pace from the Dallara at Indy...



LEVITT/LAT

Herbert's Indy 500 attempt

The ex-grand prix driver had always wanted to race at The Brickyard, but his attempt to make the show in 2002 didn't work out as planned

Johnny Herbert laughs when reminded about his assault on the Indianapolis 500 in 2002. The three-time grand prix winner, then in his post-Formula 1 career focusing on sportscar racing with the Champion Audi team, was chasing a long-held dream.

"I'd always wanted to win the F1 World Championship – I failed on that – Le Mans, which luckily I did in 1991, and also the Indy 500," says Herbert. "It wasn't so much about looking back at what Graham Hill, Jackie Stewart and Jimmy Clark did there, it was about the challenge."

Surprisingly for a driver who suffered horrendous leg injuries in his infamous F3000 race at Brands Hatch in 1988, Herbert had no concerns about safety ("I wasn't afraid of going off because I knew if I did, my feet would make a hole in the wall"). So after testing for the Heritage Motorsports team at Indy the previous year, he landed a deal with a race-winning



XPB IMAGES

...and it frustrates him that he never raced there

outfit for 2002. Sort of...

While the team carried the name Duesenberg Brothers Racing, which had won the Indy 500 in 1927 with George Souders, it was actually the Beck Motorsports team. It's fair to say that the Dallara-Chevrolet IR2 was not the strongest car in the field, but Herbert was confident that the car had decent race pace, if he could find some qualifying speed. "Everything was OK early on," he

says. "I wasn't expecting to be in the top 10, but top 15 was possible. But I got to a point where you'd do 226-227mph and then the aim would be to put on a new set of tyres and go 2mph quicker. When we did that, I'd do 224mph! The car never freed up – we tried everything but couldn't make it work. So I didn't make an attempt on Pole Day."

Herbert had a prior engagement to race for Champion in the American Le Mans Series round at Sonoma the following weekend, when Bump Day took place. So when the second day of the opening qualifying weekend was rained off, his participation was in doubt. He spent the following week travelling between the two venues, continuing to try to unlock speed in the car. Attempts to shuttle between Sonoma and Indy on Bump Day came to nought because the timing didn't work.

"I spoke to Dave Maraj at Champion, saying, 'You know how much doing the Indy 500 means to

me, do you need me?' He said he did and because I respected him, I was there. It would have been unfair to hang around at Indy and leave him in the lurch, especially as it probably wouldn't have happened on Bump Day."

Memo Gidley was going to attempt to qualify the car, but rain intervened. There were no plans for Herbert, who finished second at Sonoma in the Champion Audi R8 he shared with Tom Kristensen, to take over the ride again had Gidley made the field though. Either way, Herbert's Indy dream was over. For good.

"It frustrates me to this day that I never raced in the Indy 500. I'm not a berk, I know what you need to do with the set-up to find speed. I later heard that the car had been shunted and was basically stuck back together. Was that the reason? Maybe. I heard a lot of people say it was a really bad car." **Edd Straw**

NEXT WEEK

Canadian GP analysis

Plus: Why Hulkenberg is taking on Le Mans



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10



23



46

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Published in AUTOSPORT, June 5 2015, by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE. Printed by Wyndeham Group. ©Reproduction in whole or part of any text, photographs or illustrations without the prior permission of the publisher is strictly prohibited. Not for resale.

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CONTENTS

04 THE LEAD BATTLE

It's Audi v Porsche v Toyota... and can the new Nissan cause an upset on its debut?

10 NISSAN LMP1

We take a look at the groundbreaking front-drive Nissan GTR-LM NISMO

16 RETRO: 1990

Why Nissan should probably have won a race famous for a Jaguar victory

20 GIANMARIA BRUNI

We reckon the Ferrari man is probably the best GT driver in the world

23 MAKING AN LMP1

An in-depth look at two of the components that are key to success

28 TEAM BY TEAM

We run the rule over all 56 cars across the four classes in the 2015 race

20



EBREVY/LAT

46 THINGS TO DO

Our pick of 10 things you must try to do while spectating at Le Mans

48 TRACK MAP

Find your way around, as well as all the timetable information you'll need

50 ENTRY LIST

At-a-glance look at all of the runners and riders, including the reserves

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LE MANS 2015

PORSCHE v TOYOTA v AUDI

WHO WILL WIN THE BATTLE FOR



R LE MANS?

Four manufacturer teams will fight it out in LMP1. **GARY WATKINS** explains what to expect from what should be an epic battle between Audi, Porsche and Toyota... and how Nissan's aiming to join in





**World champion Toyota
struggled in first two races**

Reigning champion Toyota went into the winter as favourite for this year's Le Mans 24 Hours.

Porsche took over that mantle at the official pre-season World Endurance Championship test at Paul Ricard and arguably hung onto it at round one at Silverstone. And then Audi brought out the low-drag version of its latest R18 e-tron quattro at Spa, and the odds turned again.

Making predictions for the 83rd running of the world's greatest endurance race isn't easy based on the evidence of the opening two rounds of the WEC at Silverstone in March and Spa in May. Not least because the three established contenders in the WEC have yet to go head-to-head using the cars with which they will battle it out around the Circuit de la Sarthe on June 13-14.

Porsche had yet to reveal the Le Mans-specification version of its 919 Hybrid as the AUTOSPORT Le Mans Supplement closed for press ahead of the Test Day on May 31, while Audi's

and Toyota's low-drag cars had been seen but not pitched against each other. Toyota tested the aerodynamic configuration of the TSO40 HYBRID designed for Le Mans at the pre-season Prologue in March and Audi, of course, brought the latest version of the car to carry the R18 e-tron monicker to Spa.

IS AUDI FAVOURITE?

That's any easy assumption to make based on its wins in the opening two rounds of the WEC. Victory in Britain with its high-downforce R18 was probably expected, but its triumph in Belgium with the low-drag car was more unexpected and arguably more telling.

Audi had clearly made a big step with the high-downforce version of the 2015 R18, built around the same monocoque as last year's Le Mans winner, on the evidence of Silverstone. The pace of the second version of the car at Spa represented another step: the latest version was both quicker in the fast sweeps of sector two than last year's high-downforce car (and this year's) and

quicker on the straights than the 2014 low-downforce car.

"If you look at the corner speeds, it's pretty good; Audi has done a great job of optimising the aerodynamics," says Andre Lotterer, who is bidding for Le Mans victory number four in the #7 Audi together with Benoit Treluyer and Marcel Fassler. "They have managed to reduce drag at the same time as increasing downforce, which is what you are always trying to achieve."

Audi has moved up a megajoule sub-class for this season – it will be able to deploy 4MJ per lap rather than last year's two – but the concept of the R18 remains unchanged. It is designed to fly through the quicker corners and won't be a match for its rivals, particularly Porsche, down the straights. That will have an impact on the Audi drivers' ability to race with their rivals. But as Audi Sport boss Wolfgang Ullrich says, "At Le Mans, you can't only overtake on the race track".

Lotterer doesn't like the favourites' tag and suggests that confidence would



Porsche reckons it's better prepared than last year...



...and has added F1 racer Nico Hulkenberg to its squad



Porsche's 17th? Audi's 14th? Or perhaps Toyota's first?

“THE R18 HAS REDUCED DRAG AND INCREASED DOWNFORCE”
ANDRE LOTTERER

be the wrong word to describe the mood created in the Audi camp by the Silverstone and Spa victories.

“You can’t go to Le Mans with confidence; you can only be optimistic,” he says. “It would be wrong to be confident because you have to remain humble. We have to go there and forget that we have won these two races – the counter is back to zero.”

CAN PORSCHE WIN?

Porsche might have led Le Mans on its return to top-line sportscar racing last year, but the first car to be called the 919 Hybrid was neither on the pace of its rivals nor ultimately reliable. This time it

is back with an all-new car (albeit with the same name), three rather than two cars and higher targets than for year one of the programme.

Yet those don’t include winning the race – as Porsche is saying.

“If there is a chance to win, of course we would like to win,” says Porsche LMP1 team director Andreas Seidl. “But we need to stay realistic: achieving a podium in our second year back at Le Mans would be a big achievement.

We are a lot more optimistic compared with last year. We feel better prepared in all kinds of areas.”

Porsche had the most to gain between seasons as the newcomer to the WEC and a ground-up re-design of the 919 – the monocoque is new and the engine has bigger displacement – has resulted in a car that has been able to fight for overall victories from the get-go. It ran ahead of Audi for more than half of the six hours at Silverstone and only lost at Spa because the winning Audi was able to do a two and a half stints on its tyres.

Porsche has moved up a megajoule

class and now runs in the highest of the four divisions at 8MJ. That gives an immediate performance benefit because the regulations are framed as such. The car is also less understeery, which has had a positive impact on tyre degradation, its weak point in 2014.

The low-downforce version of the halfway-house car raced at Silverstone and Spa hadn’t been seen ahead of the Test Day, but it is quicker in a straightline, according to Neel Jani.

“We could definitely feel a difference in top speed,” says the Swiss, who is again teamed with Marc Lieb and Romain Dumas. “It was definitely a step forward in that respect.”

The prospect of Porsche going further on each tank of fuel is a very real one this year. It achieved 14 laps, compared with the 13 laps it regularly hit along with Audi and Toyota, on occasion last year, and this time it will have a smaller fuel allocation per lap because it has moved up a megajoule class. Fuel-tank size remains unchanged, so simple maths suggest that it will move closer ▶



Audi in pound seats after Silverstone and Spa wins

XPBIMAGES



Radical Nissan aims for respectability



Audi's Ullrich is eyeing a 14th win in 16 years

► to that magic extra lap. Porsche should be on pole position. It hasn't been beaten to the top spot in qualifying since the Austin WEC round last September thanks to the flexible power delivery from its hybrid and battery-storage systems.

Suggest to Porsche LMP1 technical director Alex Hitzinger that it might be worth betting the farm on a Porsche pole, and he replies: "The odds won't be very good, I guess."

IS TOYOTA OUT OF IT?

That would be the obvious conclusion from its showing at Spa. But the explanation for the poor showing in Belgium, where the TSO40 HYBRID was outpaced by both Audi and Porsche, points to a more competitive performance at Le Mans.

Toyota's 6MJ hybrid system is more naturally suited to Le Mans than to the Circuit de Spa-Francorchamps. Porsche's battery storage system allows it to give two big boosts up the Kemmel Straight and again out of Stavelot for the run up

to Blanchimont and the Bus Stop Chicane. Le Mans calls for a series of smaller boosts, for which the TSO40's super-capacitor storage system is designed, and the track is more favourable to the TSO40's all-kinetic energy retrieval.

"The hybrid systems have different performance profiles and ours is sized for Le Mans where you need seven equal boosts," says Toyota Motorsport GmbH technical director Pascal Vasselon.

Toyota struggled at Spa because it found itself with the wrong amount of downforce, as reigning world champion Anthony Davidson explains: "Our high-downforce aero [which it ran at Spa] couldn't go low enough and our low-downforce aero couldn't go high enough. Our low-downforce set-up has been designed specifically for Le Mans and I am hoping for good things from it."

Toyota still believes it is going to Le Mans as the underdog, however.

"We have made a big step with this year's car, but we have made a smaller step than the others," says Vasselon.

"WE HAVE MADE A BIG STEP, BUT A SMALLER STEP THAN OUR RIVALS" PASCAL VASSELON

"That is why we feel a little bit behind."

Toyota believes, however, that it is better prepared than this time last year, despite damaging two monocoques in May. The accident in free practice at Spa that means Kazuki Nakajima's participation at Le Mans is still in doubt at press time. Another damaged tub – caused by a trip over the kerbs – cut short its final endurance simulation at Paul Ricard. This, says Vasselon, had almost no effect on the firm's preparations for the 24 Hours.

"The effect was close to zero," he says of the aborted run, "because we have done such a huge mileage in our four sessions before that. We had done

Webber and Davidson want to join Duval (r) on winners' list



26,000km and we were running out of parts because of the mileage we had done. We weren't desperate for those kilometres because everything was validated before. We haven't had any dramas and we feel ready for Le Mans in terms of reliability."

WHAT CAN NISSAN DO?

"Credible" is the word Nissan is using to describe the performance it is aiming for on its first year back in top-line sportscar racing with its unconventional GT-R LM NISMO. Its rhetoric is a long way from the hyperbole at the programme launch in May 2014 when then-company vice-president Andy Palmer declared that it would win first time out.

Nissan global motorsport director Darren Cox was quick to downplay his boss's claims. A torrid start to the programme, which forced it to miss the first two rounds of the WEC, has forced successive downgrades to Nissan's ambitions. The target of getting one of its three cars among its factory rivals in qualifying has now been abandoned.

(There will be no shot for grid time because developing a qualifying tyre was pushed down its list of priorities.)

Cox has, however, dismissed the idea that the GT-R LMs will be struggling to outqualify the best of the LMP2 runners. Asked if the Nissans will be ahead, he says: "Absolutely. No doubt about it. What did they qualify at last year, a 3m37s? We will be way ahead of that."

Cox is asking the world to make a judgement on the front-wheel-drive Nissan a few hours into the race.

"Judge us on the end of the first driver stint," he says. "So in other words after we have gone through two or three fuel cycles and changed tyres."

WHAT WILL THE PACE BE?

Lap times must surely tumble given that each of the big three made major refinements to their concepts over the winter and has a year's experience of the next regulations under their respective belts. Lap times at Silverstone and Spa have gone down by somewhere in the region of two to three per cent. Apply

that to the 8.47 miles of the Circuit de la Sarthe, and you get a gain in lap time of five or six seconds.

That suggests that a new lap record for any variation of the Circuit de la Sarthe will be set this year. Loic Duval's record lap of 3m19.074s set on the 'modern' iteration of the track in 2010 at the wheel of the ORECA-run Peugeot 908 HDi FAP and Jackie Oliver's 3m18.45s in 1971 will surely disappear. Oliver's mark, set aboard a JWA Porsche 917LH, it should be pointed out, was recorded before the Porsche Curves had been added to the track, let alone the Dunlop Chicane, two chicanes on the Mulsanne Straight and the new Chapelle 'S'.

The other unknown is what effect the safety changes to the track will have on times. The racing line has not changed, but the grass run-offs between Mulsanne Corner and the Porsche Curves have been asphalted. There will be kerbs in place to delineate the track, but racing drivers are an ingenious lot who aren't averse to pinching an extra bit of track here and there. ☒

TECH

HOW NISSAN'S INNOVATIVE LMP1 RACER WORKS

The Japanese manufacturer's bold new design is due to make its race debut at Le Mans. **GARY WATKINS** reveals its secrets

FRONT ENGINE

Unconventional engine location frees up the front aerodynamics and moves weight distribution forward to match the aero loads.

FLYWHEELS

Two flywheels — or mechanical batteries — that spin at high revs store the retrieved power. Only one is in operation this season.

THROUGH DUCTS

Air is channelled through the car from the front splitter and out of the rear in the name of aerodynamic efficiency.

FRONT REGENERATION

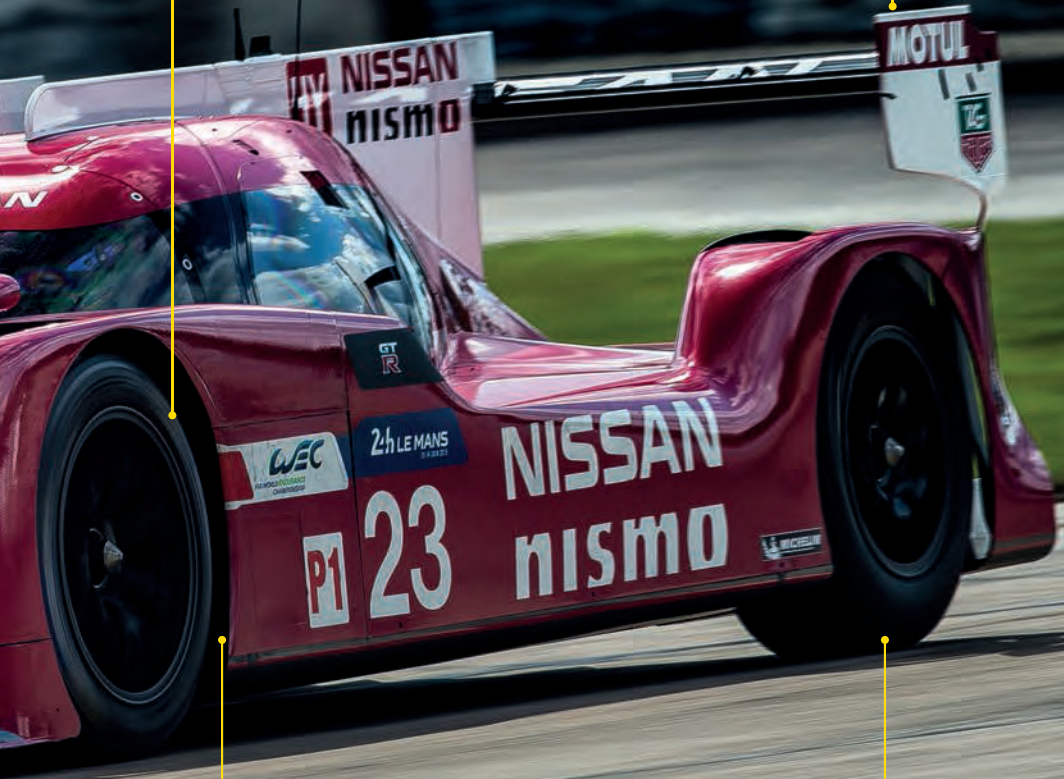
The GT-R LM has been designed to recuperate 8MJ from a single hybrid system at the front because that is where the higher forces are.

HIGH-PROFILE TYRES

The original concept called for 16in rims and deep sidewalls in the name of better performance under braking and acceleration.

SMALL REAR WING

The shift in the aero loads to the front have allowed the Nissan to run a smaller rear wing than its rivals in the pursuit of top speed.

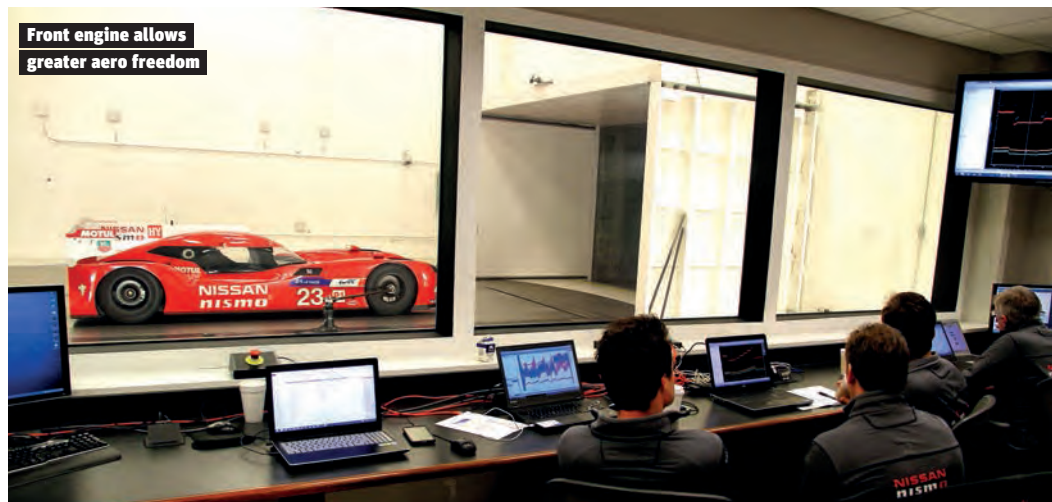


FRONT-WHEEL DRIVE

The front-drive concept means there is no heavy driveshaft and differential at the back and allows a 65/35 weight split.

NARROW REAR TYRES

Rear tyres that are just nine inches wide reduce drag. They receive – or will next year – the power from the hybrid system.



There was no 'eureka' moment. More a case of 'if we do this, why couldn't we also do that?'. The thought process that resulted in the radical concept of Nissan's GT-R LM NISMO started with two questions: how do we maximise aero efficiency and how do we achieve the most efficient energy recovery and deployment from the hybrid systems? And the answers pointed to a front-engined, front-wheel-drive racer that turns more than 50 years of motorsport convention on its head, or at least back to front.

GT-R LM designer Ben Bowlby explains that the unusual concept

represents "an integrated approach" to meeting the challenges of the latest LMP1 rulebook. Putting the engine up front has enabled Nissan to exploit the greater aerodynamic freedoms allowed at the front of the car. And by moving the aerodynamic and weight loads forward, the conditions were created for extremely efficient energy recovery from the front axle.

"If you start looking at the LMP1 rulebook and begin to think about how you could differentiate yourself aerodynamically when the rear diffuser is so strictly controlled and the rear wing has to fit within a tight box, you basically realise that you would have

to spend an absolute fortune in detail work and fine-tuning," says Bowlby, who is also team principal of the US-based Nissan Motorsports LMP1 squad. "It is much easier to find the downforce to make the difference at the front of the car."

Or at least it would be if there wasn't a great big monocoque, with prescribed footbox dimensions, in the way. That has traditionally forced designers to send the air from under the front of the car out the sides. Moving the engine to the front allowed Bowlby and his team to take the air through the car for aerodynamic gain.

"We thought that if we move the

**"IT'S EASIER TO
FIND DOWNFORCE
AT THE FRONT
OF THE CAR"
BEN BOWLBY**

engine to the front, use a vee configuration [the Nissan's petrol engine is a three-litre twin-turbo developed by Cosworth] and position it very carefully, so we have a very narrow keel that widens out to the tub and then pinches back tear-drop style at the rear, then we can make a very effective shape aerodynamically to maximise the mass flow under the splitter. Biasing the downforce to the front means it comes with a lower drag penalty."

The car has massive 'through ducts', as Bowlby calls them, that run either side of the monocoque from the front, which draw the air from under the nose of the car though to an exit out of the back. These ducts, which run above the mandatory flat floor, are uncluttered by wishbones in the name of aerodynamic efficiency.

"It all started to piece together quite nicely and was sufficient for us to say, 'You know what, I think this could work'," continues Bowlby. "It was no slam-dunk, but we started doing our simulations and thought it was a way to be competitive at the same time as being interesting and different."

The lateral thinking didn't stop there. Nissan could still have opted for rear-drive traction, but a propshaft and differential would have added weight — and in the wrong place.

"Making the weight is extremely difficult with a big, powerful hybrid," says Bowlby. "It is probably the biggest challenge that the manufacturers face in designing and building these cars.

We could have done that, it was totally possible, but a DTM car or a Super GT GT500 with a front engine and rear-wheel drive has a 50/50 weight distribution. So we said, 'OK we will use our relatively low-powered internal combustion engine to drive the front wheels and then aid acceleration by boosting the rears [with hybrid power].'"

The forward bias of the weight distribution — Nissan has achieved something in the region of a 65/35 split — and aero forces will also aid energy recovery from the GT-R LM's front-axle kinetic system.

"You want to recover from the front where you have a lot of downforce and weight," says Bowlby. "That way you will have a better chance of recovering a lot of energy. If you have a rear engine and rear drive like a Formula 1 car, with weight transfer

and a forward aero balance, you would struggle to get enough energy out of the rears. You quickly come to the conclusion that if you want to harvest the maximum 8MJ allowed at Le Mans, you have to do it from the front."

And the decision to deploy that energy to the narrow nine-inch rear wheels?

"That seemed like an intelligent thing to do," says Bowlby. "And then you look at the duty cycle of the rears and the weight and aero distribution, and you think that it wouldn't be too bad to go for a smaller rear tyre to reduced drag."

Bowlby makes no bones about the fact that the GT-R has been conceived with a 'Le Mans special' designed to fly down the three sections of the Mulsanne Straight and the run from Mulsanne Corner to Indianapolis.

"If you can turn that wasted grip ▶



Cosworth developed three-litre petrol V6



Forward weight bias aids energy recovery

TECH

► into aerodynamic efficiency, it isn't such a bad compromise," he explains. "We are running at such high speeds for such long times at Le Mans that drag is very important. In the overall equation it looks like a decent trade-off."

Nissan has opted for a fully-mechanical hybrid system built by Torotrak, which took over the Flybrid organisation that built the hardware used in the Hope ORECA at Le Mans in 2011 and briefly the following year in a Dyson Lola-Mazda in the American Le Mans Series.

"A flywheel is a tremendously energy-dense storage system," says Bowlby. "The properties of mechanical transmission from a flywheel were highly desirable for achieving 8MJ."

The Nissan system was conceived to give a massive power boost that has been measured on the dyno at 1100bhp,

something that would not be achievable with an electric motor. "A 1000bhp electric motor would be just too big and heavy," Bowlby points out.

The Nissan will not be running its rear deployment system this year. In fact, the car has not run at all with rear traction as yet. It originally said that it had shelved this feature of the concept until year two of the programme for reasons of weight saving, but it has now admitted that the system didn't prove reliable on the dyno.

"The execution of the mechanical transmission between the flywheel and the rear wheels was the issue; it was a problem of execution not the concept," says Bowlby. "With a very short development cycle and very little time to react after the system was designed, we had to take a kind a retrenched position."

The Nissan, in 2015-spec, regenerates and deploys only through the front wheels. It would not be feasible to put 8MJ through the same wheels being driven by the internal combustion engine, so it has had to drop down three sub-classes in energy retrieval. The GT-R LM will race at Le Mans and in the remainder of the World Endurance Championship in the lowest of the megajoule classes that allows for a 2MJ deployment around the 8.47-mile Circuit de la Sarthe.

The car was designed to run with two flywheels, sat at the front of the monocoque under the driver's feet. "The real magic is to have two flywheels, one high speed and one low speed, so you cover more of your recovery through the range," says Bowlby. The downsizing of the system for this year means Nissan has been able to dispense with one of the flywheels.

Reduced energy retrieval at the front has meant it has had to increase the size of the conventional brakes. They wouldn't fit inside the 16in rims that the concept called for. That means it has had to go to conventional 18in diameter wheels and a reduction in the depth of the tyre sidewalls. The tall sidewalls were, explains Bowlby, "a good direction for us to go in the interests of braking and acceleration performance".

Pulling out of Le Mans when it canned its participation in the opening Silverstone and Spa WEC rounds was never an option.

"We desperately need the experience



Learning curve for all will be incredibly steep

**"WE DESPERATELY
NEED THE
EXPERIENCE
OF LE MANS"
BEN BOWLBY**





Drive to rear wheels must wait until 2016

of taking a new concept like this to Le Mans,” says Bowlby. “Our learning curve is going to be incredibly steep and we will gather a tremendous amount of information that will stand us in good stead when we come back in 2016 with a whole year of development and hopefully be where we intended to be with the specification of the car.”

Nissan global motorsport boss Darren Cox is promising “a massive step” for 2016. “We are already designing next year’s car around the same tub, but the aero will change,” he says. “It will have four-wheel drive. We will be back with a better version of the real car we designed for this year.”



Nissan boss Cox promises “massive step” next year



Bowlby pioneered radical approach



Le Mans bleeding is crucial to new concept

WHEN NISSAN SHOULD HAVE WON LE MANS

A lack of communication between the Japanese manufacturer's teams almost certainly cost it victory in the 1990 24 Hours.

GARY WATKINS delves into an overlooked story 25 years on

Think Le Mans 1990, and what springs to mind? A Silk Cut Jaguar one-two after Martin Brundle switched cars, for sure. Maybe Jesus Pareja collapsing into the arms of his team down at the old signalling pits after his Porsche lost second place with 15 minutes to go. And almost certainly Mark Blundell's big-boost pole lap for Nissan. What you probably don't recall is that this was a race that the Japanese manufacturer could – and arguably should – have won.

History perceives Nissan's seven-car assault on the Le Mans 24 Hours 25 years ago as a massive failure that yielded a best result of fifth place. It has to be regarded as that because the assault spread across no fewer than five teams didn't deliver the big prize, but one of the marque's cars was in the thick of the fight for much of the race. And those involved in the running of the Nissan Performance entry shared by Derek Daly, Geoff Brabham and Chip Robinson are convinced it would have won but for a fuel leak.

And the reason for the leak? A problem with the fuel system that had been identified – and fixed – by at least two of the teams but not communicated to the squad made up of personnel from the ▶

Brabham/Daly/Robinson
car carried Nissan's hopes



Pitlane repairs to the #83 car were to no avail



ALL PICS: LAT

► ultra-successful Nissan Performance Technology Inc squad from the US and Ray Mallock's UK RML organisation.

The #83 Nissan R90CK had topped the leaderboard on the eighth, ninth and 10th hours and ran second to the winning Jaguar past dawn after losing time when the oil-warning light came on when Daly at the wheel. Yet the Anglo-American crew was confident that it could beat the TWR-Jag XJR-12 shared by John Nielsen, Price Cobb and Brundle, who had switched cars during the night.

"We were matching the Jaguar pitstop to pitstop on pace," reckons Mallock, "but they were using about 10 per cent more fuel." Group C remained, for one last season, a fuel formula and cars had a strict allocation of 2550 litres to make it to the end of the 24 hours.

"We were quite confident that on fuel versus pace we were there," continues Mallock, who had equal confidence in the team's preparation of its Lola-built Nissan. "We made sure that all the sub-assemblies, the gearbox and the wheel bearings and all that kind of stuff, were very thoroughly prepared."

But not as well prepared, at least in one aspect, as the Nissan Motorsport Europe cars run out of the UK and the solo Japanese NISMO-run entry that went on to finish fifth. Brabham had already complained of a smell of petrol in the cockpit when Daly got into a fuel-filled cockpit as 9am approached.

"I was coming through the Porsche

Curves and my eyes began to sting and burn," explains the former grand prix driver. "I looked down and could see the fuel sloshing in the passenger side footwell. I got on the radio and shouted, 'the car is full of fuel'. While I was saying that I was thinking, if I brake hard and the skid blocks hit the asphalt, this thing is going to explode like a bomb.

"I came into the pits and an English mechanic called Steve Jenner who worked for NPTI opened the door, looked in and in one fell swoop undid my belts and grabbed me by the chest and literally threw me out of the car."

The first job of the Nissan Performance squad was to get rid of the fuel from the monocoque. Its solution was to pump in water and drill a couple of holes in the bottom of the tub to allow the fuel/water mixture to drain out. It then set to work changing the fuel tank in the pitlane (no garages back then, remember), but its replacement was damaged in the process. The #83 car was pushed back into the old paddock and with it went Nissan's hopes.

Mallock subsequently found out that NME had identified a design weakness in the fuel system, and it can be revealed that the in-house NISMO team, which won that year's All-Japan Sports-Prototype Championship, had too.

"The fuel collector inside the tank was part of the bag assembly," explains Mallock. "While the tank was full, it was kind of self-supporting, but as the main



"TO BE LET DOWN BY SOMETHING KNOWN BY NISSAN WAS DREADFUL"
RAY MALLOCK

tank drained down, it left the collector with a mass of fuel in it. That meant it was moving around, and that damaged the tank by pulling the fittings away."

It's not a case of sour grapes on Mallock's part, because Kunihiro Kakimoto, boss of the NISMO in-house motorsport department, confirms the story. Ask him if it is true that the flaw was not communicated to the other teams by NME, he replies: "That is correct. We were Group C champions in Japan and we knew about this weakness."

THE JAGUAR VIEW

Dave Benbow, race engineer on the winning Jaguar run by TWR Inc:

"The Nissan was the faster car and they probably would have beaten us because we were facing the same problem that we encountered every weekend in the IMSA GTP series: with a turbo car, they could turn the volume up when required. It's their opinion that we were using too much fuel; we knew exactly what we were doing. Don't forget that the Porsche was keeping us honest almost to the end. We didn't back off because we couldn't afford to back off – they were only one lap down. We did use all the fuel: I had about 10 litres left in the car at the finish, or about enough to do one more lap!"



Brundle/Cobb/Nielsen gave Jag its last victory

Nissan ran seven cars with five teams in 1990



P5 for Hasemi/Hoshino/Toshio Suzuki car was best result



Nissan's policy at Le Mans that year, Kakimoto explains, was to load the entry with cars. It hadn't gone unnoticed in Japan that the TWR Jaguar team had had five JXR-9LMs on the grid when it triumphed in 1988.

"We could not confirm our reliability, so car numbers were important," he says. "In 1990, I thought we needed more cars. We had three [motorsport] bases, in Japan, Europe and the United States. That is why we were able to bring so many cars. Not every team was running the same specification; each team was allowed to modify details."

The seven cars from the five teams ran on four different makes of tyres and there were clear differences in their specification. NISMO had developed the low-drag aero package also used by Team Le Mans, which ran a car built up around a 1989 chassis like Courage Competition. NPTI and RML made their

own changes, too. They modified the front of the monocoque, removing the Porsche 962-style bump, and opted to run on steel rather than carbon brakes.

RML had come into the picture at Nissan after the Group C programme the organisation had run for Aston Martin under the Proteus Technology banner was canned over the winter. The link between the British team and its American counterpart was made by Mallock's brother-in-law at the time, NPTI crew chief John Christie.

"NPTI didn't have the resources to do two programmes, so they asked us to help," remembers Mallock. "Eight of us went over to California for six weeks, running the first car over there. Both cars came over to our workshops near Milton Keynes to be prepared for the race. By the time we got to Le Mans, the team was probably 50/50 our guys and theirs."

Mallock's understanding was that all

information from the disparate Nissan teams would be "pooled and shared".

"That's what we did," he says. "We did test reports and every concern we had was circulated. We did our part of and definitely moved the programme forward in that short period."

The winning Jag was only a lap ahead of the Brun Motorsport entry driven by Pareja, team boss Walter Brun and Oscar Larrauri when their Porsche went out with a dramatic engine failure with 15 minutes to go. Brundle and co had been as much as three laps ahead, but time lost changing the pads when a caliper piston had seized, as well as on-going overheating and gearbox issues, would surely have handed victory to a clean-running 'American' Nissan.

"To be let down by something that was known within Nissan was dreadful," says Mallock. "It was very unfortunate. They were robbed really. Or we were." ❧

THE SCHUMACHER OF GT

FERRARI'S WORLD CHAMPION

Gianmaria Bruni flirted with Formula 1, but endurance racing is where the Italian has proved his prodigious talent.

By GARY WATKINS



Bruni has racked up plenty of titles and is still going strong

Gianmaria Bruni's sportscar CV makes for amazing reading. It includes title successes in the FIA GT Championship, the Le Mans Series and the GTE Pro division of the World Endurance Championship, and that's not counting three class victories in the Le Mans 24 Hours. Yet the amazing thing about the Ferrari factory driver is not what he's won, but the way he's won it.

There's no doubt that Bruni, who made the switch to sportscars for 2007 after a single-seater career that peaked with a season in Formula 1 with Minardi in 2004, is one of the world's top GT drivers alongside the likes of Frederic Makowiecki, Laurens Vanthoor, Nick Tandy, Rene Rast and Kevin Estre. But what distinguishes him from the illustrious pack — and the reason why this writer puts him at number one — is a consistency of performance that beggars belief. There are no off days for Bruni, barely any off laps and as for mistakes, can you remember the last time he made one at the wheel of a AF Corse Ferrari?

Long-time AF engineer Luigi Urbinelli, who is now working for the SMP Racing LMP2 squad, describes 34-year-old Bruni as "one of the best drivers I have worked with in my life". That's an accolade indeed from an ex-Ferrari Formula 1 man who had spells engineering both Alain Prost and Nigel Mansell in his time.

"Sometimes I was surprised by his performance and would wonder how he could do what he was doing, but we have now come to expect it from him," says Urbinelli. "He's very naturally talented and very clever, so he understands what the car is doing. I think he is so good that everything comes easy for him in the car. That's why he is so consistent and why he doesn't make mistakes."

But there must be something more that explains the kind of performances that, in particular, yielded back-to-back WEC titles at the wheel of AF's Ferrari 458 Italia in 2013-14. Steve 'Doc' Bunkhall, who engineered Bruni at the Virgo Ferrari team in the Le Mans Series in 2007 and '08, has a theory.

"Gimmi seems to have a deep competitive urge that I have rarely seen before," says Bunkhall, who is now working in the AF camp running SMP's GTE Am entry. "To be second isn't just disappointing for him — it's somehow painful. I really think losing hurts Gimmi



Bruni has developed Ferrari 458 into GTE-class benchmark

deep, down inside, and that's why he does everything humanly possible to avoid it happening.

"I remember seeing him in the pitlane at Zolder. He and Toni Vilander [also his team-mate this year and last in the WEC] had just lost the GT2 title at the last race of 2009. Gimmi had driven this blinding race and just missed out. He wouldn't take his helmet off. You could see he was in floods of tears. He wasn't just disappointed, he was gutted.

"He has a competitive fire that burns deeply; I guess he has that extra drive that all sportsmen right at the top of their discipline have."

One of Bruni's fellow drivers, who shall not be named, tells a story that illustrates Bruni's competitive instincts.

"Gimmi is an excellent cyclist, almost

like a pro, and he likes to go cycling when he's training with the other drivers because he'll always beat us," says our mystery man. "If we say we're going to organise a game of football, he isn't so keen. The reason is that he's not such a good football player. He'll always say, 'oh let's go out on our bikes instead'. Even when we are having a bit of fun, he wants to win."

Bruni is clearly a driver at one with his machine. And that has to be a big part of his secret.

He is the main man at Ferrari and has played a key role in developing a line of the marque's GT contenders together with specialist out-of-house tuner Michelotto. And, perhaps more crucially, developing the tyres for the following season every winter.

"You do so much running on new tyres that you know exactly when they are going to come in and how much you can push when they do," says Bunkhall. "Everyone else probably arrives at that point one or two corners later, and that gives him the edge."

That's not to take anything away from Bruni, who is going for a third GTE Pro victory at Le Mans with Vilander and Giancarlo Fisichella (their record is two wins and one second in the three years they have competed in the 24 Hours together). Success, of course, breeds success.

"Gimmi is amazingly fit, very quick and technically strong, and that's what gets you into a position like the one he was given at Ferrari," says Bunkhall. "But he has used it brilliantly and has made the most of the opportunity." ❧

"HE'S TALENTED AND CLEVER SO KNOWS WHAT THE CAR IS DOING"

LUIGI URBINELLI



Bruni raced in F1 for Minardi in 2004

F1
RACING

FAN
VILLAGE
2015

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MAKING A LE MANS CAR

Thousands of parts go into a purpose-built Le Mans prototype – and they must all last the distance. Two such components are dampers and spark plugs which, as **EDD STRAW** explains, are vital to on-track success

Think for a moment about just how long the Le Mans 24 Hours is. As the clock rolls around twice from Saturday to Sunday afternoon, it's a true test not just of those behind the wheel, but of every single component that makes up the machinery. Estimates vary as to how many

individual components there are in the average prototype – if there is such a thing – as the definition of a component is difficult to tie down. But you can start counting upwards from 5000. Because a large proportion of those can cause failures that, if they don't put you out of the race, will cost significant time, a Le Mans car is only

as strong as its weakest link.

Covering every single one of those parts would be impossible, but what follows is an in-depth look at two areas of the car as case studies of the rigorous work required to put together a successful car. Then you just have to multiply those by 2500 or more to get a feel for the complexity of the cars. ▶

THE CHALLENGE OF LE MANS IN NUMBERS

6

FEWEST FINISHERS, IN 1931

3210.71 miles

DISTANCE COVERED BY LAST YEAR'S WINNERS

168

NUMBER OF DRIVERS

42

MOST FINISHERS, IN 2013

133.5mph

Average speed of last year's winning car, the Audi R18 e-tron Quattro of Marcel Fassler, Andre Lotterer and Benoit Treluyer.

56

NUMBER OF CARS ENTERED

3362.06 miles

THE RECORD DISTANCE COVERED, SET IN 2010

MAKING A LE MANS CAR

ENGINEERING EXCELLENCE



Adjustability is crucial to damper set-up at Le Mans

Audi is going for 14 wins from past 16 starts with Ohlins



XPBIMAGES



ADVANCED SUSPENSION TECHNOLOGY

SWEDISH DAMPER DOMINATION

Audi's strike rate in the Le Mans 24 Hours is formidable, winning 13 times in the past 15 attempts since 2000. But if you think that's good, check out Swedish high-performance suspension specialist Ohlins. Its strike rate is 15 out of 15, with every chance of making that 16 in this year's race.

The company's products will appear on numerous cars, but the focus is inevitably on the big beasts of the LMP1 class. Ohlins provides bespoke dampers to three of the LMP1 manufacturer teams – Audi, Toyota and Nissan.

"The Le Mans car of today is more like a Formula 1 car, with a lot of focus on packaging and weight," explains Claes Hesling, who heads up the engineering side of the Ohlins Le Mans project. "We have to use a lot of exotic materials, like titanium and high-strength magnesium and aluminium alloys. Reliability is a big factor as well because you want to hold out for 24 hours. Thorough testing goes on to make sure the parts can last.

"We deliver 15 to 20 sets of dampers to a team and all of them have to be identical, which is a challenge. We have a function where we can zero out any discrepancies. In recent years, our simulation capacity has been very strong, greater than our competitors', so we can build up the damper using computer simulation to test all of the characteristics, which is a big help in getting a perfect product. They're completely tailor-made to each car."

Hesling is referring to its LMP1 products, for it also offers a range of off-the-shelf competition dampers that can be used for customer teams. Because this is based on the technology from the top-level damper, its performance is still very high.

As for the challenge of the Le Mans 24 Hours itself, the quality of the Ohlins dampers means that there is no need for major changes to the design for the twice-round-the-clock classic compared with a normal six-hour World Endurance Championship race.

"If you take all the other top-level

"LE MANS CARS ARE LIKE F1 CARS, WITH FOCUS ON PACKAGING" CLAES HESLING

ranges, it's durable enough for the other races, so in terms of durability our standard parts would make it," says Hesling. "But with the factory dampers, there is a challenge because you need to ensure you get the same effect with a more extreme product – much lower weight with smaller margin for error. You must shrink it, otherwise it will be too heavy."

The weight of a damper assembly ranges from 700g

down to around 300g for those used in LMP1. Remarkable, considering that these must offer not only performance, but also last 24 hours as well as operating at temperatures that can reach the 120-130C bracket.

They must also offer the required set-up range to get the car working perfectly across a range of conditions, meaning four-way adjustability. While Le Mans is not an especially harsh track, certainly not compared with the bumpy airfield circuit at Sebring, where LMP1 cars last raced in the 12 Hours in 2013, the challenge is reliability in extreme operating conditions.

"Our LMP1 dampers, and also our 'off-the-shelf' dampers, have a very big range of adjustment," says Hesling. "You want to be able to adjust the low-speed and high-speed [bump and rebound] independently because they do different things to the car.

"Our four-way adjusters can do that, so you can adjust one thing without affecting the other. You need them to be adjustable on the outside so you can bring the car into the pits, make a few clicks to change, and off you go. You should not have to rebuild the damper or change it to achieve what you want. It has to be efficient."

This combination of performance, reliability and adjustability is what will give Ohlins every chance of making it 16 out of 16 in this year's race. And if you are in any doubt about the importance of the dampers, without them working to a high level, no matter what the aerodynamic and mechanical strengths of the car, you won't be competitive. ▶



Dampers weigh between 300-700g



ADDING THE SPARK TO TOYOTA

There's a reason why some team sponsors in motorsport are described as partners. The logo of Japanese automotive components manufacturer DENSO, based in Kariya in Japan, is emblazoned on the side of the Toyota TSO40 HYBRID that will battle for victory in the Le Mans 24 Hours, but its real contribution is under the skin of the LMP1 machine.

As well as providing key components – including the rear motor generator unit, the inverter and key electronic control systems, for the potent Hybrid powertrain that boosts the Toyota's power to over 1000bhp – DENSO supplies more traditional parts such as fuel injectors and oil coolers. Among the other products that helped turn the Toyota into the World Endurance Champion in 2014 are the spark plugs in its V8 engine.

"We have to take into special consideration the fact that it is an endurance race, but we typically have to do a lot of hours on a production plug compared to a race plug," says James Byatt, product engineer in ignition systems for Denso. "So 24 hours is not so much of a problem for the plug."

Survival is just one part of the equation, particularly today when Le Mans is as much a test of speed as of endurance. This means that as well as the specialist on site at Le Mans, there is also a team working back at DENSO to optimise the spark-plug technology not just to last, but to ensure the engine delivers the best performance.

"The problem with Le Mans is that there is a fuel restriction," says Byatt, referring to the per-lap allowance, which varies for LMP1 machines depending on how potent a hybrid system they run. "So you've got an energy requirement from the fuel and what we're trying to do is balance durability, performance and fuel consumption. We're also having to withstand the vibrations and temperature in the engine, which

is why you need to have a different specification compared with an automotive plug. That's also why you wouldn't use a race-specification plug in a typical engine, because the requirements are so different. There's no risk of fouling [whereby the tip of the spark plug becomes coated by a foreign substance], so while racing does apply a particular demand on the plug, in some respects you are quite free because you don't have restrictions like having to deal with cold starts."

The pressing need to get the most performance out of the allowed fuel – the Toyota runs in the 6 megajoule hybrid category, meaning at Le Mans it can only use 4.5 litres per lap – has a significant impact on the technology of the spark plug.

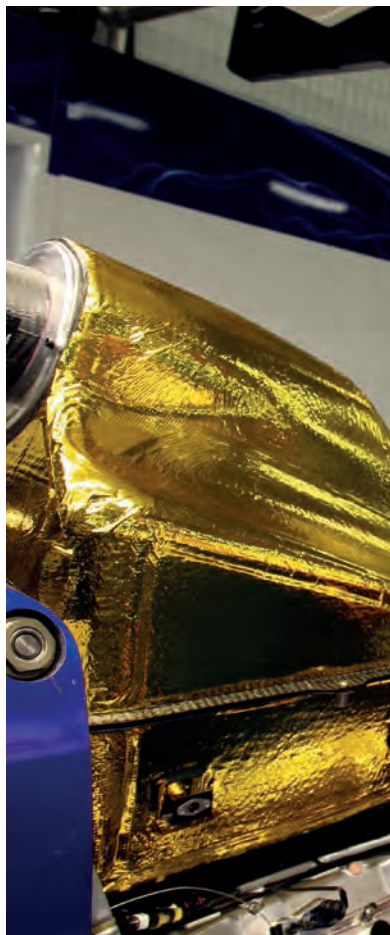
"The spark plug has to be designed for the fuel restriction," says Byatt. "Toyota is trying to extract the peak performance from the fuel, so we're trying to optimise the ignitability of the

**"24 HOURS IS NOT
SO MUCH OF A
PROBLEM FOR A
SPARK PLUG"
JAMES BYATT**

engine. The problem is, when you're trying to reduce fuel consumption, the temperature in the combustion chamber can get very hot because the leaner you go, the higher the temperatures. That can cause problems with spark-plug temperature."

Usually, when automotive specialists are involved in motorsport, it's an opportunity to transfer the technology to road cars. In the case of spark plugs, however, it's actually a case of racing cars benefiting from the technology that has been proven with road cars.

"Fundamentally, the spark-plug design is very similar to what you see on a modern [road] vehicle," says Byatt. "That technology is advanced and



pushing the boundaries of the spark plug. Racing uses that technology, designing it specifically to suit that application. There's not real technical gain from being involved in motorsport because the most challenging environment for spark plugs is for modern road engines."

That's not necessarily the case with the other technologies DENSO supplies. But what the logos carried on the car emphatically demonstrate is that motorsport is very effective at raising the brand's profile. Even though anyone who drives a Toyota on the road will be making use of DENSO products, without its involvement in projects like Le Mans, the name might go unnoticed. ❧



Denso engineers keep an eye on the spark plugs...



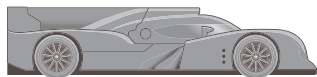
...a vital cog in a world-title-winning wheel

THE CARS AND THEIR STARS

Fifty-six cars, with 168 drivers, will battle it out over four classes for the Le Mans 24 Hours. GARY WATKINS assesses prospects for all of them in the French classic

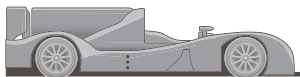
LMP1

Pure-bred prototypes, which must have energy-retrieval capability if run by a manufacturer, fight it out at the front. Power from the internal-combustion engines is above 500bhp, but hybrid punch boosts total output to over 1000bhp.



LMP2

This is the secondary prototype division open only to privateer teams. There is a cap on the cost of machinery and the class is run to a pro-am format: there must be at least one silver-rated driver in each car. Power is around 450bhp.






GTE PRO GTE AM




The class formerly known as GT2 for road-based GT machinery is split into two: GTE Pro is the home of the factory teams where all-professional driver line-ups are allowed; and GTE Am is fought out by pro-am squads with only one pro allowed.



TOYOTA RACING TOYOTA TS040 HYBRID



1 ANTHONY DAVIDSON 
SEBASTIEN BUEMI 
KAZUKI NAKAJIMA 

2 ALEXANDER WURZ 
STEPHANE SARRAZIN 
MIKE CONWAY 

Toyota returns after last year's Le Mans near-miss as reigning WEC champion and with a two-car team of updated TS040s. The finances to expand to three cars were not available, but this year's contender represents a major rework of the title winner. It remains, however, in the class that allows for two six-megajoule boosts of retrieved energy to be returned to the track over the Le Mans lap. Champions Davidson and Buemi are now teamed with Nakajima (if he's recovered from the injuries sustained at Spa, and Kamui Kobayashi if he's not), while Conway comes in alongside Wurz and Sarrazin. Toyota was in the hunt at Silverstone (just) but not at Spa; at Le Mans though it runs a specific low-drag aero spec.



AUTOSPORT SAYS: Leapfrogged by its rivals for this season, Toyota is not out of the game



AUDI SPORT TEAM JOEST AUDI R18 E-TRON QUATTRO



7 MARCEL FASSLER
 ANDRE LOTTERER
 BENOIT TRELUYER

8 LUCAS DI GRASSI
 LOIC DUVAL
 OLIVER JARVIS

9 FILIPE ALBUQUERQUE
 MARCO BONANOMI
 RENE RAST



XPB IMAGES

No stone has been left unturned by Audi as it attempts to avenge its defeat in the WEC title race last season. This year's R18 is built around the same monocoque as last year's Le Mans winner, but it has moved up into the 4MJ hybrid sub-class and the aerodynamic specification is all-new – twice over. Audi won at Silverstone with its sprint-spec car and then showed up at Spa with two of its low-drag versions designed for Le Mans and won again. Jarvis steps up from the third car to join Duval and di Grassi for the full WEC season, while German Rast is promoted from Audi's GT ranks to take his place alongside Bonanomi and Albuquerque in the additional entry for the French enduro.

AUTOSPORT SAYS: Spa win suggests that Audi has a car that can race on pace with its rivals, at the very least



PORSCHE TEAM PORSCHE 919 HYBRID



17 TIMO BERNHARD
 MARK WEBBER
 BRENDON HARTLEY

18 ROMAIN DUMAS
 NEEL JANI
 MARC LIEB

19 NICO HULKENBERG
 NICK TANDY
 EARL BAMBER



XPB IMAGES

Porsche's 2015 LMP1 challenger may be unchanged in name but it is an all-new car right down to its monocoque. The concept remains unchanged, though the latest 919 moves from the 6MJ hybrid class into the highest 8MJ. The driver line-ups in its two full-season WEC cars are the same as last year, but it has stepped up its challenge with an additional car for Le Mans shared by Formula 1 driver Hulkenberg and GT graduates Tandy and Bamber. Porsche's performance in the six-hour races at Silverstone and Spa suggest the German marque can become a regular winner in the WEC in its second year back at this level. It put up a good fight to Audi at Silverstone and then ran it closer still at Spa.

AUTOSPORT SAYS: Despite the company rhetoric, Porsche will be a contender at Le Mans

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NISSAN MOTORSPORTS NISSAN GT-R LM NISMO



21 TSUGIO MATSUDA
 MARK SHULZHITSKIY
 LUCAS ORDONEZ

22 HARRY TINCKNELL
 MICHAEL KRUMM
 ALEX BUNCOMBE

23 OLIVIER PLA
 JANN MARDENBOROUGH
 MAX CHILTON



Nissan makes its return to the pinnacle of sportscar racing after an absence stretching back to 1999 with a radical front-wheel-drive contender designed and built in the US. Its driver line-up is a mixture of drivers who have raced Nissan-engined LMP2 machinery – the likes of Pla and Tincknell – and existing company pilots, plus big-name former Marussia F1 signing Chilton. Delays in the ambitious project – the car initially failed its crash test – meant it was forced to pull out of the opening rounds of the WEC and the car, which won't be racing in intended specification this year, has covered a fraction of the miles of its rivals ahead of what is going to be a low-key debut at Le Mans.

AUTOSPORT SAYS: Race pace on a par with the privateer P1s would be a success for Nissan



REBELLION RACING REBELLION-AER R-ONE



12 NICOLAS PROST
 NICK HEIDFELD
 MATHIAS BECHE

13 ALEX IMPERATORI
 DOMINIK KRAIHAMER
 DANIEL ABT

Rebellion, with three top-six finishes at Le Mans to its name, makes a belated seasonal debut at the 24 Hours with a revised version of the R-One now powered by an AER twin-turbo V6. The line-up in the lead car is unchanged, while Abt and Imperatori join Kraihamer in #13.



AUTOSPORT SAYS: Late start or not, Rebellion should still be top privateer



TEAM BYKOLLES CLM-AER P1/01



4 SIMON TRUMMER
 PIERRE KAFFER
 TIAGO MONTEIRO

The German-based team formerly known as Lotus LMP, now racing under the Austrian flag, has brought out a heavily revised AER-engined

P1/01. The car that competed in the final five rounds of last year's WEC now has a new gearbox, aerodynamics and suspension. GP2 graduate Trummer is contesting the full WEC with the team and is joined at Le Mans by team regular Kaffer and race returnee Monteiro.



AUTOSPORT SAYS: Spa performance with revised car proves ByKolles is making progress



G-DRIVE RACING (OAK) LIGIER-NISSAN JSP2



26 ROMAN RUSINOV
 JULIEN CANAL
 SAM BIRD

28 GUSTAVO YACAMAN
 PIPO DERANI
 RICARDO GONZALEZ



EBREY/LAT

G-Drive Racing is back with two Nissan-powered Ligiers run by OAK this season after its near-miss in last year's WEC title chase. Talisman driver Olivier Pla has departed for pastures new at Nissan, but the team has worthy replacements in Bird and Derani to lead its two cars. Car #26 has already chalked up a victory this season at Silverstone and #28 a points maximum score in the second round at Spa.

AUTOSPORT SAYS: Two strong line-ups must make G-Drive the favourite for class honours



SMP RACING BRE-NISSAN BR01



Russian entrant SMP, winner of the WEC P2 drivers' and teams' titles last year, has its own car for this season, built by sister company BR Engineering. The Nissan-engined BR01, run from SMP's French headquarters rather than by AF Corse, had an unspectacular race debut in the Imola ELMS round, but the team did complete 7000km of testing with the new car in the run-up to its first race.

27 MAURIZIO MEDIANI
 DAVID MARKOZOV
 NICOLAS MINASSIAN

37 MIKHAIL ALESHIN
 KIRILL LADYGIN
 ANTON LADYGIN



AUTOSPORT SAYS: SMP has big ambitions for the BR01, but Le Mans may have come too early



PEGASUS RACING MORGAN-NISSAN EVO



29 LEO ROUSSEL
 HO-PIN TUNG
 DAVID CHENG

Pegasus made its Le Mans return last year after its Morgan was promoted from the reserve list, four seasons on from its previous appearance with the short-lived Norma LMP2. Tung, who impressed with OAK last year, bolsters the line-up of a team that hasn't figured in the ELMS so far this season.



XPB IMAGES

AUTOSPORT SAYS: Pegasus has done nothing to suggest it is going to trouble the frontrunners



EXTREME SPEED MOTORSPORTS LIGIER-HONDA JSP2



30 SCOTT SHARP
 RYAN DALZIEL
 DAVID HEINEMEIER HANSSON

31 ED BROWN
 JOHANNES VAN OVERBEEK
 JON FOGARTY



North American sportscar regular ESM is making a full-season assault on the WEC after trial outings at Austin and Shanghai last year. It had to abandon the HPD ARX-04b coupe it ran at the Daytona 24 Hours and revert to its open-top 03bs before a pair of new Ligiers came on stream for the most recent round at Spa.

AUTOSPORT SAYS: Troubled start to its campaign will count against ESM on its Le Mans debut



OAK RACING LIGIER-HONDA JSP2/LIGIER-NISSAN JSP2



OAK adds an additional Honda-powered car alongside its full-time Nissan-engined WEC entry driven by team boss Nicolet and his fiftysomething mates. The team has drafted in GT stars Vanthoor and Estre to share the extra car with Canadian Cumming to create an ultra-strong line-up in a chassis-engine package that has already proved its worth in the United SportsCar series with Michael Shank Racing.

34 CHRIS CUMMING
 LAURENS VANTHOOR
 KEVIN ESTRE

35 JACQUES NICOLET
 JEAN-MARC MERLIN
 ERIK MARIS



AUTOSPORT SAYS: Talents of Vanthoor and Estre will make up for lack of Le Mans and prototype experience



SIGNATECH ALPINE ORECA-NISSAN 03R



36 NELSON PANCIATICI
 PAUL-LOUP CHATIN
 VINCENT CAPILLAIRE

Two-time ELMS champion Signatech maintains faith in the open-top ORECA (still sporting Alpine badges) with which it finished third at Le Mans last year for its graduation to the WEC in 2015. It was arguably the fastest car in '14 and might have won but for a front-upright change. The team has yet to make a mark in '15, though.



AUTOSPORT SAYS: Signatech has everything required to put its disappointing start to the WEC behind it



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 **JOTA SPORT** GIBSON-NISSAN 015S



38 SIMON DOLAN 
 MITCH EVANS 
 OLIVER TURVEY 

The ELMS-frontrunning Jota team is bidding for a second straight Le Mans class win with two thirds of the line-up that took its amazing comeback victory last year. The car has a new name in the Gibson 015S, but it is the very same Zytek chassis that the squad has used each year in the 24 Hours since 2012.



XPR IMAGES

AUTOSPORT SAYS: Victory on a guest appearance at Spa suggests it will be challenging for another Le Mans win

 **KROHN RACING** LIGIER-JUDD/BMW JSP2



PERCE WILLIAMS/LAT





40 TRACY KROHN 
 NIC JONSSON 
 JOAO BARBOSA 

Le Mans stalwart Krohn Racing has moved to the prototype class after eight 24 Hours campaigns in the GTE division that yielded three class podiums with Ferrari. It contests the ELMS around its Le Mans campaign with its Judd/BMW-engined Ligier and has signed two-time Daytona 24 Hours winner Barbosa for the big one.

AUTOSPORT SAYS: The team's chances will hinge on whether boss Krohn is on form

 **GREAVES MOTORSPORT** GIBSON-NISSAN 015S



41 GARY HIRSCH 
 BJORN WIRDHEIM 
 JON LANCASTER 

Le Mans stalwart Greaves is back with a solo Gibson (it fielded an additional car under the Caterham banner last year) and arguably its best-ever driver line-up in Wirdheim, Lancaster and Hirsch. They have already tasted success in the ELMS at Silverstone and were on the pace in the second round at Imola.



XPR IMAGES

AUTOSPORT SAYS: Combination of drivers, team's experience and Gibson chassis must give Greaves victory shot



STRAKKA RACING STRAKKA DOME-NISSAN S103



42 NICK LEVENTIS
 DANNY WATTS
 JONNY KANE

Strakka has arrived one year late after a series of delays thwarted its effort to give its Dome-designed contender its debut last season. The car hasn't been in the mix in the WEC as yet – its third at Silverstone was a distant one – and the team has opted to take one variable out of the equation by swapping to Dunlop tyres.



XPB IMAGES

AUTOSPORT SAYS: A move to Dunlops from Michelins could unlock the performance of the S103



TEAM SARD MORAND MORGAN-JUDD/BMW EVO



43 PIERRE RAGUES
 OLIVER WEBB
 ZOEL AMBERG

The progress that took this team from bit player to ELMS race winner last year looked threatened to be derailed by financial problems ahead of the season that forced it to downscale to one car. Morand missed Silverstone but bounced back with a WEC podium at Spa for its Morgan EVO powered by a Judd/BMW engine.

AUTOSPORT SAYS: Strong driver line-up matches the team's ambitions



IBANEZ RACING ORECA-NISSAN 03R



45 JOSE IBANEZ
 PIERRE PERRET
 IVAN BELLAROSA

The French Ibanez team, which contested the Le Mans Series with a Courage in 2009, returns to the high-level sportscar racing ranks with a fleet of ex-Delta/ADR ORECA's and a link-up with the Italian Wolf organisation for an assault on the ELMS and, for the first time, the Le Mans 24 Hours.



EBREV/LAT

AUTOSPORT SAYS: Sixth at Imola suggests Ibanez is a more competitive proposition at this level than before



THIRIET BY TDS RACING ORECA-NISSAN 05



XPE/IMAGES

46 PIERRE THIRIET
LUDOVIC BADEY
TRISTAN GOMMENDY

French team has renewed the relationship with ORECA that yielded the 2012 ELMS title after a disappointing season with a Morgan and then the Ligier (both built by Onroak Automotive). It arrives at Le Mans with a driver line-up unchanged from 2014 and a first win for the 05 coupe at Imola under its belt.

AUTOSPORT SAYS: TDS must be a contender to go one better than its Le Mans near-misses in 2012 and '14



KCMG ORECA-NISSAN 05



47 MATT HOWSON
RICHARD BRADLEY
NICOLAS LAPIERRE

Race-winning WEC squad has swapped to the new ORECA 05 to be driven at Le Mans by Lapierre and team regulars Bradley and Howson. The Chinese entrant has been slowly unlocking the potential of the ORECA coupe and has been in the hunt for podiums at both WEC rounds so far, narrowly missing out at Spa.

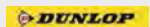


EBRE/LAT

AUTOSPORT SAYS: If the ORECA coupe flies as expected at Le Mans, KCMG should be battling at the front



MURPHY PROTOTYPES ORECA-NISSAN 03R



EBRE/LAT

48 KARUN CHANDHOK
NATHANAEEL BERTHON
MARK PATTERSON

ELMS stalwart – and race winner – Murphy fields a solo open-top ORECA for a trio of returning drivers in Chandhok, Berthon and Patterson. The team has yet to convert its Le Mans pace into a decent result in four attempts, but arrives in France on the back of a second-place finish in round two of the ELMS at Imola.

AUTOSPORT SAYS: If Murphy's luck changes, it could challenge for a podium finish

 **AF CORSE** FERRARI 458 ITALIA



51 GIANMARIA BRUNI 
TONI VILANDER 
GIANCARLO FISICHELLA 

71 DAVIDE RIGON 
JAMES CALADO 
OLIVIER BERETTA 

Ferrari defends its Le Mans GTE Pro crown with an unchanged two-car line-up from AF Corse, so that means Fisichella and Beretta rejoin the squad to drive cars that this year bear allegiance to Russian entrant SMP. The 458 Italia has undergone a minor update for this season around the aero package it was allowed to run at Le Mans 12 months ago on safety grounds, despite the technology freeze in place for 2014. Bruni and Vilander have already tasted success in the WEC this season, winning from the back at Silverstone and almost certainly losing victory at Spa with a penalty for a pitstop infringement. Team-mates Rigon and Calado are continuing their progress towards the sharp end of the field, racking up a fifth consecutive podium with third at Silverstone.




AUTOSPORT SAYS: WEC form must make Bruni, Vilander and Fisichella favourites for a Le Mans double

 **CORVETTE RACING** CHEVROLET CORVETTE C7.R



Corvette Racing returns to Le Mans for a 16th consecutive appearance with two cars as usual and a tweaked driver line-up. Briscoe joins Chevrolet's Le Mans squad for the first time in place of Richard Westbrook alongside Magnussen and Garcia, while Taylor moves over to share with Gavin and Milner. These trios are bidding for a first class victory at Le Mans for the Corvette since 2011, but it shouldn't be forgotten that the new C7.R had the pace to win last year: the car driven by Magnussen, Garcia and Taylor ended up second despite dropping as much as two laps off the lead early in the race. The 'Vettes have already proved their credentials this season with back-to-back victories in GT Le Mans at the Daytona and Sebring United SportsCar Championship enduros.

63 JAN MAGNUSSEN 
ANTONIO GARCIA 
RYAN BRISCOE 

64 OLIVER GAVIN 
TOMMY MILNER 
JORDAN TAYLOR 



AUTOSPORT SAYS: C7.R's 2014 pace and form this year suggest Chevy is ready to end its losing run at Le Mans



PORSCHE TEAM MANTHEY PORSCHE 911 RSR



Porsche doubles up on its bid for outright honours with an attack on the GTE Pro class with a pair of 991-shape 911 RSRs run by the factory Team Manthey with a familiar roster of drivers. Christensen comes in to drive the #91 car with long-time Porsche men Bergmeister and Lietz, while Pilet and Makowiecki (who were paired up for the final five races in last year's WEC) are teamed with Holzer. There's an updated version of the RSR for 2015 to create a more stable aerodynamic platform in the interests of tyre life, the weak link of the car in the past, and a new refuelling system to reduce time spent in the pits. They have added up to a car that might have won the class at the opening two rounds of the WEC with a bit more luck, a car that cannot be discounted heading to France.

91 RICHARD LIETZ
 MICHAEL CHRISTENSEN
 JORG BERGMEISTER

92 PATRICK PILET
 FREDERIC MAKOWIECKI
 WOLF HENZLER



XPB IMAGES

AUTOSPORT SAYS: Silverstone and Spa suggest Porsche can challenge in GTE Pro everywhere, Le Mans included



ASTON MARTIN RACING ASTON MARTIN VANTAGE GTE



95 MARCO SORENSEN
 NICKI THIIIM
 CHRISTOFFER NYGAARD

97 DARREN TURNER
 STEFAN MUCKE
 ROB BELL

99 FERNANDO REES
 ALEX MACDOWALL
 RICHIE STANAWAY



XPB IMAGES

The Prodrive-run AMR squad fields three Pro cars as in 2013 with the graduation of the 'Danish' car that swept all before it in the Am ranks last season. This Vantage GTE, in which Sorensen joins regulars Thiim and Nygaard, runs in Gulf blue and orange, while #99 runs in the colours of energy company Hanergy and #97 in a special 'art car' livery that had yet to be unveiled at press time. Bell returns to the Aston fold alongside stalwarts Turner and Mucke, while Rees and MacDowall are teamed with Stanaway this year. Aston hasn't produced an update for 2015, unlike its rivals, but victory at Spa proved that it is still a contender after a poor showing on home soil at Silverstone.

AUTOSPORT SAYS: Aston should be in the mix for a first GTE Pro-class victory at Le Mans

RUNNERS & RIDERS

LMP1 LMP2 GTE PRO GTE AM



LARBRE COMPETITION CHEVROLET CORVETTE C7.R



EBREY/LAT



50 GIANLUCA RODA
PAOLO RUBERTI
KRISTIAN POULSEN

The French Larbre team, which scored the most recent of its five Le Mans class wins with a C6.R in 2012, moves back to its spiritual home in the GT ranks after a year running a P2 prototype. The results haven't come yet with its C7.R for this trio, but they were in the fight at Spa prior to an off.

AUTOSPORT SAYS: A decent driver line-up and Larbre's experience must put them in the hunt



RILEY MOTORSPORTS DODGE VIPER SRT GTS-R



53 JEROEN BLEEKEMOLEN
BEN KEATING
MARC MILLER

The US Riley squad, which masterminded the factory Chrysler campaign at Le Mans in 2013 and oversaw the 2014 United SportsCar Championship class title, returns as a privateer with an ex-works Viper. Two members of its 2015 GT Daytona-class US squad lead the line-up in Bleekemolen and Keating.



AUTOSPORT SAYS: Experienced team and decent line-up could give the Viper a shot at first class win since 2000



AF CORSE FERRARI 458 ITALIA



55 DUNCAN CAMERON
MATT GRIFFIN
ALEX MORTIMER

61 PETER MANN
RAFFAELE GIAMMARIA
MATTEO CRESSONI

83 FRANCOIS PERRODO
EMMANUEL COLLARD
RUI AGUAS

EBREY/LAT



AF has just three privateer Ferraris in the Am class at Le Mans this year (although it is running the SMP Ferrari); one regular WEC entry and two from the ELMS. The #83 Collard/Aguas/Perrodo car has already proved its competitiveness in the WEC with second-place finishes at Silverstone and Spa.

AUTOSPORT SAYS: AF must have a strong chance of getting one of its cars on the class podium



SCUDERIA CORSA FERRARI 458 ITALIA



62 BILL SWEEDLER
TOWNSEND BELL
JEFF SEGAL

This West Coast Ferrari team takes a place on the Le Mans entry courtesy of one of the discretionary guaranteed entries awarded by the USC. It enters the updated Ferrari 458 owned by Sweedler, which raced at Le Mans back in 2011 in the hands of the Farnbacher team, for his regular co-drivers Bell and Segal.

AUTOSPORT SAYS: A big challenge for a team and driver line-up lacking in Le Mans experience



JMW MOTORSPORT FERRARI 458 ITALIA



66 ABDULAZIZ AL FAISAL
KUBA GIEMAZIAK
MICHAEL AVENATTI

The British JMW squad is back for another crack at Le Mans and has renewed the relationship with Dunlop that took it to Le Mans Series class honours back in 2007 and very nearly '08 as well. Porsche Supercup frontrunner Giermaziak gets a well-deserved Le Mans debut in the team's Ferrari 458.



AUTOSPORT SAYS: Difficult to judge a team that runs on the control Dunlop and with different drivers in the ELMS



TEAM AAI PORSCHE 911 GT3-RSR/PORSCHE 911 RSR



67 JUN SAN CHEN
ALEX KAPADIA
XAVIER MAASSEN

68 HAN CHEN CHEN
GILLES VANNELET
MIKE PARISY

Taiwanese entrant gained two Am entries based on its successes in last year's Asian Le Mans Series. It has forged a relationship with the Belgian ProSpeed squad to run one 991-shape Porsche and one older 997 model, which it has bought and rented respectively. Parisy (a Le Mans debutant) and Maassen (back for the first time since 2011) lead the respective line-ups. Brit Kapadia gets his Le Mans break with the team.



AUTOSPORT SAYS: Team has the experience, but the driver line-ups do not



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SMP RACING (AF CORSE) FERRARI 458 ITALIA



72 VICTOR SHAITAR
 ANDREA BERTOLINI
 ALEKSEY BASOV

SMP maintains a full-time presence in the WEC with a solo GTE Am car run by AF Corse after its own French-based squad, the ELMS title winner in 2014, switched to the P2 class. Bertolini, on loan from the Ferrari factory, stays with the Russian entrant and is rejoined by Shaitar and Basov to recreate its '14 Le Mans GT line-up.



AUTOSPORT SAYS: Two third places so far this season suggest SMP can challenge at the big one



PROTON RACING DEMPSEY/ABU DHABI PORSCHE 911 RSR



77 PATRICK DEMPSEY
 PATRICK LONG
 MARCO SEEFRIED

88 CHRISTIAN RIED
 KHALED AL QUBAISI
 KLAUS BACHLER

Le Mans stalwart Proton, a class winner at the 24 Hours in 2010, is back with two 2013/14-spec 991-shape 911s for the full WEC and Le Mans, one entered under the banner of US actor Patrick Dempsey, the other under the flag of Abu Dhabi. Factory driver Long and former Porsche junior Bachler lead the two line-ups, but they haven't challenged the class frontrunners so far despite notching up some decent points.



AUTOSPORT SAYS: Form so far suggests Proton will be a solid top-six runner rather than a pacesetter



ASTON MARTIN RACING ASTON MARTIN VANTAGE GTE



AMR defends its GTE Am Le Mans crown with two entries. The 'Danish' car that won the class last year at Le Mans and in the WEC has moved up to Pro, but in Lamy, Lauda and Dalla Lana Aston Martin has a line-up that went a long way to proving they are the best in the class with back-to-back victories at Silverstone and Spa. Goethe returns to the WEC in the second car alongside Hall and Castellacci.

96 ROALD GOETHE
 STUART HALL
 FRANCESCO CASTELLACCI

99 PAUL DALLA LANA
 PEDRO LAMY
 MATHIAS LAUDA



AUTOSPORT SAYS: Early-season form makes #99 the clear pre-race favourite in GTE Am

Le Mans - Place des Jacobins - Vendredi 12 juin - 17H30

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Créateur et organisateur de la Grande Parade des Pilotes

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24h LE MANS

12 Juin 2015



#TeamAMR

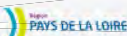
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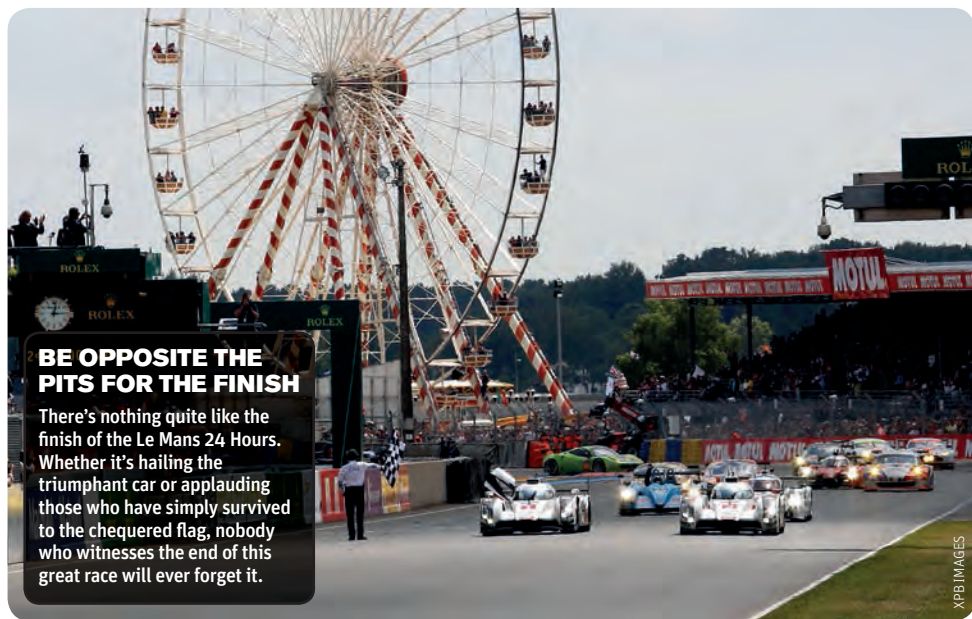
La route des
24
HEURES



www.grande-parade-des-pilotes.com

Agence Archimède - Photos : © Ville de Le Mans, Alain Szczepczynski

TEN THINGS TO



BE OPPOSITE THE PITS FOR THE FINISH

There's nothing quite like the finish of the Le Mans 24 Hours. Whether it's hailing the triumphant car or applauding those who have simply survived to the chequered flag, nobody who witnesses the end of this great race will ever forget it.

XPBIMAGES

VISIT OLD LE MANS CITY CENTRE

Le Mans is an historic city that can be traced back to Roman times and beyond. Now easier to get to from the track thanks to the trams that are now running, it's well worth a visit.



DOLE/LAT



XPBIMAGES

HEAD TO THE DRIVERS' PARADE

Friday is a day off as far as on-track action goes. But after a leisurely start to the day, it's well worth heading into Le Mans for the Drivers' Parade. Held from 1730-1930, it's a chance to see the heroes of the race up close. Get there early to get a good spot for this atmospheric event.

DRIVE THERE IN A BRITISH CAR

Le Mans is a very French race, but during race week it's filled with more Brits than the average small town. But why not go the whole hog and represent the country by heading there in a Caterham, a TVR, an Aston Martin or even a Bentley? You will not be alone.



DO AT LE MANS

GO TO SCRUTINEERING

Watching officials run the rule over the 56 competing cars might not sound interesting, but for those very early arrivals (it takes place on Sunday and Monday) it's a great chance to get a look at the cars. There's even the chance to grab some autographs.



DRIVE DOWN THE MULSANNE STRAIGHT

Much of the circuit is public road, and when there isn't any on-track action going on it's possible to drive along the famous Mulsanne Straight and other parts of the great circuit. You can't do a full lap, but you can go from Tertre Rouge all the way round to just before the Porsche Curves.



VISIT THE ACO MUSEUM

Outside the track, in the vicinity of the Dunlop Chicane, lies the Musée des 24 Heures. At this race, the cars are the stars and the museum reflects that, with a stunning array of both competition and road-going machinery to oggle.



WATCH AT THE PORSCHE CURVES

Le Mans is divided into four spectator areas, the largest of which extends from the Ford Chicane to Tertre Rouge. The other three can be found at Mulsanne Corner, Arnage and Porsche Curves. It's easy to miss the Porsche Curves, one of the best sections of any track in the world.

FOLLOW AUTOSPORT LIVE ON YOUR PHONE

As well as all the breaking news and reports on the on-track action, www.autosport.com's six-person team at the track will be offering minute-by-minute live coverage and analysis of the goings-on.



STAY AWAKE ALL RACE

It's a tough one – and you wouldn't be begrudged a few minutes' dozing – but for the real Le Mans-fan experience you need to stay up throughout the race. But a warning: if you are going to attempt this, best to make the journey home on Monday rather than straight after the race!

CIRCUIT GU

- Spectator Area
- + First Aid
- TV TV Screens
- T Tram Stops
- ♿ Toilets
- ⚠ Camping Areas
- ⊘ No Entry



THINGS TO DO

SOMEWHERE TO EAT

For traditional French fare visit La Grange restaurant, 240 Avenue Nationale, Arnage. Open every evening (from Thurs) until midnight – food orders until 2000 (later on Thurs and Sat). Will open on Wednesday evening if there are enough reservations. Call +33 (0) 2 43 21 11 93.

SOMEWHERE TO DRINK

AUTOSPORT L'Arlequin Bar, Avenue Nationale, Arnage (at the main roundabout). Food and drink served throughout the day. Call +33 (0) 2 43 21 10 29.

WATCH THE DRIVERS' PARADE

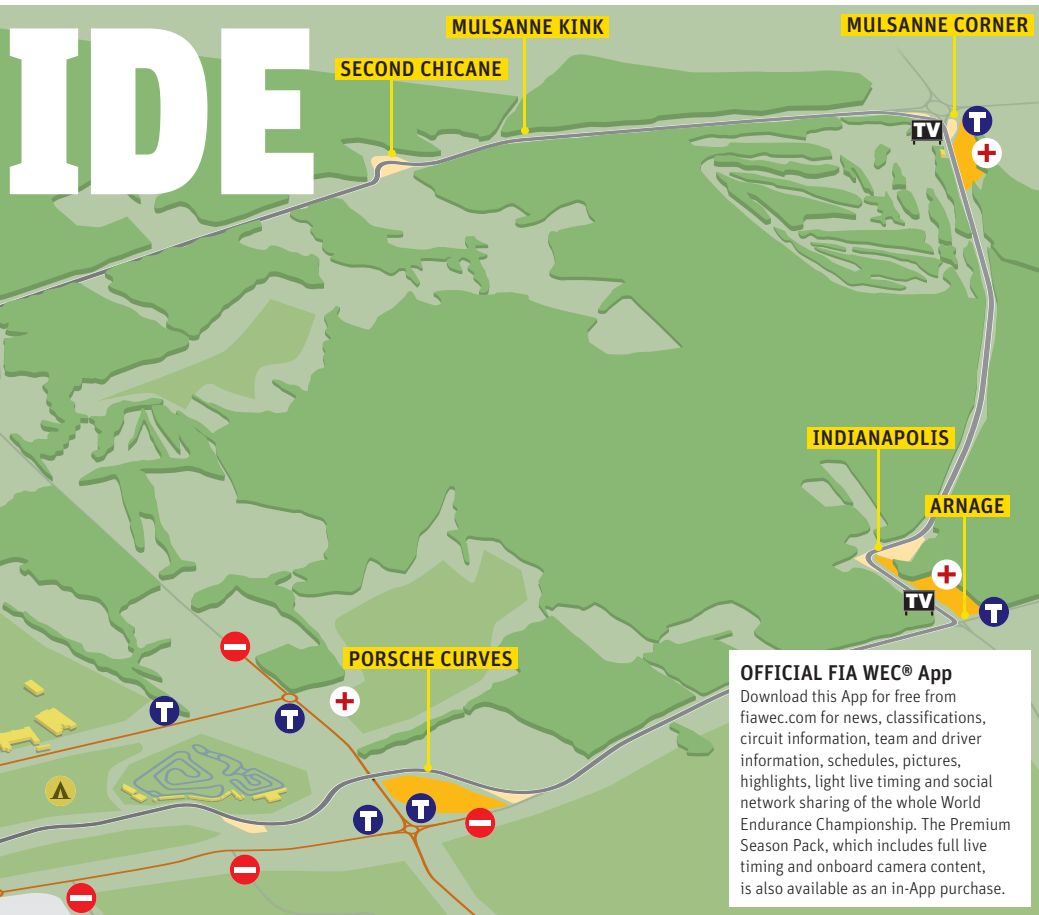
AUTOSPORT will be giving out goodies at the parade in Le Mans town on Friday afternoon/evening.



KALISZ/LAT

And don't miss the Classic British Welcome, Saint Saturnin, that day too – click on www.classicbw.org for details.

IDE



OFFICIAL FIA WEC® App

Download this App for free from fiawec.com for news, classifications, circuit information, team and driver information, schedules, pictures, highlights, light live timing and social network sharing of the whole World Endurance Championship. The Premium Season Pack, which includes full live timing and onboard camera content, is also available as an in-App purchase.

TIMETABLE OF EVENTS

SUNDAY JUNE 7

1430-1900 Scrutineering
(Place de la Republique)

MONDAY JUNE 8

1000-1800 Scrutineering
(Place de la Republique)

TUESDAY JUNE 9

1700-1830 Autograph
session (pitlane)

WEDNESDAY JUNE 10

1600-2000 Free practice
2030-2130 Aston Martin
Festival free practice
2200-0000 Qualifying 1

THURSDAY JUNE 11

1600-1700 Le Mans
Legend qualifying
1730-1830 Aston Martin
Festival qualifying
1900-2100 Qualifying 2
2200-0000 Qualifying 3

FRIDAY JUNE 12

1730-1930 Drivers parade
(Le Mans town centre)

SATURDAY JUNE 13

0900-0945 Warm-up
1005 Le Mans Legends race
1115 Aston Martin
Festival race
1500 Race start

SUNDAY JUNE 14

1500 Race finish

FOLLOWING THE LE MANS 24 HOURS

Radio Le Mans 91.2FM
www.autosport.com
www.lemans.org
www.radiolemans.com
www.lemanslive.com

TICKETS

www.lemans.org/en/tickets.html

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GETTING THERE

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www.ferrybooker.com

Tel 0844 3718021

www.selectmotorracing.com/Le_Mans/info_lemans.htm

www.motorracinginternational.uk.com

www.grandstandmotorsports.co.uk

ENTRY LIST

LMP1			
No	DRIVERS	TEAM	CAR
1	Anthony Davidson (GB) Sebastian Buemi (CH) Kazuki Nakajima (J)	Toyota Racing	Toyota TS040 HYBRID
2	Alexander Wurz (A) Stephane Sarrazin (F) Mike Conway (GB)	Toyota Racing	Toyota TS040 HYBRID
4	Simon Trummer (CH) Pierre Kaffer (D) Tiago Monteiro (P)	Team ByKolles	CLM-AER P1/01
7	Marcel Fassler (CH) Andre Lotterer (D) Benoit Treliuyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro
8	Lucas di Grassi (BR) Loic Duval (F) Oliver Jarvis (GB)	Audi Sport Team Joest	Audi R18 e-tron quattro
9	Filipe Albuquerque (P) Marco Bonanomi (I) Rene Rast (D)	Audi Sport Team Joest	Audi R18 e-tron quattro
12	Nicolas Prost (F) Nick Heidfeld (D) Mathias Beche (CH)	Rebellion Racing	Rebellion-AER R-One
13	Alexandre Imperatori (CH) Dominik Kraihamer (A) Daniel Abt (D)	Rebellion Racing	Rebellion-AER R-One
17	Timo Bernhard (D) Mark Webber (AUS) Brendon Hartley (NZ)	Porsche Team	Porsche 919 Hybrid
18	Romain Dumas (F) Neel Jani (CH) Marc Lieb (D)	Porsche Team	Porsche 919 Hybrid
19	Nico Hulkenberg (D) Earl Bamber (NZ) Nick Tandy (GB)	Porsche Team	Porsche 919 Hybrid
21	Tsugio Matsuda (J) Mark Shulzhitskiy (RUS) Lucas Ordóñez (E)	Nissan Motorsports	Nissan GT-R LM NISMO
22	Harry Tincknell (GB) Michael Krumm (D) Alex Buncombe (GB)	Nissan Motorsports	Nissan GT-R LM NISMO
23	Olivier Pla (F) Jann Mardenborough (GB) Max Chilton (GB)	Nissan Motorsports	Nissan GT-R LM NISMO

LMP2			
26	Roman Rusinov (RUS) Julien Canal (F) Sam Bird (GB)	G-Drive Racing (OAK)	Ligier-Nissan JSP2
27	Maurizio Mediani (I) David Markozov (RUS) Nicolas Minassian (F)	SMP Racing	BRE-Nissan BR01
28	Gustavo Yacamán (CO) Pipo Derani (BR) Ricardo González (MEX)	G-Drive Racing (OAK)	Ligier-Nissan JSP2
29	Leo Roussel (F) Ho-Pin Tung (NL) David Cheng (USA)	Pegasus Racing	Morgan-Nissan EVO
30	Scott Sharp (USA) Ryan Dalziel (GB) David Heinemeier Hansson (DK)	Extreme Speed Motorsports	Ligier-Honda JSP2
31	Ed Brown (USA) Johannes van Overbeek (USA) Jon Fogarty (USA)	Extreme Speed Motorsports	Ligier-Honda JSP2
34	Chris Cumming (CDN) Laurens Vanthoor (B) Kevin Estre (F)	OAK Racing	Ligier-Honda JSP2
35	Jacques Nicolet (F) Jean-Marc Merlin (F) Erik Maris (F)	OAK Racing	Ligier-Nissan JSP2
36	Nelson Panciatici (F) Paul-Loup Chatin (F) Vincent Capillaire (F)	Signatech Alpine	ORECA-Nissan 03R
37	Mikhail Aleshin (RUS) Kirill Ladygin (RUS) Anton Ladygin (RUS)	SMP Racing	BRE-Nissan BR01
38	Simon Dolan (GB) Mitch Evans (NZ) Oliver Turvey (GB)	Jota Sport	Gibson-Nissan 015S
40	Tracy Krohn (USA) Nic Jonsson (S) Joao Barbosa (P)	Krohn Racing	Ligier-Judd/BMW JSP2
41	Gary Hirsch (CH) Bjorn Wirdheim (S) Jon Lancaster (GB)	Greaves Motorsport	Gibson-Nissan 015S
42	Nick Leventis (GB) Danny Watts (GB) Jonny Kane (GB)	Strakka Racing	Strakka Dome-Nissan S103
43	Pierre Ragues (F) Oliver Webb (GB) Zoey Amberg (CH)	Team SARD Morand	Morgan-Judd/BMW EVO
45	Jose Ibanez (F) Pierre Perret (F) Ivan Bellarosa (I)	Ibanez Racing	ORECA-Nissan 03R
46	Pierre Thiriet (F) Ludovic Badey (F) Tristan Gommendy (F)	Thiriet by TDS Racing	ORECA-Nissan 05
47	Matt Howson (GB) Richard Bradley (GB) Nicolas Lapierre (F)	KCMG	ORECA-Nissan 06
48	Karun Chandhok (IND) Mark Patterson (USA) Nathanael Berthon (F)	Murphy Prototypes	ORECA-Nissan 03R

GTE PRO			
51	Gianmaria Bruni (I) Toni Vilander (FIN) Giancarlo Fisichella (I)	AF Corse	Ferrari 458 Italia
63	Jan Magnussen (DK) Antonio Garcia (E) Ryan Briscoe (AUS)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R
64	Oliver Gavin (GB) Tommy Milner (USA) Jordan Taylor (USA)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R
71	Davide Rigon (I) James Calado (GB) Olivier Beretta (MC)	AF Corse	Ferrari 458 Italia
91	Richard Lietz (A) Michael Christensen (DK) Jörg Bergmeister (D)	Porsche Team Manthey	Porsche 911 RSR
92	Patrick Pilet (F) Frederic Makowiecki (F) Wolf Henzler (D)	Porsche Team Manthey	Porsche 911 RSR
95	Marco Sorensen (DK) Nicki Thiim (DK) Christoffer Nygaard (DK)	Aston Martin Racing	Aston Martin Vantage GTE
97	Darren Turner (GB) Stefan Mücke (D) Rob Bell (GB)	Aston Martin Racing	Aston Martin Vantage GTE
99	Fernando Rees (BR) Alex MacDowall (GB) Richie Stanaway (NZ)	Aston Martin Racing	Aston Martin Vantage GTE

GTE AM			
50	Gianluca Roda (I) Paolo Ruberti (I) Kristian Poulsen (DK)	Larbre Competition	Chevrolet Corvette C7.R
53	Jeroen Bleekemolen (NL) Ben Keating (USA) Marc Miller (USA)	Riley Motorsports	Dodge Viper SRT GTS-R
55	Duncan Cameron (GB) Matt Griffin (IRL) Alex Mortimer (GB)	AF Corse	Ferrari 458 Italia
61	Peter Mann (USA) Raffaele Giammaria (I) Matteo Cressoni (I)	AF Corse	Ferrari 458 Italia
62	Bill Sweedler (USA) Townsend Bell (USA) Jeff Segal (USA)	Scuderia Corsa	Ferrari 458 Italia
66	Abdulaziz Al Faisal (SA) Kuba Giermaziak (PL) Michael Avenatti (USA)	JMW Motorsport	Ferrari 458 Italia
67	Jun San Chen (RC) Alex Kapadia (GB) Xavier Maassen (NL)	Team AAI (ProSpeed)	Porsche 911 GT3-RSR
68	Han Chen Chen (RC) Gilles Vannelle (F) Mike Parisy (F)	Team AAI (ProSpeed)	Porsche 911 RSR
72	Victor Shaitar (RUS) Andrea Bertolini (I) Aleksey Basov (RUS)	SMP Racing (AF Corse)	Ferrari 458 Italia
77	Patrick Dempsey (USA) Patrick Long (USA) Marco Seefried (D)	Dempsey-Proton Racing	Porsche 911 RSR
83	Francois Perrodo (F) Emmanuel Collard (F) Rui Aguas (P)	AF Corse	Ferrari 458 Italia
88	Christian Ried (D) Khaled Al Qubaisi (UAE) Klaus Bachler (A)	Abu Dhabi-Proton Racing	Porsche 911 RSR
96	Roald Goethe (D) Stuart Hall (GB) Francesco Castellacci (I)	Aston Martin Racing	Aston Martin Vantage GTE
98	Paul dalla Lana (CDN) Pedro Lamy (P) Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE

Reserves: #49 KCMG ORECA-Judd 03R LMP2 (Tomonobu Fujii/Satoshi Hoshino/Christian Klien); **#60** Formula Racing Ferrari 458 Italia GTE Am (Johnny Laursen/Mikkel Macz/Christina Nielsen); **#86** Gulf Racing Porsche 911 RSR GTE Am (Mike Wainwright/Adam Carroll/Phil Keen); **#65** Proton Competition Porsche 911 RSR GTE Am (Drivers TBC); **#44** Ibanez Racing ORECA-Nissan 03R LMP2 (Drivers TBC). All information correct at time of going to press.

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