

AUTOSPORT

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SPANISH GP THRILLER

LEWIS HANGS ON

And it's kicking off behind too...

ROSBERG
"One more lap I'd have given it a go"

VETTEL VOWS TO CLOSE THE GAP

"Soon the star will go down"

KIMI'S UPSET WITH FERRARI

"Who is making the calls?"

HAMILTON
"He was very, very close to taking me"





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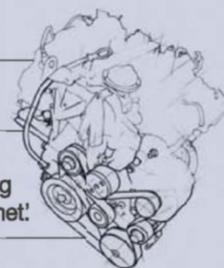
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POLE POSITION

Why Hamilton's small lead is actually massive

AND SO THE FORMULA 1 PENDULUM REMAINS FIRMLY swung in Lewis Hamilton's favour. Four grand prix wins on the trot have more than made up for his opening-race DNF, and he strode away from the Barcelona paddock with a three-point lead.

Post-race, Lewis seemed to be rejoicing that he felt team-mate Nico Rosberg had the faster car for the majority of the weekend, and his rearguard action during the final stint to keep Rosberg at bay was mighty. He's demoralised Nico in recent weeks; another win at Monaco (Rosberg's backyard) in a fortnight would be huge.

As for Mercedes' competition, we've seen shoots of recovery from beleaguered world champion Red Bull. While Daniel Ricciardo continues to shine, Sebastian Vettel's engineer 'Rocky' Rocquelin told his charge on the slowing-down lap: "For once I'll cheer you up, you got fastest lap!" That prompted Seb's response: "I'm very happy with that! We'll get there. Soon the star will go down."

Fighting talk from Vettel, but if he thinks catching Merc is going to happen any time soon, Hamilton had a message for him too: "If they're going to throw the kitchen sink at us, we'll throw the bathtub!" Touche, Lewis.



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PRIVATE EAR



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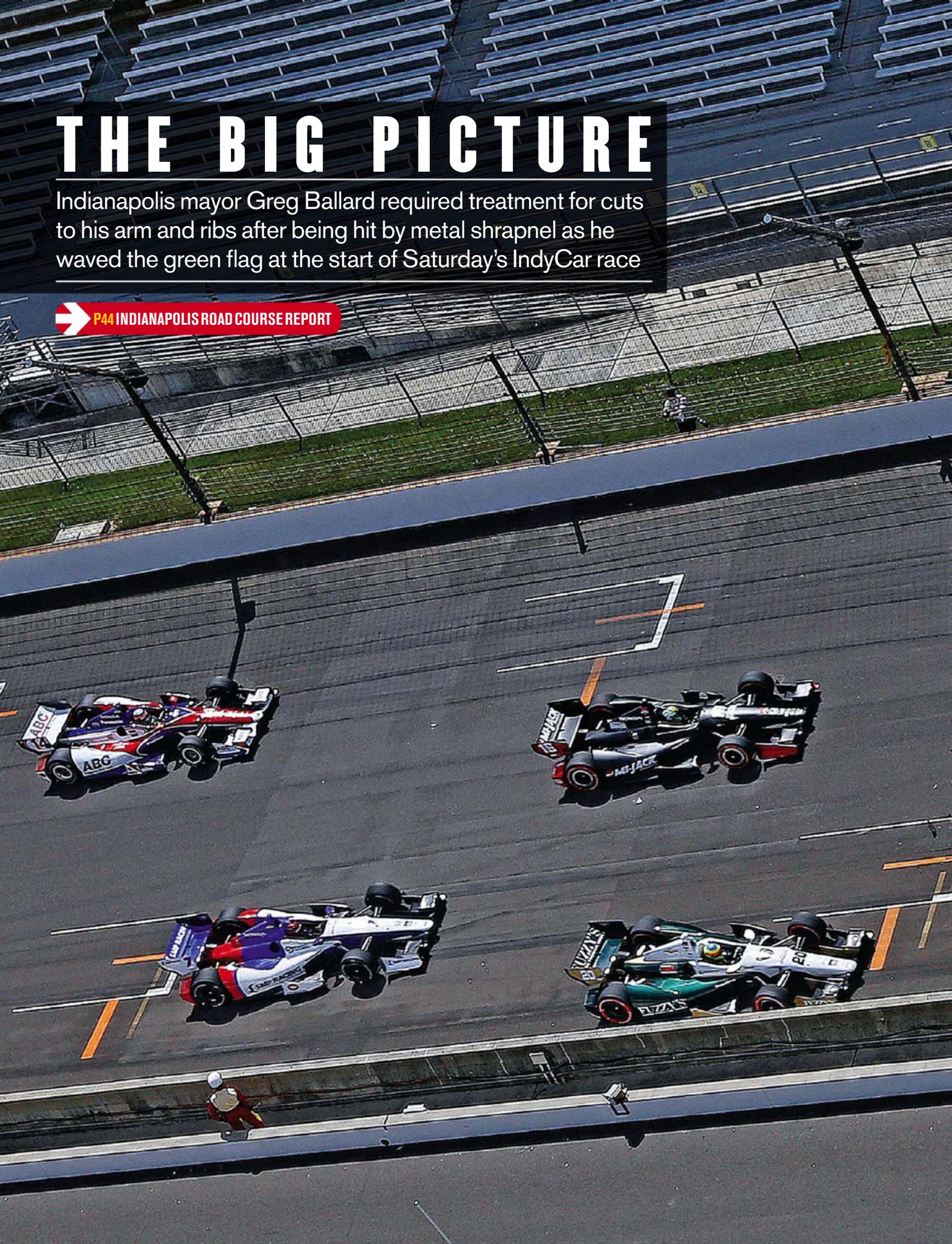
The best track and TV action in the coming week

90 RACE OF MY LIFE: PIERLUIGI MARTINI

THE BIG PICTURE

Indianapolis mayor Greg Ballard required treatment for cuts to his arm and ribs after being hit by metal shrapnel as he waved the green flag at the start of Saturday's IndyCar race

 P44 INDIANAPOLIS ROAD COURSE REPORT





This week in F1



88

F1 MUST RETHINK PRIZE STRUCTURE

Formula 1 must change its prize structure if it is going to guarantee the survival of all its teams, claims Lotus owner Gerard Lopez. "It is not a sport that can afford to lose many, if any, teams," said Lopez. "If you were playing the Champions League and there was a risk of losing Real Madrid, Barcelona or Bayern Munich, you just could not imagine it."

"We are at a really critical junction now, where if we don't do something about it and take responsibility then we are going to be causing ourselves some serious damage"



Williams deputy team principal Claire Williams

"What was proposed was a joke. We know the budgets are between \$100 million and \$400m. The proposals are to reduce budgets by \$2m, which is ridiculous"



FIA president Jean Todt

BIG NUMBER

156

The gap, measured in millions of dollars, between Formula 1's top and bottom earners in terms of prize money last year

THOMPSON/GETTY



Haas dismisses team buy-out

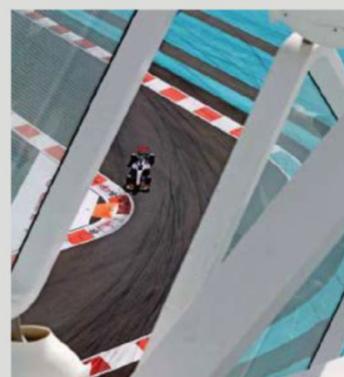
Gene Haas is pressing on with plans to build his own Formula 1 team from a base in America, after dismissing rumours linking him with purchases of Lotus or Caterham (above). Suggestions surfaced during the Spanish GP that Haas planned to visit Lotus at its Enstone base this week,

fuelling talk that he could buy an existing F1 squad rather than build his own.

A spokesman for Haas told AUTOSPORT: "Gene Haas has no plans to visit the Lotus factory. Gene remains committed to building an American-based Formula 1 team and his plans have not changed."

McLaren eyes '14 Honda test

McLaren is considering testing with a Honda-powered car during Formula 1's final post-race test in Abu Dhabi in November. "We have thought about it," said McLaren racing director Eric Boullier. "We are running a Mercedes engine until Abu Dhabi so we will not run anything else [until then]. But we have thought to maybe try the car afterwards."

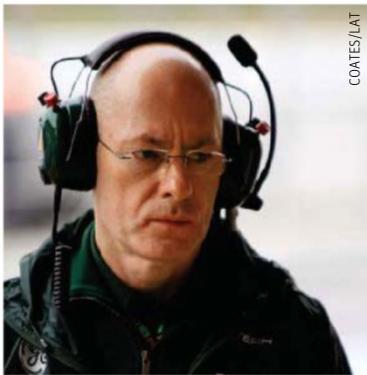


TEE/LAT

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“It has to be clear that I am not happy with where Ferrari is. Not at all. I did not expect a team so less competitive compared to my expectations at the beginning of the season”

Ferrari president Luca di Montezemolo has been shocked by Ferrari's lack of form in the early part of the season



SMITH QUILTS CATERHAM

Caterham has parted company with technical director Mark Smith and formed a 'technical committee' in a bid to move up the grid. The committee, which consists of former performance director John Iley, ex-deputy technical director Jody Egginton and chief engineer Gerry Hughes, will report directly to team principal Cyril Abiteboul. All three have also assumed new roles within the squad, with Iley becoming head of performance engineering and Egginton now head of design and manufacturing. Hughes retains his role as chief engineer but will combine that with the work of head of trackside operations.

BIG NUMBER

14

The highest position an F1 Caterham would have started on the GP2 grid, given the team's qualifying pace for the recent Spanish Grand Prix

Silverstone sale breaks down

The BRDC says Silverstone's future as the home of the British Grand Prix is safe despite failure to sell the circuit. New BRDC chairman John Grant said the future of the track and its place on the F1 calendar were safe "with or without another investor".

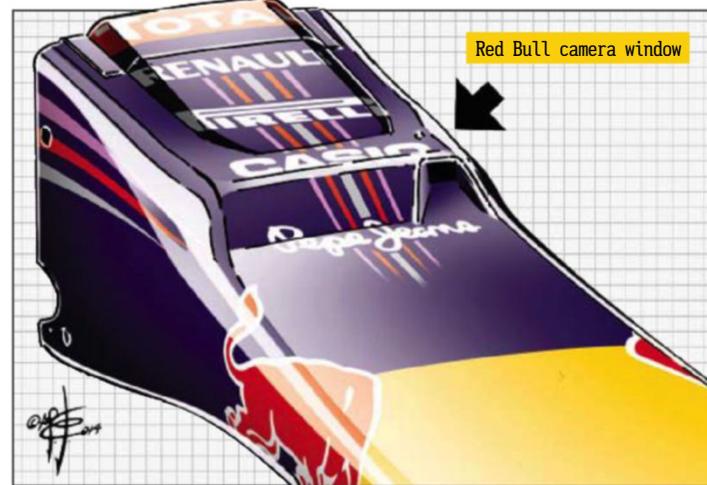
"After intense efforts to secure an acceptable deal, we have not been able to bring negotiations with the second potential investor to a satisfactory conclusion," Grant said. "The BRDC will now retain full ownership of SCL (Silverstone Circuits Ltd).



RED BULL CAMERA HOLE TWEAKED

→ Since the start of the season, Red Bull has mounted its mandatory FOM camera in a hole in the nose with a 'window' for the camera to look out of, but at the Spanish Grand Prix it had to make the hole bigger. The regulations

are intended to mandate that a camera be mounted on the car, but the wording does allow Red Bull's solution. At the behest of FOM, which produced the television coverage, Red Bull had to slightly widen the 'window'.



Renault: money delays may hurt

Renault has revealed that late payments from some of its teams could be compromising its F1 programme. Renault's F1 president Jean-Michel Jalinier said ahead of last weekend's Spanish Grand Prix that he was unhappy the project was being affected by unidentified teams not keeping up with payments. When asked whether or not it was possible for the supply deals to be cut if payments were not made, Jalinier said: "That is an option."

“We have an agreement with Renault Sport F1 for the payment of our power unit for 2014. We are 100 per cent up to date with our agreement”



A Lotus spokesperson insisted 'Team Enstone' is fully paid up

Mercedes tests louder exhaust

Mercedes was due to conduct the first track running of the exhaust tweaks aimed at making engines sound louder in this week's post-Spanish Grand Prix test. The attachment, which will act like a megaphone, was due to be trialled during this week's two-day Barcelona test and assessed by governing body the FIA.



“It's a confidential issue but I'm happy to say that we are settled with invoices with Renault Sport F1”



Team boss Cyril Abiteboul says Caterham has settled its bills

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Jonathan Noble

F1's newshound

Will Mercedes' domination make F1 2014 dull?
Not when its rivals are so far behind that its
drivers can still afford to race each other

Seems it's all over bar the shouting. Pending an unexpected mid-season rules change to hinder it, a tremendous dose of bad luck or a baffling bit of self-destruction, Mercedes is well on its way to world championship glory.

The team's rivals can dream of finding the gains needed to overhaul it, and the German car manufacturer's top brass can talk of being cautious because nothing is won yet, but let's get realistic here.

For the extent of its current advantage – both in terms of on-track pace and off-track points – means that Lewis Hamilton and Nico Rosberg are going to enjoy an exclusive battle for title glory this year.

The Brackley express train is rolling – and it will not be stopped until those F1 crowns have been scooped up. Any hopes its pursuers had of making the necessary steps to close the fight in Spain last weekend were spectacularly dashed. For, if anything, the extent of Mercedes' advantage prompted talk of it winning every single race this year.

Having faced suggestions earlier in the campaign that its advantage was all about the engine, the stunning performance of the newly renamed F1 W05 Hybrid around the swoops of the Circuit de Barcelona-Catalunya showed that its aero is on top form, too.

Such a state of affairs may lead many to view F1 as boring from now on, but the extent of Mercedes' supremacy is not actually such a bad thing – for it can



still the best car would have left the way open for some pretty dull formation displays.

But right now, by being so far ahead, Mercedes does not have to worry so much about protecting itself.

Instead, it can afford to let Hamilton and Rosberg go at it hammer and tongs, in an all-out fight for the victory.

Plus the extent of its current advantage, allied to its drivers' green light to race, means that there is strategy

“Right now, by being so far ahead, Mercedes doesn't have to worry about protecting itself”

deliver positives, in terms of better racing at the front.

Had F1 left Barcelona with evidence of a closer fight at the front – thanks to a Red Bull resurgence or a Ferrari fight back – then that would have been a gamechanger for Mercedes.

Then, rather than just having to focus just on itself, it would likely have had to fast-track a more protective attitude to help its title ambitions and ensure it kept those one-twos rolling in.

It would likely have become eager to call off the fight between Hamilton and Rosberg to ensure that they did not take points off each other and leave the way open for a rival to sneak through the middle. In a worst-case scenario, Mercedes could have decided that the only way to guarantee its crown now the opposition was close was to impose a number-one/number-two policy to ensure that its top man maximised the points-scoring opportunities.

That need to protect its title ambitions with what is

freedom as well – which is further adding to the spectacle. It was this element that helped deliver the kind of thrilling climaxes we saw in Bahrain and Spain as Rosberg ended up with quicker tyres at the end of the race in a bid to push for victory.

Were Mercedes' rivals closer, then such strategy gambles would be impossible; there would be too much danger of a pursuer making a leap if something went badly wrong.

So before we rue that F1 2014 is going to be a one-team show in title terms – even if other squads may get some wins in before the end of the season – we should be happy that it will still be pretty spectacular.

Mercedes knows it owes it to the fans to keep its men racing and it knows it owes it to the sport to not think only of its own interests, ie minimising the danger by calling off the fight.

Those risks bring with them reward. For sometimes, total domination can be an entertaining thing, too. ❧

This week in motorsport

SHUNTS IN THE STREETS OF PAU

A host of big accidents interrupted last weekend's return of Formula 3 for the Pau Grand Prix.

The biggest impact on the French street circuit was suffered by Emirati Ed Jones in Friday qualifying, but the most spectacular was this aerial crash on the first lap of Saturday's race, when Spaniard Alexander Toril launched over the back of Mitch Gilbert approaching Pont Oscar.

F3 constructor Dallara was called upon to make three separate deliveries of spare parts over the weekend to Double R Racing, which handles the on-site supply at races. Double R boss Anthony 'Boyo' Heatt said: "It's useful for drivers to learn a street circuit before they go to Macau, and we pride this as a service – our spares man Darren Wilson has been the busiest bloke in the paddock."

Despite the crashes, none of which resulted in serious injury, drivers raved about the circuit. Carlin-run Briton Jake Dennis said: "It's an amazing track, and the atmosphere in the paddock is fantastic."



P48 PAU F3 ACTION

12



Tandy joins Brands grid

Porsche works driver Nick Tandy is to contest this weekend's Blancpain Sprint Series round at Brands Hatch.

The Briton will share a Farnbacher Racing Porsche with Swiss Philipp Frommenwiler as the German make takes its bow in the new-for-2014 BSS.

Czech ex-F1 driver Tomas Enge is also joining the fray, as Reiter Engineering adds a second Lamborghini Gallardo. He will share with Slovak Stefan Rosina.

But Nelson Piquet Jr will not be in the field – a clashing Global Rallycross event means his slot in the BMW Brazil team is taken by V8 Stock Car ace Valdeno Brito.

UNGAR LEAVES MERC TEAM

Mercedes DTM powerhouse HWA has parted ways with technical director and CEO Gerhard Ungar.

The news was made public last week, days after HWA's disappointing scoreless opening round of the new DTM season at Hockenheim.

Ungar's departure brings to a close a 26-year career at HWA (and in its

former guise as AMG), which included a variety of technical roles not only in the DTM, but also in the brand's Formula 3 and GT3 programmes.

His responsibilities will temporarily be taken over by HWA board member Ulrich Fritz, with a permanent replacement to be appointed at a later date.



P36 MERC IN THE MIRE



Triple 8 goes international

Touring car grandee Triple Eight will make its international sportscar debut in this month's Silverstone Blancpain Endurance Series round.

Triple Eight will field one of its BMW Z4 GT3s from the British GT Championship in the event on May 25 with an eye on an international programme in the future.

The car will be driven by team regulars Derek Johnston and Lee Mowle and reigning British GT4 champion Ryan Ratcliffe in the Gentleman Trophy class for all-amateur line-ups.

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BIG NUMBER 300,000

Upper estimate, in euros, of total Pau crash damage. "I would say between €250-300,000, although that's not all spares – some will be repaired," said spares chief Anthony Hiatt



Record Lydden Supercar entry

This month's British round of the World Rallycross Championship has attracted a record 37 entries to the Supercar class.

The number for the Lydden event, on May 24-25, is therefore almost double that of the track's 2013's 19-strong

European Rallycross Championship entry.

Double Lydden winner Tanner Foust, British Touring Car champion Andrew Jordan and British RX title holder Julian Godfrey are among a host of wildcard entries.

Drivers demand Thruxton tweak

British Touring Car drivers have called for changes to be made to the barriers at Thruxton's Church Corner after the accidents at the track's recent BTCC round.

Champion Andrew Jordan was one of several to call for barrier modifications, but wants the circuit itself left alone. "I think changes are needed," he said. "They dodged a couple of bullets, but they need to be careful because they don't want to spoil one of the UK's best corners."

In a statement, Thruxton boss Bill Coombs said: "It is not desirable to have cars ending up among the bushes. That is something we'll address, but by the same token we need to be careful not to jump to any kneejerk reactions. We'll work closely with the MSA and FIA."



Alguersuari, Bird are Virgin megastars

Richard Branson's Virgin team has recruited ex-Toro Rosso Formula 1 driver Jaime Alguersuari and 2013 GP2 runner-up Sam Bird as its drivers for the inaugural Formula E season.

The deal marks Spaniard Alguersuari's return to racing nearly three years after he lost his F1 seat.

"Not racing a single-seater [since F1] is not going to affect me at all," he said. "The most important thing is time with the Formula E car. Once we're in Beijing [for the first round], I don't think I'll be a way off. I don't feel like I'm an old man!"

Briton Bird, a former Mercedes F1 reserve, will dovetail the FE drive with his sportscar commitments with Starworks and AF Corse.

In brief



BTCC CRASHERS OK

British Touring Car racers Simon Belcher and Ollie Jackson are both hopeful that they can be out for next month's Oulton Park round. Belcher's Handy Toyota and Jackson's Welch Proton were damaged in high-speed Thruxton crashes, but both squads are confident the cars will be ready.

TUNJO'S PONS DRIVE

Ex-Lotus F1 Junior Oscar Tunjo will join Formula Renault 3.5 team Pons Racing from this month's Spa round. The Colombian, a frontrunner in FR2.0, will replace Oli Webb, who is focusing on his LMP2 programme.

HILMER FILLS GP3 TEAM

Hilmer Motorsport filled its GP3 line-up for last weekend's Barcelona opener with Dutchwoman Beitske Visser and Canadian ex-European F3 Open ace Nelson Mason. Visser is adding the deal to her FR3.5 races.

CANAMASAS RETURNS

Spaniard Sergio Canamasas returned to GP2 action at Barcelona, replacing Axl Jefferies in Trident's line-up.

AJ WATSON

The brains behind the iconic Watson roadster Indycars of the 1950s and '60s died on Monday, at the age of 90. AJ Watson had seven Indy 500 wins as a chief mechanic and/or constructor, with Bob Sweikert, Pat Flaherty, Rodger Ward, Jim Rathmann, Parnelli Jones and AJ Foyt.

Ellinas hopes for more GP2



Cypriot GP3 ace Tio Ellinas is working hard with MP Motorsport to continue in GP2 after a last-minute call-up by the Dutch squad for

last weekend's Barcelona round.

Ellinas, who scored points on his debut, shared the front row for race two with fellow late entry Tom Dillmann – the Frenchman stood in at Arden for Andre Negrao, who has a back injury.

RH-R LEADS AT INDY

Andretti Autosport was setting the pace in the opening days of practice for the Indianapolis 500 as AUTOSPORT closed for press, with Ryan Hunter-Reay leading Marco Andretti for a team one-two at the end of the second day of running.



TOP 5 ON SUNDAY

1 Will Power	Penske	223.057mph
2 Juan Pablo Montoya	Penske	222.502mph
3 Helio Castroneves	Penske	222.373mph
4 JR Hildebrand	Carpenter	222.200mph
5 Ryan Hunter-Reay	Andretti	222.134mph

TOP 5 ON MONDAY

1 Ryan Hunter-Reay	Andretti	225.025mph
2 Marco Andretti	Andretti	224.037mph
3 Helio Castroneves	Penske	223.635mph
4 Justin Wilson	Coyne	223.611mph
5 Juan Pablo Montoya	Penske	223.395mph

Nissan's Brit for Le Mans

British Nissan GT Academy protegee Jann Mardenborough will return to the Le Mans 24 Hours in the LMP2 class.

GP3 racer Mardenborough, who was third in the LMP2 division in 2013, will join fellow GT Academy find Mark Shulzhitsky and Nissan regular Alex Brundle in an OAK Racing Ligier.

Brundle said: "Jann and Mark are exceptional talents, so a big thanks to Nissan for making them available to us."



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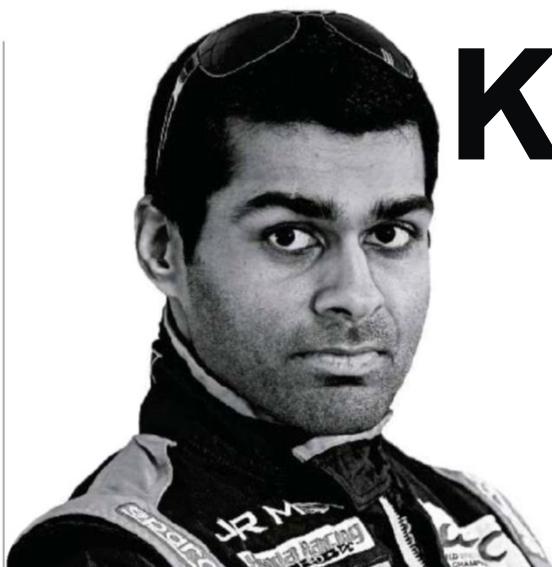
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Karun Chandhok

The racer's eye

An error-strewn Spanish GP weekend proves how F1 2014 is forcing drivers to rethink their approach and to become more adaptable

It was fascinating to watch free practice in Spain where we saw so many uncharacteristic driver errors at parts of the circuit where we have never really seen errors. I think a large part of it is because, as drivers climbing up to F1, we all know Barcelona very well and therefore go there with a bit of a preconceived mindset. Unfortunately, the 2014-spec F1 cars have blasted that mindset out the window.

I climbed the single-seater ladder driving all sorts of cars (F3, GP2, Formula Renault 3.5 etc.), but they were all getting progressively faster. Every car on the next level up had more power and downforce so the lap times got faster and faster. While it was always tough to be competitive, the expectation of what you were going to drive was always somewhat predictable.

Since the end of 2011, my career has taken me from the world of mainline single-seaters to categories away from the ladder to F1. Initially this was a big change, but over time you realise that being able to jump into different cars and be quick straight away is actually a great challenge and one that ultimately makes you a better driver.

In the past three years, I've driven two different Le Mans Prototype cars, GT cars from five different manufacturers, and I've even raced a classic 1961 Jaguar E-type to really push the adaptability challenge! There are a lot of things I have learnt in this post-F1 career of mine that I think have made me a better driver than I was before. I'm sure Kimi Raikkonen, for example, has come back to F1 a better driver than when he left.



The 2014 F1 cars are tricking drivers' preconceptions

COATES/LAT

have to be able to adapt and be fast right from the out-lap even when the track temperature has changed 25 degrees from your last stint. In GT cars, you have to adapt to each car being completely different in terms of strengths and weaknesses, balance and power, depending on the balance of performance. You have to adapt to different championships having different tyre suppliers.

One thing that is really hard to do is to go back to circuits that you know but in a car that's completely different to what you last drove there. I actually find it's a lot easier to go to new circuits now and just learn my way around because I have no reference. When you drive a GT car on

“I'm sure it's hard for drivers to understand how much they have to under-drive to get a lap time”

In terms of driving, I found I have had to allow myself to drive more naturally nowadays when jumping in and out of different cars all the time. When you drive the same or similar cars continuously you get to know every single detail of it intimately. I suspect there are a lot of drivers in F1 who have been in that zone, which is why we're seeing the errors that we're seeing this year with the reduced downforce and higher-torque formula.

In that zone as a driver, you know how it should handle, you know the power delivery, the braking performance and the grip levels. Because of this, after a point, you start to drive in a more cerebral way, almost thinking things like, 'Right, when the wind is behind me and the track has a good level of grip and I have new tyres on, I can brake at 70 meters before the corner. If I'm on used tyres, it's probably 85 meters.'

But when you're jumping in and out of different cars, as sportscar and GT drivers tend to do these days, you go back to relying on your natural feel. At a race like Le Mans, you

a circuit where you've been around in a Formula 1 or GP2 car, you all of a sudden discover corners that you didn't think were there and your braking references are so far out that you really have to reset your mind.

I suspect we saw a bit of this at Barcelona, where (for example) the drivers were used to coming out of Turn 4 and just getting to full throttle quickly once the downforce kicked in, which they can't do anymore. I'm sure it's really hard for the F1 guys this year to understand just how much they have to under-drive to get the lap times, and this is applicable up and down the grid.

Take someone like Kamui Kobayashi – I remember doing GP2 with Kamui in 2008 when we were doing 1m26s laps in testing at Barcelona. This year, he qualified in the Caterham F1 car on a 1m30.4s!

It's a great challenge but, at the end of the day, I firmly believe that in any other category the adaptable drivers with the open minds and the best natural ability will rise to the top. ❧



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Today's snapshot of tomorrow's motorsports.

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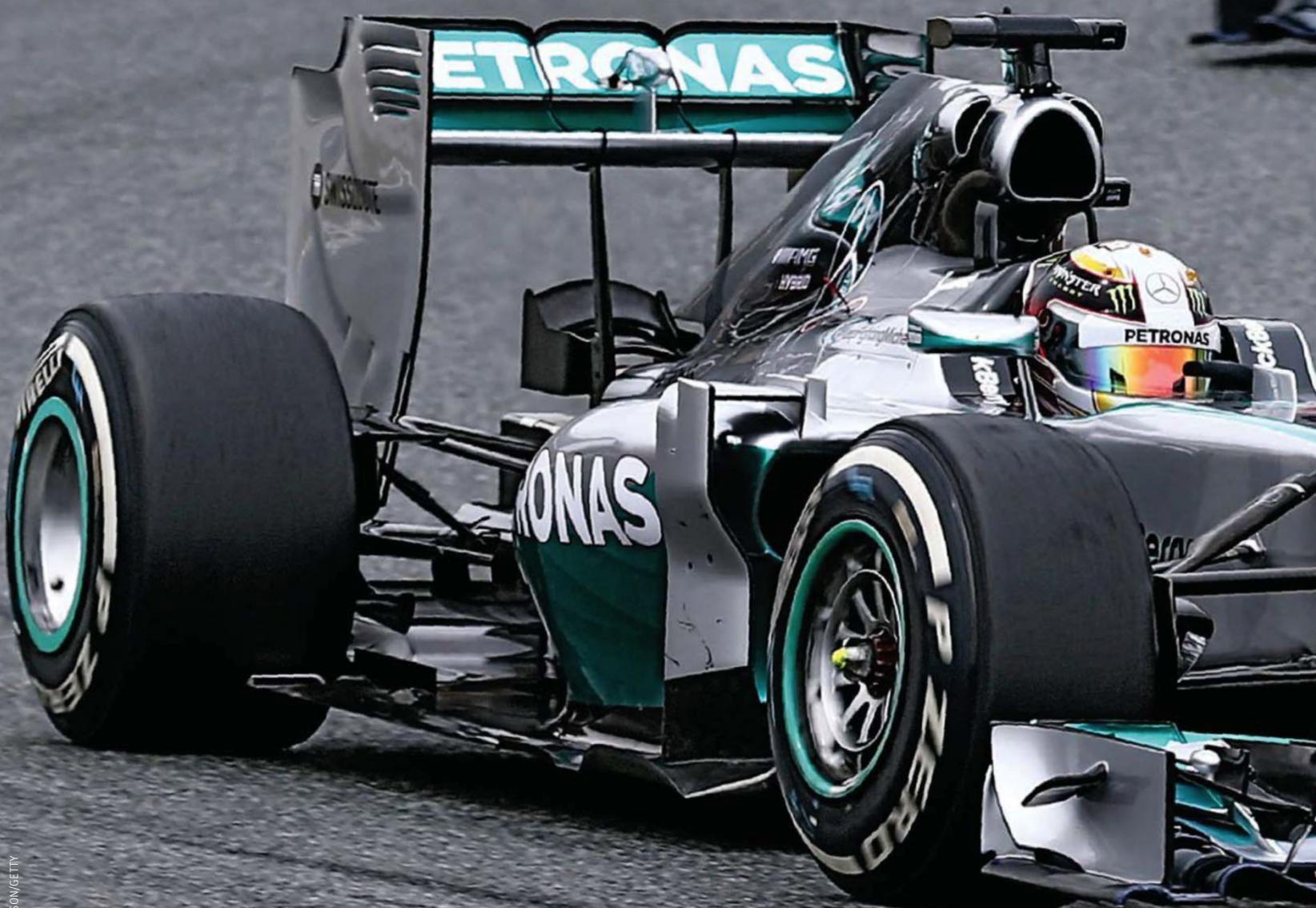
PORSCHE

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • LAP CHART • DRIVER BY DRIVER • RESULTS

A race decided by fine margins

Nico Rosberg missed out on victory in the Spanish GP by just two thirds of a second. **EDD STRAW** explains how such a margin came to decide not just a grand prix, but the world championship lead



AT A GLANCE



"There was a huge amount of pressure. Nico was very, very close to taking it, and I don't like that" **HAMILTON**

SPANISH GP
Barcelona

ROUND 5/19

LAPS 66

WINNER
LEWIS HAMILTON
1h41m05.155s

POLE POSITION
LEWIS HAMILTON
1m25.232s

FASTEST LAP
SEBASTIAN VETTEL
1m28.918s

RACE RATING
★★★★★ A slow burner that came alive in the closing stages – plus a great charge from Vettel

DRIVERS' STANDINGS

1 Lewis Hamilton	100pts
2 Nico Rosberg	97pts
3 Fernando Alonso	49pts



Hamilton trailed Rosberg until crucial Q3 lap



ETHERINGTON/LAT

QUALIFYING 13:00, 10.05.2014



How fortunes change. On Friday Lewis Hamilton was in a class of his own, but 24 hours later it was Mercedes team-mate Nico Rosberg who seemed to have the upper hand. Faster than his team-mate in Q1 and Q2, the German was confident that his final lap was plenty good enough to earn a second pole position of 2014.

But Hamilton had other ideas, even though he knew the odds were against him. To beat Rosberg, he needed to pull something out of the bag, and he trod the line dividing driving hard and overdriving to perfection. In sector one he was 0.155 seconds faster. Then, in sector two, he pulled another 0.154s. Rosberg was consistently superior in the final sector, but only by 0.141s. It wasn't enough. Hamilton had turned the tables.

Hamilton was puzzled by how the higher temperatures in qualifying

changed his car. The aim was for it to be a little understeery, but he found the rear end was the problem, necessitating a pretty spectacular lap to eclipse Rosberg by 0.168s. It was the opposite to what he expected the car to do and he had to dig deep.

"If you compare the two laps, you will see that his lap was much smoother and calmer," said Hamilton. "He doesn't have any oversteer moments whereas I'm catching it all the time, everywhere."

He said it with a smile. It was Hamilton's kind of pole position, one earned simply through laying it on the line and being faster when it counted.

"I did think my lap was good enough and I was surprised and disappointed that he beat me to it," admitted Rosberg a few hours after qualifying.

The Mercedes drivers might as well have been scored on a timing screen all of their own. In F1 terms, there wasn't a gap separating the Silver Arrows from

the chasing pack, but a chasm. Looking enviously across the unbridgeable divide was Daniel Ricciardo, who again excelled on Friday and Saturday but still ended up 1.053s off pole position.

Williams had looked strong all weekend. Felipe Massa seemed the quicker of the Williams pair, but it was Valtteri Bottas who nailed fourth. While Massa made an error on his Q3 lap, Bottas eased off on the aggression that had characterised much of his running with spectacular results. Romain Grosjean, too, impressed by hustling the improved, but still tricky-to-drive, Lotus to a strong fifth.

Sebastian Vettel was the main casualty in qualifying, reaching Q3 before losing second gear at the start of his first run. He attempted to carry on, but the problem spread, meaning he was unable to set a time. To make matters worse, the gearbox needed changing, relegating him to 15th.

THE GRID

1 HAMILTON MERCEDES 1m25.232s Medium	2 ROSBERG MERCEDES 1m25.400s Medium
3 RICCIARDO RED BULL 1m26.285s Medium	4 BOTTAS WILLIAMS 1m26.632s Medium
5 GROSJEAN LOTUS 1m26.960s Medium	6 RAIKKONEN FERRARI 1m27.104s Medium
7 ALONSO FERRARI 1m27.140s Medium	8 BUTTON McLAREN 1m27.335s Medium
9 MASSA WILLIAMS 1m27.402s Medium	10 HULKENBERG FORCE INDIA 1m27.685s Medium
11 PEREZ FORCE INDIA 1m28.002s Medium	12 KVVAT TORO ROSSO 1m28.039s Medium
13 GUTIERREZ SAUBER 1m28.280s Medium	14 MAGNUSSEN McLAREN no time Medium
15 VETTEL RED BULL no time Medium	16 SUTIL SAUBER 1m28.563s Medium
17 CHILTON MARUSSIA 1m29.586s Medium	18 BIANCHI MARUSSIA 1m30.177s Medium
19 ERICSSON CATERHAM 1m30.312s Medium	20 KOBAYASHI CATERHAM 1m30.375s Medium
21 VERGNE TORO ROSSO no time Hard	22 MALDONADO LOTUS no time Medium

KEY
+5 5-place grid penalty
+10 10-place grid penalty

Vettel spent a lot of time on back of scooters



HONE/LAT

P32 FULL RESULTS & POINTS



DUNBAR/LAT



Hamilton outrags Rosberg, as Bottas gets a flyer behind

HONE/LAT

RACE 13:00, 11.05.2014



Six tenths of a second. It's a long time in motorsport, but think about how long it *really* is. This was the margin – 0.636 seconds to be precise – that separated Lewis Hamilton from Nico Rosberg at the end of the Spanish Grand Prix. Next to nothing.

Those two thirds of a second mean that Rosberg no longer leads the world championship, with the pendulum swinging ominously towards Hamilton thanks to four consecutive wins. It means the world to Hamilton, or at least it will if he's still ahead after 14 more races.

But as a measurement of time to human perception, it's not much more than the blink of an eye. So where did those six tenths come from?

This was another weekend when the other 20 cars faded into the background. They were once again the B-feature but, to the credit of Hamilton

and Rosberg, even with just the two Silver Arrows on track this grand prix would have held the attention.

It was an old-school strategic battle that tested the two drivers to their limits in ways not obvious to the naked eye. It wasn't the wheel-to-wheel thrill ride provided by the pair in Bahrain, but it was a different kind of spectacle.

Bahrain was the big-budget action blockbuster, Spain the immersive psychological thriller. Less popular appeal, certainly, but one that delighted the connoisseur all the more for its relative rarity in this era of F1.

The first act, on Friday, gave us a hint of what was to come. While Hamilton's advantage on the timesheets was just over 0.4s, he had an even bigger margin over Rosberg on long-run pace. Crunch the numbers and there was that fraction again: six tenths per lap.

Over a race distance, that would add up to a lead of 40 seconds, so clearly

something changed overnight.

There were reasons for Rosberg struggling relative to Hamilton. On Friday morning an ERS problem had restricted him to nine laps, and the car was not at all to his liking come the afternoon session. But Rosberg turned the tables.

"I wasn't feeling comfortable and yes, in the morning I missed out on one run, which just knocks me back a bit," said Rosberg on Saturday. "There was a little bit of catching up to do from then on because I wasn't able to get the car right by the end of Friday."

In 24 hours, Hamilton had gone from dead cert for pole position, fastest lap and the world championship to playing catch-up. His car was not faster in qualifying and Rosberg had the edge through Q1 and Q2, but Hamilton dug deep, hung it all out and pocketed pole. You could argue that his quietly spectacular lap, 0.168s faster than Rosberg's, was where those magic six tenths really came from. After all, once he had the lead at the start, the race was in his control.

But was it really a virtuoso qualifying performance that earned Hamilton that cushion? Perhaps it was really Rosberg's disappointing start. After all, with a 730-metre blast to the apex of Turn 1 (the longest on the calendar), the German had every chance of seizing the initiative on the first lap. He reckoned he had the edge on pace, so once up front the race would be his.

Unfortunately, getting a good start in an F1 car is not as easy as some

ROSBERG: 'The start unfortunately was poor. It's a bit of a weakness we have at the moment'

would have you believe. Relying on a multitude of factors – the quality of the practice start, the right clutch settings, tyre temperature, the precise operation of the clutch paddles – there's a lot to get right and wrong. Rosberg has been getting more wrong of late, while Hamilton has been on the money. The clutch operation appears to be Nico's problem.

"The start unfortunately was poor," said Rosberg. "It's a bit of a weakness that we have at the moment, just inconsistent, and now I've had a couple of bad starts in a row that's costly. Always losing at the start, that's not good. We need to work on that."

On the plus side he was still second. Just as in Bahrain, whichever driver was behind was always likely to switch to the alternative strategy. Hamilton stuck with the orthodox medium/medium/hard strategy and Rosberg, knowing he would switch to hards, sat two seconds back from his team-mate in the hope that his first stint would be better.

Sure enough, Rosberg's confidence in his car set-up was well placed. He and his crew knew that there was a way to seize back the ground he'd lost, plus the crucial six tenths advantage. ▶



Sixty-six laps later, Merces were 0.6s apart

TEE/LAT



Alternate tyre strategies from Mercedes duo

DUNBAR/LAT

► Just as in Bahrain, his tyres held up slightly better in the first stint. He ran three laps longer than Hamilton to offset his strategy and hopefully gain an advantage later on. And this throws up some more numbers.

Rosberg was 1.635s behind Hamilton when the leader pitted. Once the pitstop cycle was complete, he was 3.757s behind. In the context of the six tenths, that's a huge amount of time. It was a reasonable trade-off, and that was mitigated by the fact that Hamilton lost a second or so with a slow stop (although only seven tenths in the pitlane as a whole).

This was the key stint of the race. Rosberg needed to get himself to within two seconds of Hamilton, which would open up the possibility of stopping a lap early and undercutting him. Hamilton simply needed to keep

HAMILTON: 'I like to say it was no problem and under control – but it wasn't!'

Rosberg around four seconds back.

It was a tense stint as the gap ebbed and flowed. But the net result was that Hamilton managed to deliver the goods. At the start of the 42nd lap, on which he dived into the pits for a set of the slower hard-compound Pirellis, Hamilton's advantage was 3.898s.

That's a net gain of 0.141s over 20 of the most-tense laps of the season. Doesn't sound like much, but in the chase for those crucial six tenths every little helps.

Rosberg seemed destined to pit on the following lap, but in fact he stayed out a lap beyond that. It was perhaps a move born of conservatism but all it did was allow Hamilton to pick up a little more time on his fresh rubber. When Rosberg did pit, it was inevitable that he would lose the lead, even though he was stopped for 1.3s less than Hamilton.

That time might have come in handy for Rosberg in the chase for the magical six tenths had he been a bit closer, but by now it was clear that

gaining track position strategically was an impossibility. He needed to do what he had failed to do in Bahrain: overtake Hamilton.

The equation was simple. With 20 laps to go, Rosberg trailed Hamilton by 4.856s. He had the faster medium tyres on, which gave him an advantage, and his rubber was also two laps fresher. The chase was on.

HAMILTON'S LEAD OVER ROSBERG

Lap 46	+4.856s
Lap 47	+4.658s
Lap 48	+3.682s
Lap 49	+3.716s
Lap 50	+3.149s
Lap 51	+2.359s
Lap 52	+2.067s
Lap 53	+2.796s
Lap 54	+2.773s
Lap 55	+2.628s
Lap 56	+2.196s
Lap 57	+1.871s
Lap 58	+1.460s
Lap 59	+0.984s

With seven laps remaining, Rosberg crossed the line just within the one-second margin he needed to use his DRS. Hamilton responded brilliantly and picked up the pace for a few laps.



CONATES/LAT



Contrasting emotions in post-race presser

THOMPSON/GETTY

HAMILTON'S LEAD OVER ROSBERG

Lap 60	+1.322s
Lap 61	+1.264s
Lap 62	+1.102s
Lap 63	+0.940s

By doing so, he delayed the endgame by four laps. Now things were getting serious. Hamilton, who complained of front-tyre graining and understeer during the final stint, locked up at the end of the back straight on lap 64 with Rosberg now right behind him.

Rosberg pushed as hard as he could, having his own lock-up at the end of the back straight on the last lap, a point where he said after the race he could have attempted a "kamikaze move", but



Vettel was mired in the midfield in the early stages

STALEY/LAT



Ricciardo attacks Bottas, but had to wait until the first stops to pass him

even with the DRS he couldn't mount a credible attack. Hamilton weaved his way across the line in jubilation. The timing screen updated the gap: 0.636s.

Hamilton had absorbed the pressure brilliantly. Just as in Bahrain, he had been a little behind in terms of pace, but he'd turned that into victory. In Bahrain, it was with some superb, and sometimes forceful, defending. Here, it was with a combination of stunning qualifying speed and mental fortitude under pressure, with only the occasional chippy radio message suggesting he was feeling anything.

He had struggled for car balance during the race and wanted the front wing eased back for the final stint. But with rubber debris also being cleared, Mercedes had to take a punt on how much to ease it off. Again, it's about fine margins, for Hamilton did struggle in the final stint with that lack of front-end grip, but he still had the car under him to win.

"I wasn't fast enough really today," he admitted after the race. "Nico was quicker.

"Those last laps, there was a huge amount of pressure and he was very, very close to taking it. I don't like that, being in that position. I like to say it



Raikkonen led Alonso for most, but not all, of the race

was no problem and under control – but it wasn't!"

Now, remember the decision to run two laps longer at the end of the second stint, which cost Rosberg a little time to Hamilton? Well, in the context of what Rosberg said after the race, specifically that with "one more lap I could have given it a good go", you could argue that this was where that sixth tenths margin was really established by Hamilton.

But realistically, could Rosberg really be expected to pull off a pass on

his team-mate with an extra lap or even two? Probably not, although Hamilton would certainly have been forced to defend.

So how do we account for those six tenths and balance the books? Here are the ingredients: a Friday-morning ERS problem, a change in track conditions, one car improving on Saturday and one getting worse, a virtuoso qualifying lap, a poor start, running one lap longer in the second stint, a couple of slow pitstops, and 66 laps.

Those elements, plus thousands



Four in a row for new points leader

more, all played their part in what added up to a marginal win for Hamilton. He was the one who negotiated all the pitfalls and kept Rosberg at arm's length when required, and the reward was arguably an even better victory than the one in Bahrain.

Was there ever a better illustration of how infinitesimal the margins in grand prix racing can be? Perhaps not, given that if you looked at what could be called 'Class B', there was a whole other race going on populated by 20 other cars that Hamilton and Rosberg only encountered while lapping.

Daniel Ricciardo finished a massive 49 seconds behind this victory battle, albeit after losing time in the first stint bottled up behind the Williams of Valtteri Bottas. At a track where even the Mercedes drivers suggested the gap might be reduced, this was a stunning demonstration of the supremacy of the Silver Arrows.

Only six cars finished on the lead lap, the others being Sebastian Vettel's Red Bull, which surged through from 15th on the grid to fourth after committing early to a three-stop strategy, and Fernando Alonso's Ferrari.

But this race was really all about the two Mercedes. After the race, Rosberg made very clear where he believes Hamilton found that 0.636s.

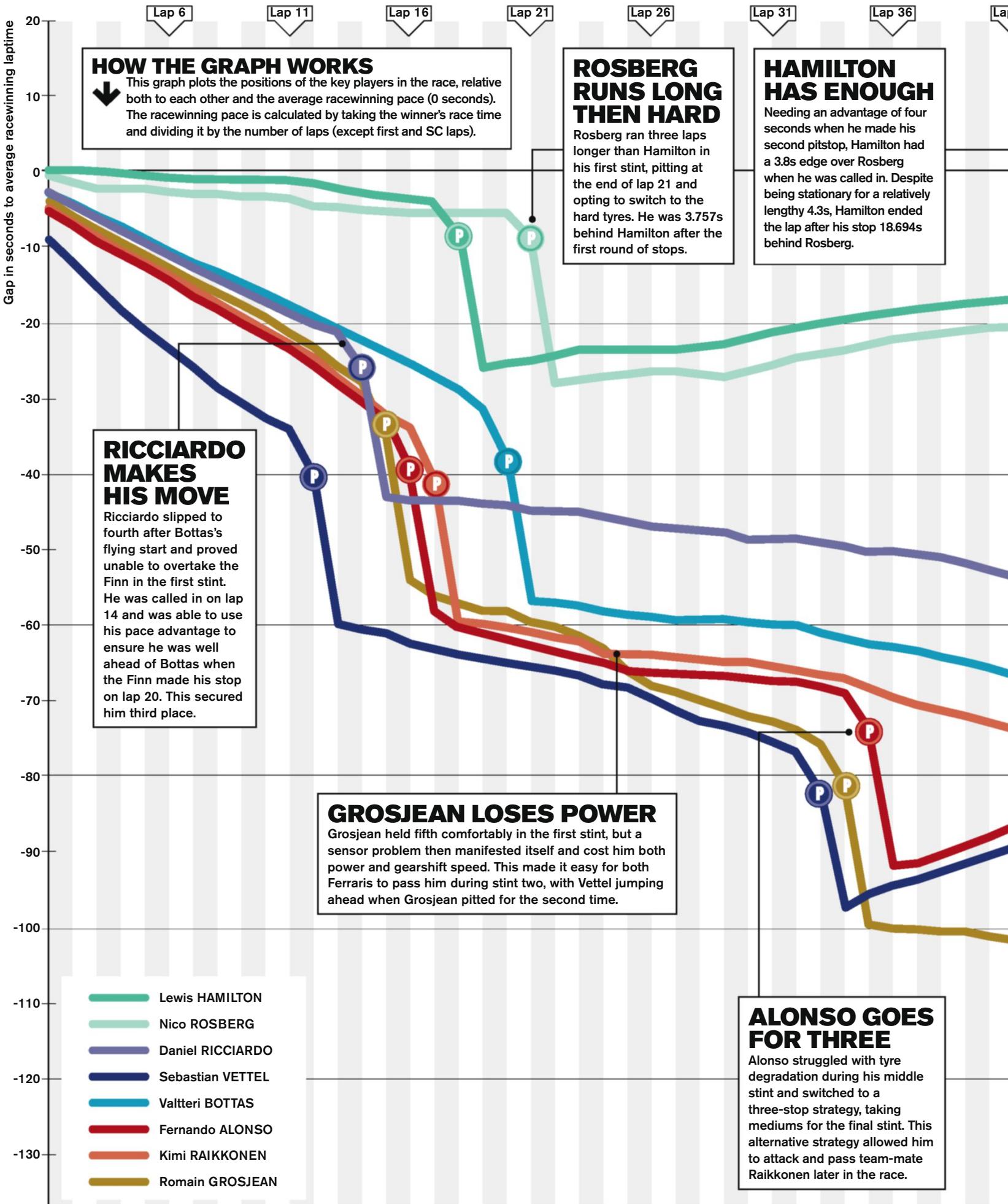
"The race was really lost in qualifying and at the start," he said. "Those were the two opportunities I had. Qualifying was very, very close and I even had a bit of a problem, which we found in hindsight, where I was a little bit down on power on the straight. But the difference was not enough to get pole.

"Then I just had a poor start, so those were the two shots that I had at it and it didn't work out. In the race, I nearly got another opportunity at the very end, but again just not enough. One more lap and I could have given it a go.

"But I would have done the same again at the start of the weekend. Of course, I also missed FP1, which didn't help either.

"Many small things add up, and there are only very small gaps. So next time..." ❄

HOW THE RACE WAS WON





TRACKSIDE VIEW



EDD STRAW GRAND PRIX EDITOR

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Grand Prix cars are not so different to human beings; they have a body language all of their own. This reflects the sum not just of the mechanical parts, but the symbiosis of driver and machine. You only have to spend a few minutes watching trackside to realise that.

Take the two Red Bulls. On Friday morning, watching on the outside of the fast right-hander at Turn 3, I thought Daniel Ricciardo looked utterly assured. The RB10 was alive in his hands, taking whatever line he required, any hint of movement at the rear collected instantly. Sebastian Vettel's electrical problem meant that the few times he came through the corner he was slow, but the real contrast came the next day.

Watching at the chicane on Saturday morning practice, Vettel's car seemed almost to be running at an inconsistent frame rate. While Ricciardo drove through the final four corners in one seemingly effortless movement, Vettel was stuttering. It was effective enough, but not quite as smooth. A big lock up into the chicane revealed how hard Vettel is still pushing.

'What stood out was how willing the back end was willing to catch out the unwary'

But it wasn't just Red Bull with a contrast between cars. Back at Turn 3 on Friday, the Ferrari of Fernando Alonso was spectacularly committed through the long corner, the rear end twitching as the grip just started to give up. Raikkonen, by contrast, was far smoother.

But what really stood out no matter which car was just how willing the rear end was to catch out the unwary. Sometimes, this resulted in lurid slides, including one spectacular crowd-pleasing moment by Alonso at the chicane on Saturday morning. Other times, less obvious drifts.

Say what you like about F1's new rules for this season, but there's no doubt these cars look far more spectacular in the corners than their predecessors.



Raikkonen approaches the long, fast Turn 3

STORIES OF THE RACE

Rounding up the action from the Spanish GP

EDD STRAW
GRAND PRIX EDITOR



Vettel charged up the order, here passing Magnussen's McLaren



Vettel charges from 15th to fourth after gearbox penalty

SEBASTIAN VETTEL CHARGED FROM 15TH ON

the grid to finish fourth in the Spanish GP, a major turnaround during a weekend in which the Red Bull driver was beset by problems.

The four-time world champion completed only four laps in Friday-morning practice before an electrical problem forced him to stop. As a result, the wiring loom was damaged and he was unable to participate in the afternoon.

Vettel recovered from that setback to reach Q3, but on his first run in the top-10 shoot-out he lost second gear. He attempted to continue before the problem worsened, forcing him to stop on track. As his gearbox was then changed, he was hit with a five-place penalty.

Vettel struggled to make significant progress early on, running 14th initially before passing Esteban Gutierrez's Sauber for 13th. The team then brought him into the pits for hard tyres, allowing him to drop into clean air and make the most of the pace of his car.

"At some point, we thought we could make it on two stops, but it was too risky," said Vettel, who was then

able to attack throughout the remainder of the race and drove superbly in traffic to climb the order rapidly.

After his final pitstop, he ran sixth before overtaking Kimi Raikkonen and, with three laps remaining, Valtteri Bottas at Turn 10 to secure fourth place.

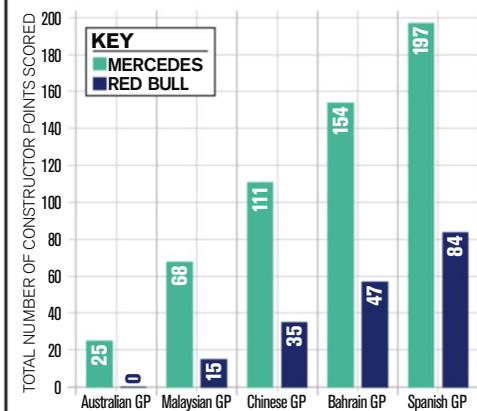
While the Red Bull was the second fastest car in Spain, the gap to Mercedes remains significant. In qualifying, Daniel Ricciardo was one second slower than Lewis Hamilton's pole-position mark.

Red Bull did introduce car upgrades in Spain, with improvements to the Renault engine part of the package. Team principal Christian Horner believes that gains have been made relative to Mercedes.

"Mercedes has got itself into a dominant position," said Horner. "We have a choice of all packing up and going home or we can fight and try to close the gap.

"We have made small inroads this weekend and we are determined to keep pushing, keep trying to close that gap down but obviously maximum points, weekend after weekend, is putting them in a very strong position."

MERCEDES v RED BULL CONSTRUCTORS' CHAMPIONSHIP



Bottas: Spain one of my best drives

VALTTERI BOTTAS EQUALLED HIS BEST GRAND PRIX finish with a strong drive to fifth in Spain.

The Williams driver qualified fourth and jumped to third ahead of Daniel Ricciardo at the start. He didn't have the pace to avoid being leapfrogged by the Australian during the first round of pitstops, but held fourth until he was passed by the charging Sebastian Vettel at Turn 10 with three laps to go.

"In the end, Vettel was on the fresher tyre and there was nothing to be done," said Bottas. "You always want more, so we need to review to see if there's anything we could have done better. But from my side, it was one of my best; a good start, zero mistakes and a clean race."

Team-mate Felipe Massa slumped from ninth to 13th after battling tyre-degradation problems throughout the race. He admitted he was baffled by the problem, calling his race "a disaster".



The #13 Lotus is recovered after his practice shunt

GRAND PRIX PHOTO

Maldonado in hot water once again

PASTOR MALDONADO ENDURED ANOTHER fraught weekend in Spain, finishing 15th after a penalty for hitting Marcus Ericsson's Caterham.

Maldonado showed encouraging pace during practice, but crashed into the inside wall exiting Turn 3 after losing the rear of his Lotus on his first flying lap in Q1. This resulted in him starting last.

"There was something wrong with the tyre temperature or pressure," said Maldonado. "The car just skated. It's a very fast corner and when I had the moment, mid-corner I went over to the green paint which is more slippery and lost the car."

He then hit Ericsson on the opening lap with his right-rear wheel while attempting to pass, earning him a five-second penalty for causing a collision. Ericsson survived the impact to finish 20th.

"His move risked putting both of us out of the race," said the Swede. "Luckily, the car was OK and I was able to continue, even though that had put me back to 22nd."

Maldonado was also given a Superlicence penalty point for the incident. He now has four points to his name, the previous three issued for tipping Esteban Gutierrez's Sauber into a roll in the Bahrain GP.



Ricciardo kept his fizz in Barcelona

GILHAM/GETTY

Ricciardo bags first real podium finish

DANIEL RICCIARDO CLAIMED HIS FIRST OFFICIAL F1 podium with a strong drive to third.

Ricciardo, who finished second on-the-road in the season-opening Australian GP before being excluded for exceeding the maximum fuel-flow limit, qualified third and finished there comfortably. After losing a place at the start to Valtteri Bottas, he undercut his way past the Williams driver by stopping five laps before him, guaranteeing himself a distant third behind the Mercedes drivers.

"He continues to impress us with his speed and his approach," said team principal Christian Horner of Ricciardo's drive. "He's enjoying what he is doing, you never see him not smiling and it's a pleasure to have him in the team. I cannot speak highly enough of what Daniel has done in the first five races."

Grosjean hurt by engine-sensor woes

ROMAIN GROSJEAN CLAIMED THE LOTUS TEAM'S first points of the 2014 season with eighth place, but an engine sensor glitch cost him a likely sixth place.

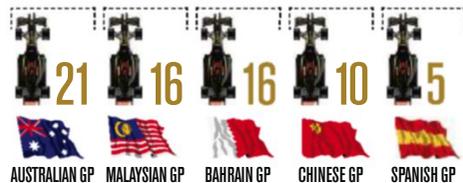
The Franco-Swiss driver qualified fifth and held the position during the first stint. But the sensor problem cost him engine performance and slowed his gearshifts, allowing the Ferraris of Kimi Raikkonen and Fernando Alonso to pass him on laps 25 and 26 respectively.

"It was a sensor failure that brought other issues," said Grosjean. "I think we were running five or six cylinders depending on what it decided to do. We lost it around lap 12. It was creating some other problems, losing the quick-shift on the gears."

Grosjean dealt with the problem well, with trackside operations director Alan Permane describing his drive as "an incredible job". Grosjean kept Sergio Perez's Force India at bay in the closing stages, beating him by one second.



LOTUS QUALIFYING IMPROVEMENT



Q&A

ROB SMEDLEY

WILLIAMS HEAD OF VEHICLE PERFORMANCE



COMTES/LAT

Are you happy to have Valtteri in fifth or disappointed not to have two cars finish in the points?

The cup is more than half full, it's three quarters full! We came here waiting to see how much the upgrades were going to work. They've ultimately been very successful. We dropped out of the points with Felipe, and we just need to have a look at that.

What went wrong for Felipe?

He has been incredibly quick over one lap all weekend, it's fair to say probably a little bit quicker than Valtteri. That gap reduced in qualifying and maybe Felipe was a tenth in front [on raw pace] but then we suffered with degradation, more than we did with Valtteri. If I knew what the answer was, I would have fixed it in the race.

Was the set-up different on each car?

No, it was the same.

Can the driving-style difference explain the disparity in tyre degradation?

There's maybe some slight justification here, but it would be unfair to say that is the case. We need to look into the tyre preparation, or if there was a physical issue, aerodynamically or something like that. The best thing to do is to go away and to analyse every single aspect and to make sure we've covered all the bases and go to Monte Carlo in the best shape we can.

Are you confident that the team is on top of its problems?

We came out of the Bahrain race and I wasn't particularly happy. And then we came up with various solutions. At the minute, it's going in the right direction.

STORIES OF THE RACE

Raikkonen questions Ferrari strategy

KIMI RAIKKONEN ASKED WHETHER FERRARI WAS giving him the optimum strategy after being overtaken by team-mate Fernando Alonso in the closing stages of the Spanish Grand Prix.

Alonso and Raikkonen finished sixth and seventh, but on the slowing-down lap the Finn asked "who is making the calls?" and also suggested he was getting "second choice". This was after Alonso opted to switch onto a three-stop strategy mid-race because he was struggling with tyre degradation, meaning he was later able to overtake Raikkonen thanks to running the faster medium tyre.

"I just wanted to clear up some things," said Raikkonen of the message. "Obviously there was not much between it [two and three-stopping]."

Despite Raikkonen's unhappiness, he did have what Ferrari believed was the optimum strategy, meaning his suspicions were groundless. He had run just ahead of Alonso in the first part of the race, but given the Spaniard's grip advantage through Turn 3 could not keep his team-mate at bay on the run to Turn 4 on lap 63.




RAIKKONEN'S RESULTS IN 2014

Raikkonen's seventh place matches the best finish of his Ferrari return. Here's how he has fared against Alonso so far

7 TH ALONSO 4TH	12 TH ALONSO 4TH	10 TH ALONSO 9TH	8 TH ALONSO 3RD	7 TH ALONSO 6TH
AUSTRALIAN GP	MALAYSIAN GP	CHINESE GP	BAHRAIN GP	SPANISH GP

28

Vergne's misfortune strikes once again

JEAN-ERIC VERGNE SUFFERED ANOTHER difficult weekend, with a 10-place grid penalty followed by retirement from the race.

The Frenchman was hit with the grid penalty after the Toro Rosso team released him from the pits late in Friday-afternoon practice with his right-rear wheel not properly secured. This flew off at Turn 2, forcing Vergne to stop. It is understood that the problem was considered human error rather than a technical issue by the team.

"There are some bolts on the rim and normally the bolts go into the hub," explained team

principal Franz Tost. "It looks like they clashed on the outside and then the mechanic tried to fix it. As the pressure was high enough, he [Vergne] got the green light. But it was not OK."

As per the regulations, this automatically triggered a 10-place grid penalty. Vergne opted not to run in Q2, starting from 21st on the grid ahead of Pastor Maldonado, who had to be given special dispensation to start after failing to complete a qualifying lap. Vergne struggled in the early stages of the race with a minor braking problem, and retired with an exhaust problem after 24 laps.



I hope the rule will change in the future because it is not right that a driver gets penalised for a team mistake. I understand the safety argument, but you don't have to ruin a driver's weekend



Jean-Eric Vergne doesn't agree with the draconian penalty for unsafe releases



Poor start costs Button points

JENSON BUTTON'S AND MCLAREN'S HOPES of points in the Spanish GP were effectively ended by the 2009 world champion's poor first lap.

The 34-year-old lost two places because of his McLaren's inferior launch, slipping from eighth on the grid to 10th and lost three further places on the first lap. He finished 11th, just under five seconds behind 10th-placed Nico Hulkenberg. But he did have a chance to jump Sergio Perez's Force India, only for a delay in his pitstop.

"At the second stop, we followed one of the Force Indias in [Hulkenberg] knowing that the other would stop the next lap to try to jump it," said Button. "The problem was, a car followed me in [Daniil Kvyat's Toro Rosso] so I couldn't come out of my stop and had to sit there for three or four seconds. Then I came out in front of Lewis [Hamilton] and had to let him past."



Raikkonen queried Ferrari's strategy

Perez prevails in Force India battle

SERGIO PEREZ PIPPED FORCE INDIA TEAM-MATE Nico Hulkenberg to ninth place in the Spanish GP, passing the German on lap 51.

Force India had a difficult weekend in Spain, running on the edge of the top 10 throughout practice. In the race, both drivers ran in the points throughout. Perez's pace in the second stint on the hard tyre, when Hulkenberg was struggling with rear-tyre degradation on mediums, was decisive in this battle and allowed the Mexican to prevail. But he believed he could have done better than ninth.

"I had pretty strong pace in the race and my tyre degradation was OK, so I think we probably could have been a bit more aggressive with the strategy," said Perez.

Ferrari's stronger race allowed it to jump Force India for third in the constructors' championship.



Hulkenberg had to give best to Perez

DRAWING BOARD



Gary Anderson, technical consultant

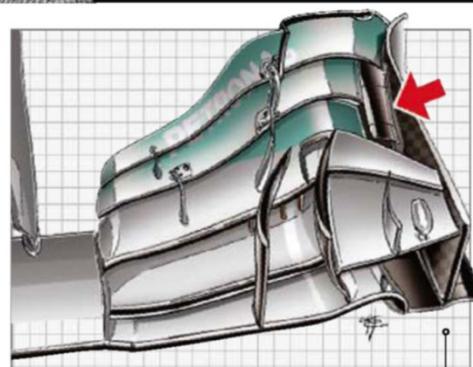


Red Bull changes floor-slot shapes

➔ Fully-enclosed holes in the underfloor are not allowed, but you can have slots. For the Spanish GP, Red Bull introduced a more elaborate slot.

The shape of the Coke-bottle area, which is important in terms of making the rear of the car produce downforce, means that it is pulling the airflow on top of the floor surface. This in turn stops some of the air spilling into the low-pressure area under the car, which you want to avoid as it's the low pressure under the car that creates the downforce.

Where the rear tyre meets the ground, airflow is displaced and most of this would normally be sucked under the car, reducing the potential underbody downforce. The slot helps to manage that airflow that is displaced by the rear tyre. The elaborate shape is designed to match the shape of that airflow and channel some of it outside the rear tyre.

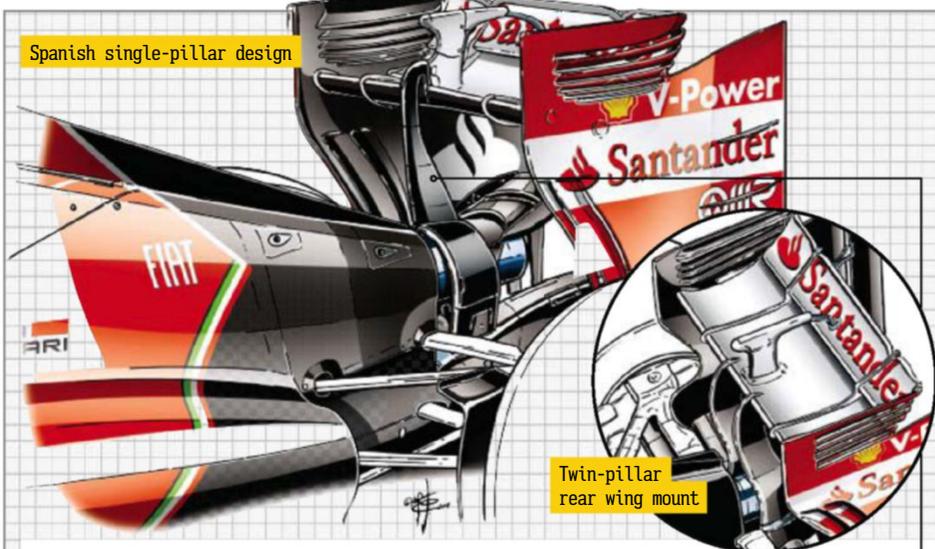


Mercedes adds front-wing vane

➔ Mercedes added a small vane (indicated by the red arrow) to its front wing. This is twinned with the pre-existing one on the outside of the endplate, which points downwards and helps to manage the airflow around the front tyre.

The curved vane inside the endplate does a similar thing, and also manages the airflow horizontally. It's all about channelling the air to where you want it around the front tyre. One of the things you are also trying to do is prevent the front tyre having a negative influence on front-wing performance, so channelling air to the low-pressure area behind the contact patch is a good way to do this.

This is an area in which we've seen development up and down the grid because this year's narrower front-wing regulations have changed the way the outboard part of the wing interacts with the tyre.



Spanish single-pillar design

Twin-pillar rear wing mount

Ferrari switches to single wing pillar

➔ Ferrari started the season with a twin-pillar rear wing mounting that was bent around the exhaust (inset). In Spain, it switched to a single-pillar design.

The rear wing on the Ferrari is supported by the central pillar system with the lower part of the endplate mounted to the underfloor for stability. The airflow on the underside of the leading edge of the

wing travels very quickly with obstruction causing airflow separation. If this separation is severe enough the two pillars might 'talk' to each other, making it worse. A single pillar prevents this.

The single mounting pillar has an inverted 'U' lower section curving around the exhaust that extends into a monkey seat wing. All of this will make the rear wing work more efficiently.

TEAM BY TEAM

RED BULL



RED BULL-RENAULT RB10



SEBASTIAN VETTEL

Start 15th Finish 4th
Strategy 3 stops (medium/hard/medium/medium)

DANIEL RICCIARDO

Start 3rd Finish 3rd
Strategy 2 stops (medium/medium/hard)

Vettel's 'new' chassis turned out to be a return to the one used in testing and based on eliminating all possible reasons for his struggles. The car did carry some minor aerodynamic tweaks, but it was the upgrades to the engine software that were most important.

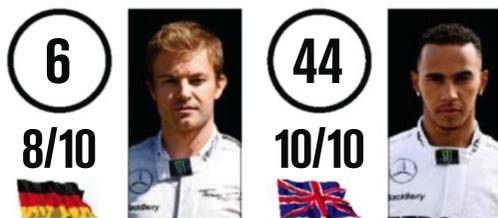
Vettel's Friday was ruined by an electrical problem that restricted him to four laps, while team-mate Ricciardo continued to excel. Unsurprisingly, the Australia qualified and finished third, albeit miles behind the top two, while Vettel suffered a Q3 gearbox problem and had to fight his way up from 15th on the grid.

He did so superbly, stopping early then making key passes when he needed to.

MERCEDES



MERCEDES F1 W05



NICO ROSBERG

Start 2nd Finish 2nd
Strategy 2 stops (medium/hard/medium)

LEWIS HAMILTON

Start 1st Finish 1st
Strategy 2 stops (medium/medium/hard)

Another dominant one-two finish for Mercedes, which had one of the biggest upgrade packages of all the teams in Spain. This included changes to the front wing and modified sidepods, helping the car to be a second ahead of the best-of-the-rest, Ricciardo's Red Bull, in qualifying.

In the race, the Silver Arrows continued to be in a class of their own, indulging in their own private battle. Both were on a two-stopper, but whoever was second on the first lap was always likely to switch to the alternative strategy, involving using the slower hards in stint two.

Rosberg, who looked to have the pace for pole position but couldn't match Hamilton in Q3, went this route but couldn't quite get ahead of his team-mate late on.

FERRARI



FERRARI F14 T



KIMI RAIKKONEN

Start 6th Finish 7th
Strategy 2 stops (medium/medium/hard)

FERNANDO ALONSO

Start 7th Finish 6th
Strategy 3 stops (medium/medium/hard/medium)

Ferrari's upgrade package for Barcelona included a modified rear-wing pillar, switching from a twin pillar to a single one, but this was not enough for a repeat of its Chinese GP podium finish.

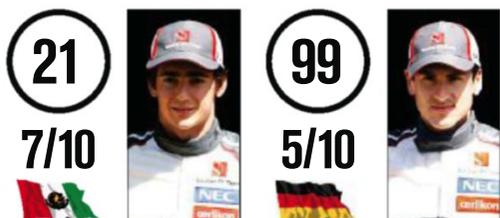
Alonso and Raikkonen were relatively evenly matched, with the Finn outqualifying the Spaniard and running ahead of him in the first part of the race. The difference was Alonso struggled more with tyre degradation, meaning he switched to a three-stop strategy.

Running the hard Pirellis in his third stint allowed the 2013 Spanish GP winner to be on the quicker medium rubber in the final stint, meaning he was able to chase down and pass Raikkonen, much to the Finn's annoyance.

SAUBER



SAUBER-FERRARI C33



ESTEBAN GUTIERREZ

Start 13th Finish 16th
Strategy 3 stops (medium/medium/hard/medium)

ADRIAN SUTIL

Start 16th Finish 17th
Strategy 2 stops (medium/medium/hard)

Headed to Barcelona with a 'season starts here' feel thanks to a major upgrade believed to shave in the region of 15kg off the car, leaving Esteban Gutierrez comfortable on the limit and Adrian Sutil still a little over. While the car was improved, it wasn't enough to make a significant difference to its place in the competitive order and it still looked a handful at times.

Gutierrez, who unlike his team-mate made Q2, climbed to 11th early on but the car wasn't quick enough to stay on the periphery of the points and he dropped back. The pair finished together, ahead of the Marussias and the Caterham but behind the rest, separated by only a few seconds at the finish.

TORO ROSSO



TORO ROSSO-RENAULT STR9



JEAN-ERIC VERGNE

Start 21st Finish DNF
Strategy retired (hard/medium/retired)

DANIIL KVYAT

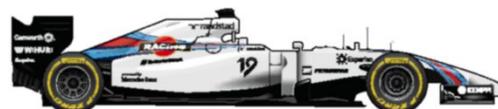
Start 13th Finish 14th
Strategy 3 stops (medium/medium/hard/medium)

Toro Rosso had only a modest upgrade package for Spain as it plans to phase in a much larger upgrade over a four-race period. The main updates for the weekend were to the rear wing and the diffuser.

Jean-Eric Vergne was put on the back foot on Friday, picking up a 10-place grid penalty when he was released from the pits without his right-rear wheel attached. He opted not to run in Q2 because of the penalty but braking problems hindered his progress early in the race before retiring with an exhaust problem.

Team-mate Daniil Kvyat had a difficult weekend, struggling in qualifying in particular, and never got into points contention.

WILLIAMS



WILLIAMS-MERCEDES FW36



FELIPE MASSA

Start 9th Finish 13th
Strategy 3 stops (medium/medium/hard/medium)

VALTTERI BOTTAS

Start 4th Finish 5th
Strategy 2 stops (medium/medium/hard)

Williams had plenty of aerodynamic tweaks for Spain, including a switch to mirrors mounted on a single stem to improve the airflow off them. The team was delighted with the performance of its package, with Valtteri Bottas showing that it had the third-fastest car in Spain.

The two drivers had weekends of opposite trends. Felipe Massa started superbly on Friday, but struggled as time went on and had serious tyre-degradation problems in the race, meaning he dropped out of points contention after qualifying a disappointing ninth.

Bottas, meanwhile, looked all over the place at times on Friday, but came Saturday afternoon he was on the money, and then delivered a strong race drive to fifth.

For the reasons behind the driver weekend ratings, visit AUTOSPORT.COM

LOTUS



LOTUS-RENAULT E22

8
8/10



ROMAIN GROSJEAN

Start 5th Finish 8th
Strategy 2 stops
(medium/medium/hard)

13
3/10



PASTOR MALDONADO

Start 22nd Finish 15th
Strategy 2 stops
(medium/medium/hard)

This was a breakthrough weekend for Lotus, as not only did its previously troublesome twin-tusk E22 score its first points with eighth place, it could have done much better.

While Maldonado had a trying weekend, shunting needlessly on his first flyer in Q1 and then clobbering Ericsson on the opening lap after starting last, Grosjean drove well. He qualified a superb fifth, holding the position in the first stint. But a sensor problem put his gearbox into safe-shift mode and interfered with engine performance, meaning he was powerless to keep the Ferraris at bay.

Overall, while the car did not look perfect on track, with the drivers battling some lairy rear-end moments, it was a clear step forward from China.

McLAREN



McLAREN-MERCEDES MP4-29

20
5/10



KEVIN MAGNUSSEN

Start 14th Finish 12th
Strategy 2 stops
(medium/medium/hard)

22
5/10



JENSON BUTTON

Start 8th Finish 11th
Strategy 2 stops
(medium/medium/hard)

This was never going to be a weekend of big updates for McLaren, those are expected for June's Austrian GP. But the car did run with front-wing modifications as well as reverting to launch-specification rear brake ducts.

On single-lap pace, the car was adequate, but on long-run pace it was less competitive. This was the classic case of a car with not enough downforce that needed the grip of fresh rubber to hide its weaknesses.

Button made a poor start, dropping from eighth to 13th and couldn't quite climb back into the points, losing seconds at his final stop when he had to be held in his box. Magnussen had a lairy first lap, but came home just behind his team-mate.

FORCE INDIA



FORCE INDIA-MERCEDES VJM07

11
7/10



SERGIO PEREZ

Start 11th Finish 9th
Strategy 2 stops
(medium/hard/medium)

27
6/10



NICO HULKENBERG

Start 10th Finish 10th
Strategy 2 stops
(medium/medium/hard)

Force India didn't have a substantial upgrade package, with detail changes to the floor complementing the modified sidepods introduced in the previous race. On single-lap pace, the car was not especially strong and neither driver was able to make Q3. But as Friday showed, the race pace was better and both were able to run in the points throughout.

While Hulkenberg had the edge on single-lap pace, he did struggle with tyre degradation. This was an area where Perez was stronger, allowing the Mexican to overtake his team-mate during the middle stint. He reckoned that with a more aggressive strategy he could at least have passed the ailing Grosjean for eighth.

MARUSSIA



MARUSSIA-FERRARI MR03

4
6/10



MAX CHILTON

Start 17th Finish 19th
Strategy 3 stops (medium/medium/medium/hard)

17
7/10



JULES BIANCHI

Start 18th Finish 18th
Strategy 2 stops
(medium/medium/hard)

A modest upgrade, which included a modified pod on the nose making it closer to the conventional anteatr design, made a big difference for Marussia in Spain. Both drivers commenting that the relatively small gain in downforce made the car, which was comfortably quicker than the Caterham, significantly easier to drive.

Chilton dumped his car in the gravel twice in practice, but delivered in qualifying while Bianchi outraked himself at Turn 10 on what would have been a faster lap. In the race, the pair finished comfortably ahead of the sole remaining Caterham of Ericsson, and although Bianchi showed decent pace relative to the Saubers ahead, the Marussia didn't quite have the pace to make a fight of it.

CATERHAM



CATERHAM-RENAULT CT05

9
5/10



MARCUS ERICSSON

Start 19th Finish 20th
Strategy 2 stops
(medium/medium/hard)

10
5/10



KAMUI KOBAYASHI

Start 20th Finish DNF
Strategy retired
(medium/medium/retired)

Caterham took a small upgrade package to Barcelona, featuring modified front and rear wings and tweaks to the floor. While the car was well off the pace of the Marussias on single-lap pace, it was stronger in the race, particularly in the hands of Kobayashi even though the Japanese struggled all weekend with a lack of grip.

Ericsson was the quicker of the Caterham drivers in qualifying, with Kobayashi blaming his hitting traffic for costing him a couple of tenths on his best lap.

Kobayashi failed to make the finish after suffering a braking problem, while Ericsson was clouted by Maldonado's Lotus on the first lap and dropped to last, where he stayed.



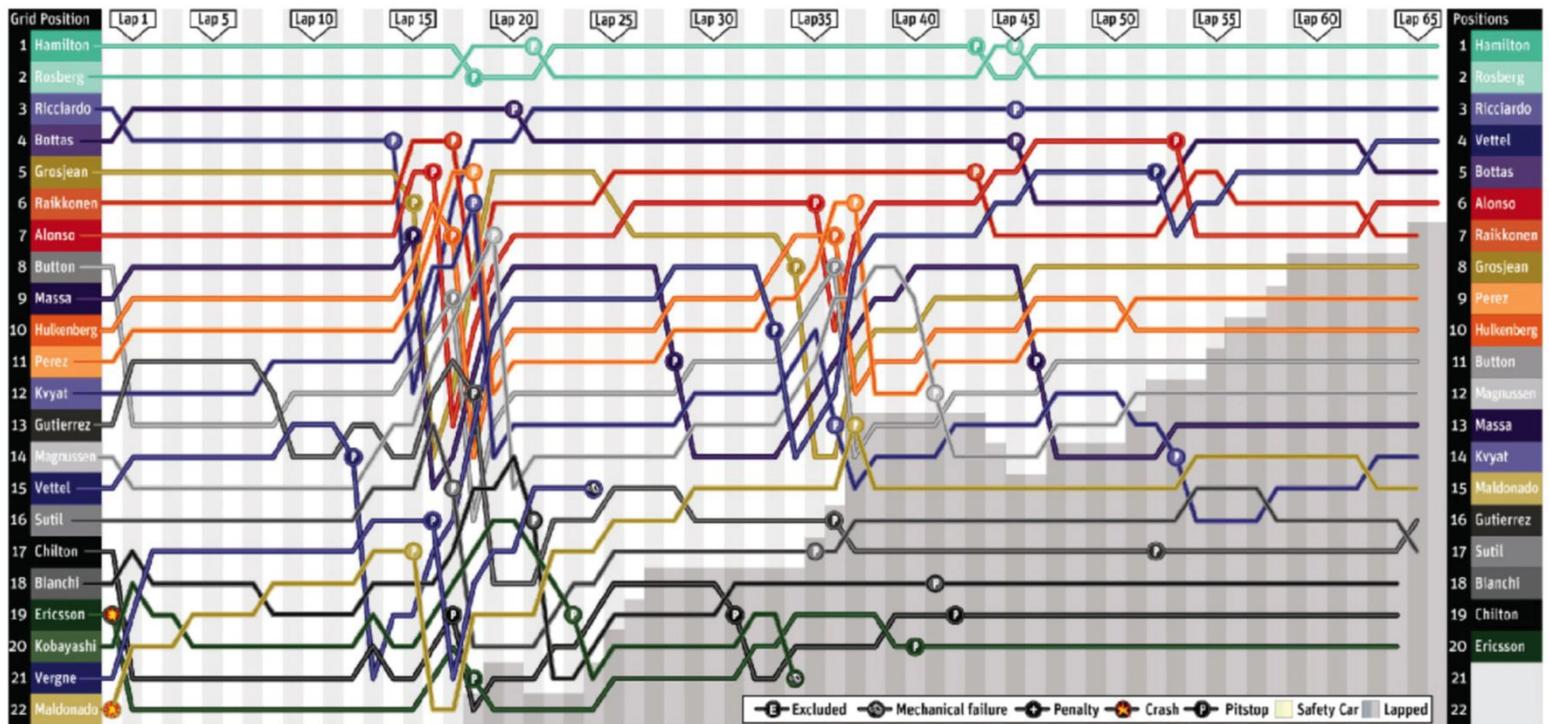
STANDOUT PERFORMANCE

Sebastian Vettel

While Vettel was only rated a nine for his weekend performance because he didn't quite have the sheer pace of Ricciardo, his race drive was impeccable. He stopped early, then used the pace of the car when in clear air and cut his way past the slower traffic efficiently, which allowed him to pick off Raikkonen and Bottas late in the race for fourth. Still not completely at one with the Red Bull, but this was an improvement and it showed his class.

"Everything behind Mercedes is quite close. In the race, we had a good car and I'm really happy to start 15th and finish 4th. It must be the maximum"

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m27.023s
2	BUTTON	1m27.891s
3	RICCIARDO	1m27.973s
4	ALONSO	1m28.128s
5	ROSBERG	1m28.168s
6	RAIKKONEN	1m28.337s
7	MAGNUSSEN	1m28.423s
8	MALDONADO	1m28.744s
9	PEREZ	1m28.779s
10	MASSA	1m28.791s
11	KVYAT	1m28.792s
12	HULKENBERG	1m28.828s
13	VERGNE	1m28.859s
14	NASR	1m29.272s
15	SUTIL	1m29.688s
16	BIANCHI	1m29.820s
17	GROSJEAN	1m29.944s
18	VAN DE GARDE	1m30.440s
19	CHILTON	1m30.748s
20	VETTEL	1m30.942s
21	KOBAYASHI	1m30.997s
22	ERICSSON	1m31.421s

Weather: 23C, sunny

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m25.524s
2	ROSBERG	1m25.973s
3	RICCIARDO	1m26.509s
4	ALONSO	1m27.121s
5	RAIKKONEN	1m27.296s
6	MAGNUSSEN	1m27.788s
7	BUTTON	1m27.811s
8	MASSA	1m27.824s
9	PEREZ	1m27.866s
10	KVYAT	1m28.049s
11	HULKENBERG	1m28.074s
12	VERGNE	1m28.246s
13	SUTIL	1m28.284s
14	BOTTAS	1m28.698s
15	GUTIERREZ	1m29.105s
16	PEREZ	1m29.129s
17	GROSJEAN	1m29.493s
18	BIANCHI	1m29.991s
19	CHILTON	1m31.148s
20	KOBAYASHI	1m31.338s
21	ERICSSON	1m31.586s
22	VETTEL	no time

Weather: 24C, sunny

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ROSBERG	1m25.887s
2	HAMILTON	1m26.756s
3	ALONSO	1m27.188s
4	MASSA	1m27.223s
5	GROSJEAN	1m27.682s
6	MAGNUSSEN	1m27.806s
7	RICCIARDO	1m27.808s
8	BUTTON	1m28.006s
9	MALDONADO	1m28.076s
10	VETTEL	1m28.085s
11	BOTTAS	1m28.101s
12	VERGNE	1m28.242s
13	KVYAT	1m28.298s
14	RAIKKONEN	1m28.419s
15	PEREZ	1m28.571s
16	HULKENBERG	1m28.668s
17	SUTIL	1m28.715s
18	GUTIERREZ	1m28.865s
19	CHILTON	1m30.169s
20	BIANCHI	1m30.670s
21	KOBAYASHI	1m30.712s
22	ERICSSON	1m31.559s

Weather: 21C, sunny

FRIDAY TESTERS

1	NASR	1m29.272s
2	VAN DE GARDE	1m30.440s



ETHERINGTON/LAT



Vettel's RB10 let him down on Friday

STALEY/LAT

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m27.238s (2)	1m26.210s (2)	1m25.232s
2	ROSBERG	1m26.764s (1)	1m26.088s (1)	1m25.400s
3	RICCIARDO	1m28.053s (4)	1m26.613s (3)	1m26.285s
4	BOTTAS	1m28.198s (9)	1m27.563s (8)	1m26.632s
5	GROSJEAN	1m28.472s (16)	1m27.258s (6)	1m26.960s
6	RAIKKONEN	1m28.308s (11)	1m27.335s (7)	1m27.104s
7	ALONSO	1m28.329s (12)	1m27.602s (10)	1m27.140s
8	BUTTON	1m28.279s (10)	1m27.570s (9)	1m27.335s
9	MASSA	1m28.061s (5)	1m27.016s (4)	1m27.402s
10	VETTEL	1m27.958s (3)	1m27.052s (5)	no time
11	HULKENBERG	1m28.155s (7)	1m27.685s	-
12	PEREZ	1m28.469s (15)	1m28.002s	-
13	KVYAT	1m28.074s (6)	1m28.039s	-
14	GUTIERREZ	1m28.374s (13)	1m28.280s	-
15	MAGNUSSEN	1m28.389s (14)	no time	-
16	VERGNE	1m28.194s (8)	no time	-
17	SUTIL	1m28.563s	-	-
18	CHILTON	1m29.586s	-	-
19	BIANCHI	1m30.177s	-	-
20	ERICSSON	1m30.312s	-	-
21	KOBAYASHI	1m30.375s	-	-
22	MALDONADO	no time	-	-

Weather: 27C, sunny

QUALIFYING STATISTICS

	HEAD TO HEAD
VETTEL	1 4 RICCIARDO
ROSBERG	1 4 HAMILTON
RAIKKONEN	2 3 ALONSO
GROSJEAN	5 0 MALDONADO
MAGNUSSEN	2 3 BUTTON
PEREZ	1 4 HULKENBERG
GUTIERREZ	3 2 SUTIL
VERGNE	3 2 KVYAT
MASSA	3 2 BOTTAS
CHILTON	2 3 BIANCHI
ERICSSON	1 4 KOBAYASHI



ISTITENEZ/GETTY

POLE POSITION TROPHY

DRIVER	AUS	MAL	PRC	E	TOTAL
HAMILTON				4	4
ROSBERG			1		1



DUNBAR/LAT

SUPERLICCENCE PENALTY POINTS

Drivers	1	2	3	4	5	6	7	8	9	10	11	12
BIANCHI	X	X	X	X								
BOTTAS	X	X										
MAGNUSSEN	X	X										
MALDONADO	X	X	X	X								
SUTIL	X	X										

Anyone who gets to 12 points will be suspended for one race

RACE: 66 LAPS - 190.834 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	LEWIS HAMILTON	MERCEDES	66	1h41m05.155s	1m29.483s	2	46.541s	1
2	NICO ROSBERG	MERCEDES	66	+0.636s	1m29.236s	2	44.563s	2
3	DANIEL RICCIARDO	RED BULL-RENAULT	66	+49.014s	1m30.012s	2	43.799s	3
4	SEBASTIAN VETTEL	RED BULL-RENAULT	66	+1m16.702s	1m28.918s	3	1m05.181s	15
5	VALTTERI BOTTAS	WILLIAMS-MERCEDES	66	+1m19.293s	1m30.424s	2	45.525s	4
6	FERNANDO ALONSO	FERRARI	66	+1m27.743s	1m29.898s	3	1m05.648s	7
7	KIMI RAIKKONEN	FERRARI	65	+1 lap	1m30.580s	2	44.783s	6
8	ROMAIN GROSJEAN	LOTUS-RENAULT	65	+1 lap	1m31.068s	2	44.204s	5
9	SERGIO PEREZ	FORCE INDIA-MERCEDES	65	+1 lap	1m30.756s	2	44.649s	11
10	NICO HULKENBERG	FORCE INDIA-MERCEDES	65	+1 lap	1m31.411s	2	45.079s	10
11	JENSON BUTTON	MCLAREN-MERCEDES	65	+1 lap	1m30.563s	2	46.218s	8
12	KEVIN MAGNUSSEN	MCLAREN-MERCEDES	65	+1 lap	1m30.318s	2	43.662s	14
13	FELIPE MASSA	WILLIAMS-MERCEDES	65	+1 lap	1m30.468s	3	1m07.575s	9
14	DANIIL KVYAT	TORO ROSSO-RENAULT	65	+1 lap	1m30.269s	3	1m08.528s	12
15	PASTOR MALDONADO	LOTUS-RENAULT	65	+1 lap	1m31.235s	2	49.875s	22
16	ESTEBAN GUTIERREZ	SAUBER-FERRARI	65	+1 lap	1m30.666s	3	1m10.868s	13
17	ADRIAN SUTIL	SAUBER-FERRARI	65	+1 lap	1m31.473s	2	51.391s	16
18	JULES BIANCHI	MARUSSIA-FERRARI	64	+2 laps	1m31.784s	2	45.496s	18
19	MAX CHILTON	MARUSSIA-FERRARI	64	+2 laps	1m31.767s	3	1m11.155s	17
20	MARCUS ERICSSON	CATERHAM-RENAULT	64	+2 laps	1m33.350s	2	49.762s	19
R	KAMUI KOBAYASHI	CATERHAM-RENAULT	34	brakes	1m33.064s	1	22.789s	20
R	JEAN-ERIC VERGNE	TORO ROSSO-RENAULT	24	exhaust	1m31.781s	1	22.976s	21

Weather: 23C, sunny. Winner's average speed: 113.270mph. Fastest lap: Vettel 1m28.918s (117.112mph) on lap 55. Lap leaders: 1-17 Hamilton, 18-21 Rosberg, 22-43 Hamilton, 44-45 Rosberg, 46-66 Hamilton. Vettel demoted five grid places after receiving gearbox penalty; Vergne dropped 10 places after losing right-rear wheel during free practice on Friday.

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Medium	Medium	Hard	
Medium	Hard	Medium	
Medium	Medium	Hard	
Medium	Hard	Medium	Medium
Medium	Medium	Hard	
Medium	Medium	Hard	Medium
Medium	Medium	Hard	
Medium	Medium	Hard	
Medium	Hard	Medium	
Medium	Medium	Hard	
Hard	Medium		

Option tyre in bold; new set in red; used set in black

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE	
1	HAMILTON	100	ret	1 st	1 st	1 st	1 st															
2	ROSBERG	97	1 st	2 nd	2 nd	2 nd	2 nd															
3	ALONSO	49	4 th	4 th	9 th	3 rd	6 th															
4	VETTEL	45	ret	3 rd	6 th	5 th	4 th															
5	RICCIARDO	39	ex	ret	4 th	4 th	3 rd															
6	HULKENBERG	37	6 th	5 th	5 th	6 th	10 th															
7	BOTTAS	34	5 th	8 th	8 th	7 th	5 th															
8	BUTTON	23	3 rd	6 th	17 th	11 th	11 th															
9	MAGNUSSEN	20	2 nd	9 th	ret	13 th	12 th															
10	PEREZ	20	10 th	dns	3 rd	9 th	9 th															
11	RAIKKONEN	17	7 th	12 th	10 th	8 th	7 th															
12	MASSA	12	ret	7 th	7 th	15 th	13 th															
13	GROSJEAN	4	ret	11 th	12 th	ret	8 th															
14	VERGNE	4	8 th	ret	ret	12 th	ret															
15	KVYAT	4	9 th	10 th	11 th	10 th	14 th															
16	SUTIL	0	11 th	ret	ret	ret	17 th															
17	GUTIERREZ	0	12 th	ret	ret	16 th	16 th															
18	CHILTON	0	13 th	15 th	13 th	19 th	19 th															
19	KOBAYASHI	0	ret	13 th	15 th	18 th	ret															
20	MALDONADO	0	ret	ret	14 th	14 th	15 th															
21	ERICSSON	0	ret	14 th	ret	20 th	20 th															
22	BIANCHI	0	nc	ret	16 th	17 th	18 th															

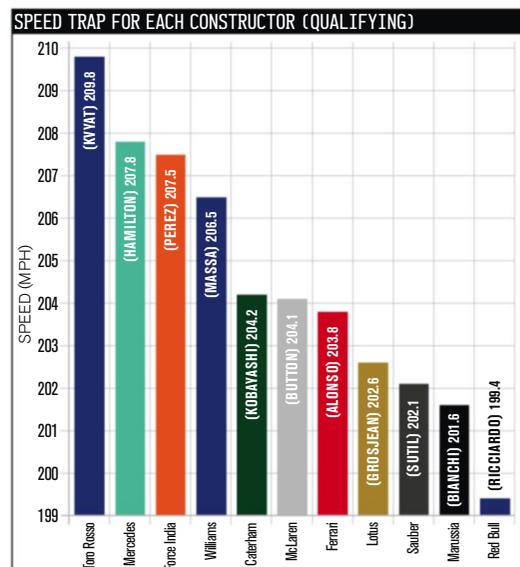


Alonso takes a selfie with his adoring home fans



CONSTRUCTORS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE	
1	MERCEDES	197	25	43	43	43	43															
2	RED BULL	84	0	15	20	22	27															
3	FERRARI	66	18	12	3	19	14															
4	FORCE INDIA	57	9	10	25	10	3															
5	WILLIAMS	46	10	10	10	6	10															
6	MCLAREN	43	33	10	0	0	0															
7	TORO ROSSO	8	6	1	0	1	0															
8	LOTUS	4	0	0	0	0	4															
9	SAUBER	0	0	0	0	0	0															
10	MARUSSIA	0	0	0	0	0	0															
11	CATERHAM	0	0	0	0	0	0															



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In 2014 the right fuel can give a significant edge



The new crucial battle in F1

There's been a lot of talk about the engines of 2014, but another factor has also grown in importance with this year's rule changes. **JONATHAN NOBLE** investigates the art of F1 fuel

Fuel has become a new battleground in Formula 1, with teams discovering that better products inside the new engines are having a huge impact on car performance.

Early experiences of the 1.6-litre turbocharged power units have shown that improvements in the quality of the fuel – especially those that can deliver more efficiency – have become central to helping teams move forward. And there is now as much pressure being placed on the fuel suppliers in F1 to make gains as there is on aerodynamic departments



to unlock more downforce.

One of the factors that has helped Mercedes become so dominant is that it has worked so closely with Malaysian company Petronas to

fine-tune its fuel and engine to work together.

Those efforts have helped deliver the benchmark engine performance on the grid – which has helped not

only Mercedes, but also teams like Williams and Force India that use its products as part of their customer engine deals.

Eric Holthusen, COO of Petronas says: "Fuel has always been important in the F1 environment, but now there is hardly anything you can take from the past because these new engines have such a different kind of fuel compared to what we had before.

"I've been in the business for more than 20 years. I cannot remember that this has ever happened that from the conception of the engine, the fuel was a design element."

WHAT MAKES A GOOD FUEL

With teams limited to using 100kg of fuel for a race, and a maximum fuel flow rate of 100kg/h, the key to success for a fuel supplier is to deliver the maximum amount of energy within those constraints.

But success in 2014 is complicated because of the unique

demands placed on the fuel suppliers by the direct-injection turbocharged engines that rev to a maximum of 15,000rpm.

The characteristics of the current power units make them particularly susceptible to detonation – and an engine/fuel combination that can run

comfortably close to its limit without risk of 'knocking' will deliver a big performance gain.

Shell's Guy Lovett, whose company has enjoyed a lengthy partnership with Ferrari, says that a lot of work is being done on balancing out the octane levels to prevent knocking with the

need to deliver the maximum amount of power. For although the higher the octane level, the less chance there is of detonation, there is a point where increasing octane makes the fuel less powerful.

"The key to success and to an optimum fuel is balancing the octane for performance, anti-knock and the energy content," he says. "We are trying to find clever innovative ways of boosting performance and that really is a huge challenge. It is not something that is new to the industry – but it is new to F1."

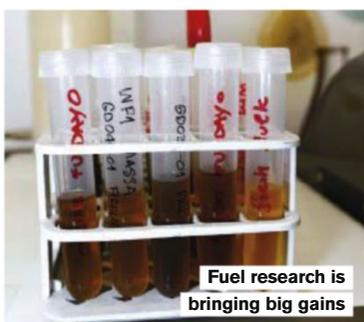
There are other characteristics that are important too – such as how the fuel reacts chemically when it is sprayed directly into the chamber.

Petronas COO Eric Holthusen explains: "Now we have to inject the fuel into the compressed air, like in a diesel engine, so the quality of the combustion is very much governed by the atomisation of the fuel.

"You want to have small droplets. That is very important. So the surface tension of your fuel has to be lowered to get maximum atomisation. This helps give a good combustion that gets the maximum out of the fuel."



Ferrari works closely with partner Shell...



Fuel research is bringing big gains



...and has boosted straightline speed in recent races

JARVOPIX

"Fuel is a key area of development. It is an opportunity for fuel suppliers to make a difference"

Christian Horner

MAKING THE DIFFERENCE

The impact of fuel on car performance became evident earlier this season when GPS data analysis of cars on track showed that there were notable variations in power between teams even though they had the same power unit.

Red Bull technical chief Adrian Newey said earlier this year: "We certainly can see that in our own GPS analysis between our rivals that some appear to have significantly more power than others, even though they have the same engine."

There have been suggestions that the spread in performance between oil companies using the same engines could be as much as 30bhp at times.

And Red Bull's Sebastian Vettel was only too keen to point out in Spain that a new fuel from Ferrari supplier Shell had delivered Fernando Alonso with a 7km/h speed boost down the straight in China. Such steps would have been rare in the recent past.

EFFICIENCY IS POWER

While fuel efficiency has always been important in F1, it has never been more critical than it is now.

Under the previous V8 era when refuelling was banned, efficiency was important because gains would allow teams to run with less fuel on board. That could have a benefit in terms of the overall weight of the car and the size of the fuel tank.

But 2014's new hybrid regulations mean that efficiency gains now deliver out-and-out performance as well. That is because lap time can be delivered from more use of the MGU-H, which can be charged through fuel use.

Renault's Rob White explains: "Fuel consumption improvement can directly influence end-of-straight speed quite a lot.

"I don't want to over-egg the pudding, but if you gain sufficient fuel to be able to spend a little bit of fuel on generating electricity, it opens the door to [more]

energy deployment.

"There can be perhaps a bigish difference on end-of-straight speed, and a noticeable difference on lap time, from just a small change in fuel consumption."

INTENSE PROGRESS

Although the season is still in its early stages, progress from the fuel suppliers has already been rapid. Shell, which supplies Ferrari, has already introduced three performance steps so far this season – with more to come.

Total also delivered a new product at last weekend's Spanish Grand Prix that played a small part in helping Red Bull make a step forward to emerge as the main challenger to Mercedes.

But with Mercedes still having a clear advantage at the front, its partner Petronas is holding fire on making any changes until it knows that its Turin R&D facility has unlocked something

that delivers a big gain.

Holthusen says: "If it is going well, like currently, we only change if there is something coming up that shows a significant improvement."

As with any new technology, such big gains are likely though – with Shell's Guy Lovett admitting that fuel progress is being made at a fantastic rate. "At the moment we are seeing bigger steps than we have seen in the past from the V8," he says. "We are on the upward slope of the development cycle."

Red Bull boss Christian Horner is one man convinced that the battle between F1's fuel suppliers is going to play a role in the competitive order over the remainder of the campaign.

"Fuel for sure is a key area of development and something that all the fuel suppliers are working on very hard," he says. "It is an opportunity for fuel suppliers to make a difference." ❧

Di Resta and co had to battle back in the pack at 2014 opener



What's gone wrong for Mercedes in the DTM?

36

ALL PICS: XBP/LAT

A star-studded driver line-up wasn't enough to get a C-Class into the points at the 2014 DTM opener. ANDREW VAN LEEUWEN looks at the extent of the Three-Pointed Star's problems

Just 13 minutes into qualifying was enough for what was left of Mercedes' optimism for the 2014 DTM season to evaporate into the Hockenheim air. Despite the positive noises following pre-season testing, that all five drivers eliminated from Q1 at the first round of the season were driving Mercedes made it painfully clear that the Three-Pointed Star was a fair way off the pace. A pointless Sunday confirmed it beyond doubt.

It's hard to tell just how prepared Mercedes was for what happened at Hockenheim earlier this month. After qualifying on Saturday evening, Gary Paffett admitted that it wasn't until practice that he realised things were so bad.

"Before this morning yes, after practice, no," was his response when quizzed on whether or not he was surprised that he could manage no

better than 14th on the grid. Paul di Resta, meanwhile, claims that the writing was already on the wall following testing: "We had slight indications coming here that we were going to be on the back foot a little bit."

The truth probably lies somewhere in the middle. Despite the futility of trying to gauge form from testing, Mercedes was probably aware it wasn't where it wanted to be ahead of round one. But surely not being able to score a single point in the first race of the year will have surpassed the team's worst expectations.

The first sign of major reaction didn't take long. On the Wednesday following Hockenheim, HWA chief Gerhard Ungar was sent packing, confirmation that neither the team nor Mercedes is taking this lightly.

Deciphering what exactly is wrong with the car is tricky at the



Ungar left after Hockenheim

moment. Predictably, the drivers aren't giving much away, and AUTOSPORT's request to get comment on the situation from Mercedes' motorsport boss Toto Wolff during last weekend's

Spanish Grand Prix was denied. At the very least, it would seem that inconsistency with balance and difficulties in setting the car up are the pressure points.

"It's not fair to share it," says di Resta when asked to detail the car's issues. "We know as a team what it is, and we're not going to give anything like that away. That's far too much detail. We'll work out what we need to do to work our systems, our engineers, and our team forward."

Something that may well complicate Mercedes' efforts to get the bottom of its problems is the new-for-2014 performance ballast system. With no Mercedes drivers in the top 10 at Hockenheim, every C-Coupe will run 5kg lighter this weekend at Oschersleben.

That means they will be 5kg lighter than the Audis, and a full 10kg lighter than the BMWs. On the



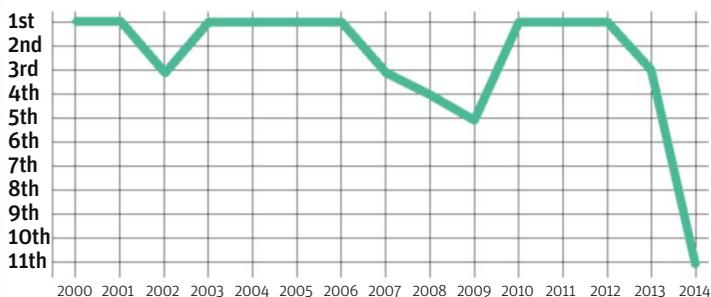
"It's going to take more than a few races to be bouncing back. I think we'll be looking at damage limitation for a while"

Paul di Resta



Di Resta's DTM return has not been a happy one thus far

MERCEDES' RECORD AT HOCKENHEIM DTM SEASON OPENERS



surface that sounds like good news. While we're yet to see just how big an impact the weight penalties will make, it could well result in Mercedes getting a couple of cars in the points at Oschersleben.

But it's just a band-aid solution. Taking weight out the car won't fix any of its fundamental problems, it will merely mask them. The harsh reality is that Mercedes would probably rather another race or two with a level playing field so that the C-Coupe's issues can be better analysed against the performances of Audi and BMW.

"Weight is everything, and if you can run lighter, you run faster," says di Resta. "But that's not what you want to be doing; we want to be heavy because we want to be winning races."

One thing that seems to have been unanimously agreed across the Mercedes garages is that the turnaround won't happen overnight. According to Paffett, it's going to take more than a change of scenery to get back in the hunt for wins.

"The only hope for better results

is if we make the car faster," he says. "We tested at the Hungaroring, and it was the same situation there as we had at Hockenheim; we were quick in some places, not so quick in others. China could be different because it's a street circuit. If we have some races in the wet it might be better for us, and Norisring might be okay because it's just straights there."

"But in general, we can't expect to luck into things. We have to improve the car, because we all did a very good job [at Hockenheim], and to do a good job and finish a minute behind the leader is tough. It's very tough."

Di Resta adds: "You can't write the whole year off, but you've got to accept that it's going to take more than a few races to be bouncing back. You've got to look at a good fight mid-season on, realistically, from where we are at the moment. We're way too far behind."

"I think we'll be more looking at damage limitation for a while, and progressively lifting it weekend by weekend." ❧



DA COSTA'S NEW CLOTHES

Antonio Felix da Costa provided one of the stand-out performances as the DTM season got underway, despite finishing 21st for BMW.

Had it not been for a late clash with Timo Scheider – which the Portuguese later apologised for – the Red Bull-backed racer probably would have finished inside the top five in what was not only his debut in the DTM, but in any form of tin-top racing.

Da Costa admits he was a little surprised with how quickly it all came together. "I knew I would be okay with the car, I believe in

myself and I believe I can be as good as anyone else," he says.

"But I'm surprised I did it so early.

"The collision with Timo was a bit silly. I shouldn't have tried it. It was my mistake, and I apologised.

"[But] I can be happy with 95 per cent of things from Friday until Sunday. I created a good impression on everyone in the championship, and even on myself, so that's a really good thing to take away.

"Let's try and prove in Oschersleben that it wasn't a one-off. That's the next challenge, and that's what's hard in the DTM."

GP2

Barcelona (E)

May 10-11

Round 2/11



RESULTS

RACE 1: 36 LAPS, 104.051 MILES

1	JOHNNY CECOTTO JR (YV)	1h00m28.853s
	Trident; Grid: 16th-1m30.496s	
2	JOLYON PALMER (GB)	+3.409s
	DAMS; Grid: 2nd-1m29.421s	
3	FELIPE NASR (BR)	+3.750s
	Carlin; Grid: 5th-1m29.698s	
4	JULIAN LEAL (CO)	+6.128s
	Carlin; Grid: 7th-1m29.841s	
5	RIO HARYANTO (RI)	+15.895s
	Caterham; Grid: 11th-1m29.983s	
6	ARTHUR PIC (F)	+16.842s
	Campos Racing; Grid: 13th-1m30.300s	
7	TIO ELLINAS (CY)	+18.407s
	MP Motorsport; Grid: 9th-1m29.902s	
8	TOM DILLMANN (F)	+20.565s
	Arden International; Grid: 12th-1m30.289s	
9	ADRIAN QUAIFE-HOBBS (GB)	+21.265s
	Rapax; Grid: 22nd-1m30.884s	
10	STEPHANE RICHELMI (MC)	+21.460s
	DAMS; Grid: 1st-1m29.293s	

Winner's average speed: 103.223mph. Fastest lap: Mitch Evans, Russian Time, 1m34.141s, 110.610mph.

RACE 2: 26 LAPS, 75.126 MILES

1	NASR	42m01.901s
	Grid: 6th	
2	PALMER	+7.635s
	Grid: 7th	
3	DILLMANN	+13.814s
	Grid: 1st	
4	PIC	+14.172s
	Grid: 3rd	
5	LEAL	+14.732s
	Grid: 5th	
6	CECOTTO	+18.842s
	Grid: 8th	
7	RICHELMI	+19.236s
	Grid: 10th	
8	STEFANO COLETTI (MC)	+22.993s
	Racing Engineering; Grid: 16th	
9	QUAIFE-HOBBS	+30.744s
	Grid: 9th	
10	STOFFEL VANDORNE (B)	+31.379s
	ART Grand Prix; Grid: 13th	

Winner's average speed: 107.242mph. Fastest lap: Daniel de Jong, MP Motorsport, 1m34.261s, 110.469mph. All drivers in Dallara-Mecachrome GP2/11.

DRIVERS' CHAMPIONSHIP

1	PALMER	70	6	VANDOORNE	25
2	LEAL	48	7	TRUMMER	18
3	NASR	42	8	DILLMANN	14
4	CECOTTO	29	9	COLETTI	13
5	PIC	26	10	RICHELMI	13

TEAMS

1	CARLIN	90	4	TRIDENT	29
2	DAMS	83	5	CAMPOS RACING	26
3	ART GRAND PRIX	33	6	RAPAX	25

POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.

Evans (1) was cork in sprint-race bottle due to tyre woes



Series veterans enjoy their days in the sun

Johnny Cecotto Jr and Felipe Nasr perhaps needed wins more than any other rival drivers on the grid. CHARLES BRADLEY explains why

WITH 137 STARTS BETWEEN THEM, JOHNNY CECOTTO JR and Felipe Nasr are undoubtedly two old boys of the GP2 Series, yet both had become saddled with reputations they didn't much care for. Bad boy Cecotto went some way towards redemption with a controlled and artful display to win the feature race from 16th on the grid, while Nasr finally ended his victory drought in Sunday's sprint race.

The feature race getaway was chaotic. Just as the red lights were about to go out, the start was aborted, confusing poleman Stephane Richelmi into stalling. "My mistake," he confessed, and he started from the pitlane.

That elevated DAMS team-mate Jolyon Palmer to the head of the grid, but at the start proper he came under huge pressure from Mitch Evans, who lunged to his inside, and Stefano Coletti, who tried a hero move around the outside.

Somehow, Coletti managed to hit the front wings of both Palmer and Evans as he arced around them, this hero move quickly turning into a zero move as he spun to a halt with a right-rear puncture on his Racing Engineering car.

"They came either side of me, and I thought it was going to be quite a big crash," said middle man Palmer, who held the lead but at the cost of his left-front wing losing its upper flap. Evans's was mortally wounded, and he would have to pit for a new front wing.

The safety car was soon required, as the opening-lap chaos concluded with Coletti's team-mate Raffaele Marciello connecting with Daniel Abt at the Turn 10 hairpin. It may have seemed relatively inconsequential at the time, but this is what won the race for Cecotto.

He had started with the hard tyres fitted to his Trident machine, and the multiple laps behind the safety car really wounded the strategy of those who started on the softs. Cecotto, so often labelled the master of disaster, belied that reputation as he picked his way through the opening-lap dramas with sublime skill to run sixth behind the safety car.

Cecotto quickly picked off Alexander Rossi (who'd later retire with engine failure) at the restart, and then inherited clean air as those who started on the softs headed pitwards.

When Cecotto pitted with nine laps to go, after running a long first stint, he rejoined 2.5s behind Palmer – and did a great job to hold off Carlin racer Nasr on his out-lap as he needed to nurse these tyres into their operating range. Once there, he carved into Palmer's lead, and shot down the inside of him at the Turn 14 chicane. "This is the most stupid thing!" Palmer railed



Coletti (6) clips Evans and Palmer at the first corner

BLOXHAM/GP2

BLOXHAM/GP2

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PORSCH SUPERCUP BARCELONA (E), MAY 11 RD 1/10

Bamber claims first Supercup victory

HAVING PREVIOUSLY WON RACES IN THE CARRERA Cup in Asia and Germany, New Zealander Earl Bamber claimed his first Supercup victory at Barcelona on Sunday morning.

Bamber just missed out on the top spot in qualifying, as Philipp Eng claimed pole by 0.018s, but the Austrian blamed the shadow of the main grandstand for not drying his side of the track after overnight rain for his poor start on raceday. The telltale puffs of blue smoke as he wheelspun away from the startline led to him swerving across the grid to the inside, but Bamber was already ahead.

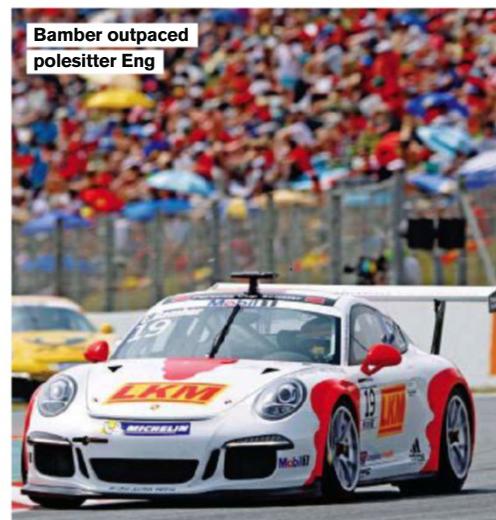
Behind the front-row duo, there was a big space as – bizarrely – both Michael Ammermuller and Come Ledogar failed to take up their second-row starting positions and pulled off on the grass with simultaneous technical problems. Both cars were pushed into the pitlane but neither was fixable.

Jeffery Schmidt led the distant chase of the leaders, but Britain's Ben Barker was the man on the move. He made a great launch from seventh to run fourth, almost making it by Schmidt at the first corner but doing the job properly in an opportunistic move at Turn 9.

Eng stayed close to Porsche international scholarship winner Bamber for the opening three laps, but Eng had to admit defeat as the Kiwi stretched away in the second half of the race and won by almost 5s. "I had no answer to Earl and he was simply faster than me," said Eng.

Barker closed right in on Eng as he fell well away from Bamber in the closing stages, but also had to keep a wary eye out for fourth-placed Christian Engelhart, who shadowed him to the finish.

Porsche junior driver Alex Riberas and Klaus



Bamber outpaced polesitter Eng

Bachler also passed Schmidt during the race, as he slumped to seventh.

● Charles Bradley

RESULTS

1 Earl Bamber (Fach Auto Tech), 13 laps in 24m40.643s; 2 Philipp Eng (Team Project 1), +4.756s; 3 Ben Barker (Lechner Racing Team); 4 Christian Engelhart (Konrad Motorsport); 5 Alex Riberas (Attempto Racing); 6 Jeffrey Schmidt (Lechner Racing Team); 7 Christopher Zochling (Konrad Motorsport); 8 Kuba Giermaziak (Lechner Racing Team); 9 Clemens Schmid (Lechner Racing Team); 10 Sven Muller (Team Project 1).

Points 1 Bamber, 20; 2 Eng, 18; 3 Barker, 16; 4 Engelhart, 14; 5 Riberas, 12; 6 Schmidt, 10.



Cecotto enjoys spoils of his well-executed feature race victory



Nasr won a GP2 race at last...

BLOXHAM/GP2

over his radio, but in truth he was powerless. He would later rue: "To have someone not within a second [of the pace] all weekend, and then to win the race so easily, it's a strange thing."

Conversely, winner Cecotto beamed: "I've won a feature race before from P17, but that was in adverse conditions [a slick-tyre gamble at Hockenheim in 2012]. To win from so far back in normal conditions is just incredible. It's been over a year since I was on the podium, so I really needed it!"

Perhaps the man with the most to rue was Evans, who had also started on the hards. Had he not damaged his wing at the first corner, Russian Time's Kiwi would likely have won this race by a country mile. Instead, he was 14th.

Palmer just held off a late burst from Nasr in the closing laps to finish second, with Julian Leal



...after decisive move on Dillmann (17)

turning in another strong performance for Carlin in fourth. Rio Haryanto held off a phalanx comprising Arthur Pic, Tio Ellinas, Rene Binder and Tom Dillmann. The last named was on the same strategy as Cecotto and running second to him, but was unfortunate to lose time in the pits having his engine cover reattached. He caught a break when Arden team-mate Binder was penalised for not slowing enough under yellows, promoting Dillmann onto pole for the sprint race.

With track conditions slightly slick on Sunday after overnight rain, Dillmann kept the lead at the start, but relented to the fast-starting Nasr – who went from sixth to second in the opening corners – with a tidy move at Turn 5 on lap two. Haryanto was in the mix with the leaders until a clash with Palmer at Turn 5 led to him ploughing into the tyres two corners later with a puncture.

Again, Palmer ignored the loss of his left-front winglet and chased down Nasr. Unable to find a way past, he slipped back to save his tyres. When he pushed again later on, he encountered a long brake pedal, and a trip across the Turn 1 run-off meant he settled for second.

For Nasr, that meant it was 50th time lucky in terms of GP2 starts. "It was about time already, I have to say!" he quipped. "I knew it was all about getting into the lead as early as I could. I saw Dillmann struggling with the temperature of his tyres. I took a chance to overtake, and that was it."

Dillmann kept Pic at bay to finish third, a great return following a late call-up to return to the series. Leal finished fifth, well clear of a duelling Cecotto and Richelmi. Evans had run sixth from 14th on the grid, only for his left-front tyre to wear out and he quickly tumbled to the back.



DOMINATE THE TRACK. RULE THE STREET.



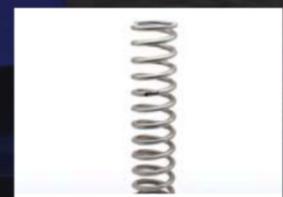
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METRIC RANGE



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- Spring Surface Stabilization through specialized shot peening
- Every ERS Spring preset to block
- Block and Sag Resistant
- Smallest Tolerances and precise plane parallelism of spring ends
- High Dynamic Durability - under Motorsports conditions
- High quality corrosion protection by phosphating and epoxy coating
- Springs Printed with part-number (speaking code = rate and dimensions)
- Individual protective single box packaging



eibach.com

Lynn (left) clings to lead as Kirchhofer (middle) outbrakes himself



GP3 SERIES BARCELONA (E), MAY 10-11 RD 1/9

Brits Lynn & Stoneman shine in Spain

TWO BRITISH TALENTS WITH VERY different backstories shared the race wins on offer in the opening GP3 Series weekend at Barcelona. While Saturday winner Alex Lynn kept his career momentum flying as a Red Bull Junior, Dean Stoneman scored his first single-seater win since cancer interrupted his career.

An average start from Carlin driver Lynn, who'd scored pole position on his series debut, meant he came under attack from fellow front-row starter Marvin Kirchhofer of ART at the first corner. The German made a bold bid to drive around Lynn's outside, but misjudged his braking and sailed off on to the run-off.

As Kirchhofer rejoined, he pinched Richie Stanaway on the run

to Turn 3. Along with Jimmy Eriksson, they then arrived three-wide at Turn 4 – again Kirchhofer took the outside-line route, but it was Eriksson's inside approach that reaped the dividends, as Stanaway backed out but retained third.

Kirchhofer tried to defend his fourth place from the Manor car of Patrick Kujala, but ran wide at the exit of Turn 8, and allowed him past to complete a dismal opening lap. Lynn ended the first lap well clear of Eriksson, and set fastest lap on his way to a dominant victory.

"The start should have been a bit better," admitted Lynn. "And that put me under a bit more pressure than I would have liked, but after that it was nice to see these guys battling

in my mirror." Behind him, Eriksson stayed well clear of Stanaway in third, with Kujala holding off the frustrated Kirchhofer for fourth.

Eriksson said: "Alex already had a gap, I tried to push in the opening laps to put some pressure on him but I didn't want to push too much as I wanted to save the tyres."

ART's Dino Zamparelli finished sixth, ahead of Stoneman, who started 13th after struggling to get his front tyres working in qualifying, while ex-F2 star Matheo Tuscher held off Nick Yelloly for eighth.

After overnight rain the track was damp for Sunday's race, proved when Manor's Stoneman spun while warming his tyres – although everyone still started on slicks. Tuscher led, but Stoneman hounded him, keen to make an early move.

That rarest of rare things – an overtaking move for the lead of a GP3 race after the first lap – occurred on lap two at Turn 4, as Stoneman squeezed past and then received a tap from Tuscher at the following corner, which they both survived.

"I had a good run into Turn 3 and in Turn 4 I went up the inside of him," said Stoneman. "He came back at me on the outside but I made a good exit and pulled away."

The safety car interrupted his progress, after a backmarker spun at Turn 3, but Stoneman just had the measure of Tuscher after the restart

Stoneman celebrates his classy victory



to win by just under a second. Zamparelli made it two Brits on the podium in third, ahead of Stanaway, Kirchhofer, Eriksson and Yelloly.

Lynn tumbled back to 15th on the opening lap after being far too cautious, then gambled on a wet-tyre switch that was doomed to failure.

● Charles Bradley

Stoneman passes Tuscher and gets a tap for doing so



RESULTS

Race 1 Alex Lynn (Carlin), 16 laps in 26m36.158s; 2 Jimmy Eriksson (Koiranen GP), +2.451s; 3 Richie Stanaway (Status Grand Prix); 4 Patrick Kujala (Marussia Manor Racing); 5 Marvin Kirchhofer (ART Grand Prix); 6 Dino Zamparelli (ART); 7 Dean Stoneman (Manor); 8 Matheo Tuscher (Jenzer Motorsport); 9 Nick Yelloly (Status); 10 Patric Niederhauser (Arden International). **Race 2** Stoneman, 15 laps in 30m14.777s; 2 Tuscher, +0.925s; 3 Zamparelli; 4 Stanaway; 5 Kirchhofer; 6 Eriksson; 7 Yelloly; 8 Emil Bernstorff (Carlin); 9 Niederhauser; 10 Luis Sa Silva (Carlin). **Points** 1 Lynn, 31; 2 Stanaway, 23; 3 Eriksson, 22; 4 Stoneman, 21; 5 Zamparelli, 18; 6 Tuscher, 16.

FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2014 // ROUND 3+4



Nyck de Vries was simply unstoppable in Pau. On the French street circuit, Koiranen GP's young driver won both races of the Formula Renault 2.0 ALPS second round of the season. Saturday's race proved an exciting one, with the young Dutchman setting the pace, closely followed by the very fast Matevos Isaakyan, on his series' debut, behind the wheel of one of the JD Motorsport cars. The final spot on the podium was filled by local driver Simon Gachet (Arta Engineering) producing a flawless race. The real duel however was for fourth with George Russell, Ben Barnicoat and Charles Leclerc battling away right up to the chequered flag. In the end it was Russell who won it, demonstrating nerves of steel in response to all his rivals' constant onslaught.

Race 2 took place in torrential rain. The conditions, combined with the twisty layout of the Pau street circuit, forced the marshals start the race under safety car. With the safety car back in the pits, Master of Rain de Vries had no problems in setting the pace defending his pole. The extreme conditions tested the abilities of the young drivers, the final result affected by several braking mistakes, spins and contacts. A standout performance from Charles Leclerc (Fortec Motorsports), best of the rest, put him second on the podium. The same qualities were shown by Hugo De Sadeleer of Switzerland, who celebrated his first podium of the season within the international series of 2 litre Renault powered singleseaters. It was also a positive weekend for Indonesian Philo Paz Patric Armand, achieving fourth right behind his Tech 1 Racing team mate.



Next Race // Red Bull Ring, Austria // 24-25 May 2014 // [@flp_renault](http://www.twitter.com/flp_renault) // Facebook www.facebook.com/fas

LPS 2014

// PAU, FRANCE



FORMULA RENAULT 2.0 ALPS

Formula Renault 2.0 ALPS was back last week on the historic street circuit of Pau after a one year absence. Fast Lane Promotion took over management of the international series and thus the tradition started in 2011, the first year of ALPS, when it was Javier Tarancon turn to score a double in Pau. The following year there were two winners with Norman Nato and Paul-Loup Chatin celebrating their wins. This time around Nyck de Vries left his rivals fighting for his scraps. Pau is a peculiar track and extremely popular with fans and drivers alike. It still provides a unique experience and has done since the historic Grand Prix de Pau held for the first time back in 1933. Iconic drivers such as Juan Manuel Fangio and Jim Clark are included amongst its illustrious alumni. The kerbs and the twisty layout of this circuit are a challenge in any motorsport career and the Formula Renault 2.0 ALPS drivers will still be part of this tradition.

DRIVER	TEAM	PTS
Nyck de Vries	Koiranen GP	100
Simon Gachet	Arta Engineering	55
George Russell	Koiranen GP	37
Charles Leclerc	Fortec Motorsports	26
Andrew Tang	Prema Powerteam	24
Sebastien Morris	Fortec Motorsports	23
Denis Korneev	Jenzer Motorsport	20
Matevos Isaakyan	JD Motorsport	18
Hugo De Sadeleer	Tech 1 Racing	15
Dario Capitanio	BVM Racing	13

www.renaultsportitalia.it //
www.fastlane.promotion



INDYCAR

Indianapolis road course (USA)

May 10



Round 4/15



RESULTS

82 LAPS, 199.998 MILES

1	SIMON PAGENAUD (F)	2h04m24.0261s
Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 4th-1m25.2881s		
2	RYAN HUNTER-REAY (USA)	+0.8906s
Andretti Autosport Dallara-Honda; Grid: 3rd-1m24.8882s		
3	HELIO CASTRONEVES (BR)	+1.8244s
Team Penske Dallara-Chevrolet; Grid: 10th-1m24.8839s		
4	SEBASTIEN BOURDAIS (F)	+2.5406s
KVSH Racing Dallara-Chevrolet; Grid: 7th-1m24.5187s		
5	CHARLIE KIMBALL (USA)	+5.3007s
Chip Ganassi Racing Dallara-Chevrolet; Grid: 23rd-1m10.6413s		
6	RYAN BRISCOE (AUS)	+9.1914s
Chip Ganassi Racing Dallara-Chevrolet; Grid: 14th-1m10.2261s		
7	JACK HAWKSWORTH (GB)	+14.6161s
Bryan Herta Autosport Dallara-Honda; Grid: 2nd-1m24.0788s		
8	WILL POWER (AUS)	+18.5958s
Team Penske Dallara-Chevrolet; Grid: 5th-1m25.5216s		
9	TAKUMA SATO (J)	+20.9721s
AJ Foyt Racing Dallara-Honda; Grid: 16th-1m10.2804s		
10	TONY KANAAN (BR)	+21.4539s
Chip Ganassi Racing Dallara-Chevrolet; Grid: 9th-1m24.7099s		
11	JUSTIN WILSON (GB)	+26.4750s
Dale Coyne Racing Dallara-Honda; Grid: 18th-1m10.4141s		
12	ORIOLE SERVA (E)	+29.6561s
Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 22nd-1m10.5996s		
13	CARLOS HUERTAS (CO)	+33.0827s
Dale Coyne Racing Dallara-Honda; Grid: 17th-1m10.4246s		
14	MARCO ANDRETTI (USA)	+1m04.2370s
Andretti Autosport Dallara-Honda; Grid: 13th-1m10.2488s		
15	SCOTT DIXON (NZ)	+1m08.6263s
Chip Ganassi Racing Dallara-Chevrolet; Grid: 6th-1m25.6548s		
16	JUAN PABLO MONTOYA (CO)	-1 lap
Team Penske Dallara-Chevrolet; Grid: 8th-1m24.6209s		
17	JOSEF NEWGARDEN (USA)	-2 laps
Sarah Fisher Hartman Racing Dallara-Honda; Grid: 15th-1m10.3601s		
18	MARTIN PLOWMAN (GB)	-2 laps
AJ Foyt Racing Dallara-Honda; Grid: 20th-1m10.4591s		
19	MIKE CONWAY (GB)	58 laps-intentionally retired
Ed Carpenter Racing Dallara-Chevrolet; Grid: 24th-1m10.6535s		
20	JAMES HINCHCLIFFE (CDN)	56 laps-accident
Andretti Autosport Dallara-Honda; Grid: 11th-1m25.1318s		
21	GRAHAM RAHAL (USA)	50 laps-accident
Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 12th-1m25.4748s		
22	FRANCK MONTAGNY (F)	47 laps-accident
Andretti Autosport Dallara-Honda; Grid: 21st-1m10.5571s		
23	SEBASTIAN SAAVEDRA (CO)	0 laps-accident
KVAFS Racing Dallara-Chevrolet; Grid: 1st-1m23.8822s		
24	CARLOS MUNOZ (CO)	0 laps-accident
Andretti-HVM Dallara-Honda; Grid: 19th-1m10.5097s		
25	MIKHAIL ALESHIN (RUS)	0 laps-accident
Schmidt Peterson Motorsports Dallara-Honda; Grid: 25th-1m11.2704s		

Winner's average speed: 96.462mph. Fastest lap: Dixon, 1m10.4062s, 124.710mph. All drivers in Dallara DW12

CHAMPIONSHIP

1	POWER	149	6	CONWAY	93
2	HUNTER-REAY	148	7	ANDRETTI	89
3	PAGENAUD	143	8	WILSON	87
4	CASTRONEVES	102	9	KANAAN	82
5	DIXON	102	10	BOURDAIS	81

POINTS SYSTEM EXPLAINED:

50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position.

Hunter-Reay got jump on Hawksworth



LE PAGE/LAT

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Pagenaud kicks off the Month of May in style

IndyCar's experiment of a race on the IMS road course was certainly dramatic, and the result was always in doubt.

By **MARK GLENDENNING**



THIS TIME A WEEK AGO, NOT MANY OF THE NATIVES of Indianapolis knew all that much about road racing. So vast is the shadow cast by the famed speedway at 16th and Georgetown that other forms of racing — including everything that IndyCar does outside of May — seem to exist only as a vague abstraction.

But after an afternoon that began with a debris shower that sent the city's mayor home with minor shrapnel injuries and ended with a proper edge-of-the-seat finish, it's a safe bet that all of them have a more fully formed impression of the other side of IndyCar's coin now.

Simon Pagenaud won, but the result was in doubt right down to the moment the Frenchman sped across the yard of bricks on the finish line. A proliferation of yellows throughout the race had thrown all sorts of strategic permutations into the mix and, while Pagenaud's had put him

into the catbird seat during the final phase of the race, it also left him needing to make some frankly ludicrous fuel-mileage numbers in order to get to the finish at all.

He wasn't alone; indeed, there was originally a train of three cars all on the same strategy, with Oriol Servia leading Pagenaud and Ryan Hunter-Reay. Servia was forced to stop three laps from the end, but Pagenaud and Hunter-Reay stayed out. Just to complicate things further, Hunter-Reay had Helio Castroneves camped right on his rear wing, and the Team Penske driver was comfortably fuelled to the finish. He could push as much as he liked, leaving Hunter-Reay in the awkward position of needing to keep the Brazilian at bay while simultaneously saving enough fuel to get to the end.

There was palpable tension when both drivers ignored the pit entry over the final couple of laps, but they made it across the line on fumes: an



Aleshin smashes into Saavedra, with Munoz stranded on yard of bricks

LEVITT/LAT



Is Pagnaud predicting two Indy wins?

achievement that spoke of some great work on the pitwall, some great driving and, potentially, a Honda engine that's pretty nifty with its fuel mileage. With the Indy 500 on the horizon, that could prove particularly useful over the next fortnight or so.

"Hats off to Honda for an engine that can be that fast and save that much fuel," said Schmidt Peterson Hamilton Motorsports star Pagnaud, for whom this was the third IndyCar win.

"It was a bit stressful in the end, I've got to tell you. The last 15 laps, the team was telling me to achieve a fuel number we'd never seen before, and I didn't think I could hold on. I didn't know exactly what the other strategies were, so I didn't know who was going to be my competition. I knew Hunter-Reay was on the same fuel-saving mode. But I was very worried about Helio."

The random arrival of the yellows meant that whatever had been discussed in pre-race strategy meetings was thrown out of the window early on, and for much of the race everyone's approach was dictated by a combination of improvisation, gambles and constant recalculations. While Pagnaud had been fast all race, any number of cars potentially had the speed to win.

One of those who deserved to get more from the afternoon was BHA rookie Jack Hawksworth, who delivered a heroic performance during the first half of the afternoon before events began to work against him. The Brit had started from the front row, and claimed the lead with a move on Hunter-Reay's Andretti Autosport car on the opening lap.

For the next 41 laps he put in the sort of drive that made you forget that it was only his fourth IndyCar race, opening a gap of more than 4s over Pagnaud before making a stop under caution.



IndyCars race on the infield for the first time

Pagnaud was able to leapfrog him in the pits, and a combination of being trapped behind cars on alternate strategies and unhelpfully timed cautions prevented Hawksworth from reclaiming his place at the front. Nevertheless, it was another encouraging performance from the 23-year-old. "We were controlling the race pretty well from what I could see," he said. "I felt like we had it all under control and then we got a bit hosed from that yellow."

Disappointed as he was, he had a better day than the driver with whom he shared the front row. A blend of changing conditions, an early red flag and some neat driving in the wet handed a surprise pole position to Sebastian Saavedra, but any hopes he had of capitalising upon it ended when his car stalled on the line.

The first few rows were able to jink around him, but Carlos Munoz was less fortunate, raking the rear of the KV car despite trying to get around on the left. The Colombian also ended up hitting Mike Conway, rounding off what had already been a



Pagnaud led just six laps, but they were the crucial ones

frustrating weekend for the Brit on his Indy return.

Munoz's impact had been relatively minor, but the one that followed when Saavedra was squarely rear-ended by Mikhail Aleshin a few seconds later was not. The Russian's car briefly ended up on top of Saavedra's and, while all the drivers walked away uninjured, the amount of debris left behind required several laps under caution to sweep up.

The accident set the tone for an incident-laden afternoon. A squabble over fourth between Scott Dixon and Will Power resulted in contact and the Kiwi needing to be rescued from the grass, while Power's hopes were later squashed by a drive-through penalty for running over an air hose in the pits. He finished a season-low eighth and ended the day with his points lead intact, but reduced.

Power's team-mate Juan Pablo Montoya had been disappointed not to progress to the Fast Six in qualifying the previous day, and his race didn't get off to the best of starts when, like Saavedra, he failed to get off the line. Unlike Saavedra, he managed to avoid being hit, and his Penske car was able to get going under yellows without losing a lap. Handed a lifeline, he responded with a swashbuckling opening stint in which he climbed from 16th to eighth before making his first stop. Unfortunately, that was as good as it got. On a later restart he punted Graham Rahal into the wall as the pack was exiting the final corner, earning himself a penalty for jumping a restart and causing contact. Later, he developed problems with the rear of his car and he ended up finishing a lap down on the leaders.

Andretti Autosport and AJ Foyt fielded additional entries for Franck Montagny and Martin Plowman respectively, and the pair came together just after the halfway mark when Plowman was forced onto the marbles, launched skyward off a kerb while rejoining, and landed on top of Montagny's car. The Frenchman was eliminated on the spot, but Plowman completed an elegant 360 in the car, landed on his wheels, and somehow managed to continue without losing a lap. His machine wasn't completely unscathed though, and his later drop-off in pace was attributed to suspension damage sustained in the incident.

Another guy who might have expected more from the day was Justin Wilson. The Brit's pace was competitive, and he led a few laps during the mid-portion of the race while the varying strategies were shaking out. His afternoon was brought undone by a single pitstop: it was slow, which cost him a couple of spots, but the real blow came when the team also underfilled his car, forcing him to make an additional stop for the extra fuel.

If there was a bright point for all of those whose race didn't go according to the script, it was this: ordinarily, drivers have to spend at least a week contemplating what went wrong before their chance to get back into the cockpit and chase redemption. This time, they were back to work the next day, running in the other direction on the speedway's more famous configuration, their focus completely switched to preparing for the biggest race of them all: the 500. ▶

EURO V8 SERIES

3-4 May 2014 - Vallelunga

The second round of the EUROV8SERIES provided plenty of exciting action at Vallelunga. After the double win by Mercedes at Monza, two new brands hit the top of the podium. In Race 1 Francesco Sini, in the Solaris Motorsport prepared Chevrolet Camaro, saw his chances for victory increase lap-by-lap, eventually moving to the front from second place, and then never looking back. Race 2 saw Audi's three cars on the track battling their way with several position changes, in the end Tomas Kostka prevailed, winning the race and earning himself the Sunoco Driver of the Weekend.



Driver standings – average per race*

1	T Viidas	Euro SR8	110.25
2	P Keen	SR3	92.50
3	T Kostka	EUROV8	73.75
4	P Belshaw	SR3	72.50
5	F Sini	EUROV8	71.25
6	E Cheever	EUROV8	70.00
7	J Littlejohn	Euro SR8	70.00
8	B Ellis	SR3	65.00
9	T Wells	Euro SR8	60.00
10	J Westerholm	SR3	58.50



Next round – 17-18 May at Mugello

Visit www.eurov8series.com for information

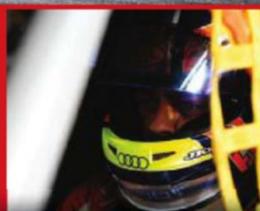


Driver standings – average per race*

1	T Sowery	F3Cup	113.00
2	S Burgess	Clubmans P	112.50
3	O Kruger	Clubmans	112.50
4	L Caudle	MINI Challenge	101.67
5	C Knox	MINI Challenge	73.33
6	N Newstead	MINI Challenge	68.33
7	H Brandon	MINI Challenge	61.67
8	J Macleod	Radical Clubmans	60.00
9	T Cliffe	F3Cup	56.00
10	M Marateollo	Clubmans	55.00

* results correct as of 9.5.14

Sunoco Driver of the Weekend
EUROV8SERIES – Tomas Kostka



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IN THE PADDOCK

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INDYCAR CONTRIBUTOR

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DURING THE WINTER, JACK Hawksworth slapped down £1000 for a course that would certify him to work as a personal trainer. The 23-year-old had impressed in flashes during his rookie Indy Lights season, but some inconsistency on the track and a lack of funds off it meant his prospects for continuing to race appeared grim, and the pragmatic Yorkshireman knew he'd need to make a living somehow.

It's amazing how fast things can change. Hawksworth's IndyCar career is only four races old, but every sign so far points to a star in the making. Every sign, that is, except the bare numbers. The records show a 21st on his debut at St Pete, but they don't tell you that he qualified in the top eight – as a rookie



Hawksworth took the points for leading most laps

in a single-car team, remember – and raced well before being taken out in a restart concertina that also accounted for Marco Andretti. At Long Beach he was running in the top five before becoming one of several casualties of the pile-up instigated by Ryan Hunter-Reay hitting Josef Newgarden. At Barber he held it together in constantly changing conditions to finish 12th, and on

the Indy road course he led like a veteran for a stint and could have won had the cautions not worked against him.

He's not the finished product yet, and the upcoming oval races will serve as a new test. But as things stand, he's setting himself up as one of the great storylines of the season and, potentially, a new focal point of British heroics in the US.



'MARE FOR THE MAYOR

Indianapolis city mayor Greg Ballard suffered minor soft-tissue injuries after being struck by debris from the startline accident involving Sebastian Saavedra, Carlos Munoz and Mikhail Aleshin (above). Ballard, who had been trackside to wave the green flag at the start, was treated at the circuit.

BUSCH CAR IN SHUNT

Andretti Autosport received a scare when the car earmarked for Kurt Busch's Indy 500 programme was damaged in the accident between Franck Montagny and Martin Plowman. Montagny was driving the car that Busch will use, but the team said it was confident that the NASCAR star's Indy preparations would not be affected.

PENNZOIL FOR HELIO

Helio Castroneves will revive Pennzoil's traditional yellow livery for the Indy 500. He was joined for the unveiling of the paint scheme by fellow multiple Indy winners Johnny Rutherford and Rick Mears, both of whom achieved success carrying the same colours.

PLOWMAN'S CRUNCH

Martin Plowman has credited the new Zylon visor extension recently introduced by IndyCar after being hit by debris early in the race. The Brit's helmet showed clear signs of an impact on the protected area, but the visor itself was not compromised.

DAVISON'S KV DEAL

This year's Indy 500 has been guaranteed its traditional 33-car field after James Davison was confirmed to drive a fourth KV Racing entry. The Australian will drive the chassis formerly used as Panther Racing's oval car on a part-time programme, meaning that he was not scheduled to begin practice until Thursday.

LEGGIE WANTS A RUN

Several drivers including Katherine Legge are scrambling to put together late programmes to enter the Indy 500, although Stefan Wilson has ruled himself out after failing to secure a budget. AUTOSPORT understands that one candidate car for any such deal is the second DW12 owned by Dreyer & Reinbold Racing.



Busch with temporary team-mate Hunter-Reay

Andretti tips NASCAR influx

MICHAEL ANDRETTI IS

optimistic that other NASCAR drivers may be inspired to try an IndyCar race if Kurt Busch delivers a good performance on his Indy 500 debut this month.

Busch will drive a fifth Andretti Autosport entry in his attempt to join the

select group of drivers to have contested the Indy 500 and NASCAR's 600-mile at Charlotte on the same weekend.

"If there are other [NASCAR] guys who want to broaden the horizons of their driving, I'm sure those guys are looking at it," Andretti said.

Rahal wants restart change

DRIVERS HAVE RENEWED CALLS

for a review of IndyCar's restart procedure following the accident between Juan Pablo Montoya and Graham Rahal.

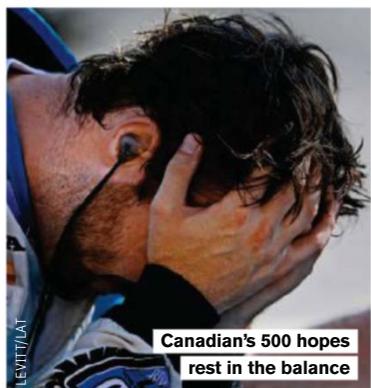
The RLL driver was hit from behind by Montoya when the Colombian tried to get a run as the pack was exiting the final corner before the green, and Rahal was among those who later said that the system needs to be addressed.

"With the restart zone being that late, this is what happens," he said. "We need to work with the officials to try to change this because there's going to be a lot of accidents."



Montoya ran into Rahal at restart

Hinchcliffe suffers head injury from debris strike



Canadian's 500 hopes rest in the balance

JAMES HINCHCLIFFE'S

preparations for the Indy 500 were thrown into turmoil when the Canadian was diagnosed with a concussion after being hit on the helmet by debris during the race.

The Andretti Autosport driver pulled off the track at Turn 7 on lap 57, and TV images showed him in obvious distress while being carried away on a stretcher.

After an evaluation at the track's medical centre he was sent to a local hospital, where CT scans on his head and neck confirmed the injury. Hinchcliffe was released later that evening, but as AUTOSPORT closed for press he was waiting on further

assessments from IndyCar medical director Dr Michael Olinger before being cleared to participate in practice for the 500.

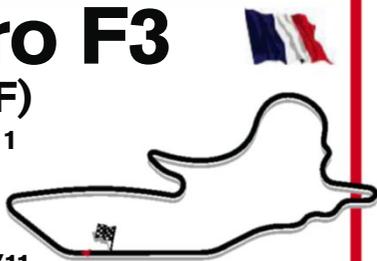
In the past, IndyCar has routinely kept drivers out of the car for at least a week following similar injuries, although it now makes assessments on a case-by-case basis. Simona de Silvestro was refused clearance to race at Iowa Speedway in 2011 after sustaining a concussion in an accident at Milwaukee a week earlier.

Andretti Autosport has confirmed that EJ Viso will act as Hinchcliffe's stand-in for the duration of the Canadian's absence from the cockpit.

Euro F3

Pau (F)

May 10-11



Round 3/11

RESULTS

RACE 1: 27 LAPS, 46.30 MILES

1	ESTEBAN OCON (F)	35m36.291s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 1st-1m10.072s		
2	LUCAS AUER (A)	+2.922s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 2nd-1m10.429s		
3	MAX VERSTAPPEN (NL)	+5.951s
Van Amersfoort Racing Dallara-Volkswagen F314; Qualifying: 3rd-1m10.096s		
4	JAKE DENNIS (GB)	+11.368s
Carlin Dallara-Volkswagen F312; Qualifying: 5th-1m10.570s		
5	JORDAN KING (GB)	+12.673s
Carlin Dallara-Volkswagen F312; Qualifying: 6th-1m10.714s		
6	FELIX SERRALLES (USA)	+14.710s
Team West-Tec Dallara-Mercedes F314; Qualifying: 8th-1m10.769s		
7	ANTONIO GIOVINAZZI (I)	+15.797s
Carlin Dallara-Volkswagen F312; Qualifying: 10th-1m10.840s		
8	ED JONES (UAE)	+21.196s
Carlin Dallara-Volkswagen F312; Qualifying: 9th-1m10.887s		
9	SPIKE GODDARD (AUS)	+24.022s
T-Sport Dallara-NBE F312; Qualifying: 12th-1m10.930s		
10	SEAN GELAE (R)	+24.864s
Carlin Dallara-Volkswagen F312; Qualifying: 11th-1m11.078s		

Winner's average speed: 78.03mph. Fastest lap: Ocon, 1m10.741s, 87.28mph.

RACE 2: 22 LAPS, 37.73 MILES

1	TOM BLOMQUIST (GB)	36m11.933s
Carlin Dallara-Volkswagen F312; Qualifying: 4th-1m10.547s		
2	OCON	+4.551s
Qualifying: 1st-1m10.192s		
3	DENNIS	+4.652s
Qualifying: 5th-1m10.647s		
4	GIOVINAZZI	+4.910s
Qualifying: 8th-1m10.561s		
5	DENNIS VAN DE LAAR (NL)	+5.419s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 7th-1m10.841s		
6	MITCH GILBERT (AUS)	+9.334s
Fortec Motorsport Dallara-Mercedes F313; Qualifying: 8th-1m10.579s		
7	AUER	+9.601s
Qualifying: 12th-1m10.667s		
8	SERRALLES	+10.089s
Qualifying: 16th-1m10.758s		
9	ROY NISSANY (IL)	+16.847s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 26th-1m12.617s		
10	HECTOR HURST (GB)	+18.577s
Team West-Tec Dallara-Mercedes F312; Qualifying: 25th-1m12.287s		

Winner's average speed: 62.54mph. Fastest lap: Rosenqvist, 1m22.871s, 74.50mph.

RACE 3: 29 LAPS, 49.73 MILES

1	FELIX ROSENQVIST (S)	36m01.050s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 1st-1m29.794s		
2	OCON	+0.829s
Qualifying: 4th-1m29.849s		
3	BLOMQUIST	+3.401s
Qualifying: 3rd-1m29.819s		
4	DENNIS	+5.865s
Qualifying: 5th-1m29.927s		
5	GILBERT	+7.001s
Qualifying: 9th-1m30.088s		
6	AUER	+7.697s
Qualifying: 8th-1m29.927s		
7	VAN DE LAAR	+8.655s
Qualifying: 11th-1m30.259s		
8	JOHN BRYANT-MEISNER (S)	+9.481s
Fortec Motorsport Dallara-Mercedes F312; Qualifying: 15th-1m30.365s		
9	KING	+10.356s
Qualifying: 27th-1m41.785s		
10	GIOVINAZZI	+11.449s
Qualifying: 10th-1m30.207s		

Winner's average speed: 82.85mph. Fastest lap: Rosenqvist, 1m10.844s, 87.15mph.

DRIVERS' CHAMPIONSHIP

1	OCON	164	6	GIOVINAZZI	61
2	BLOMQUIST	107	7	KING	60
3	AUER	95	8	DENNIS	54
4	VERSTAPPEN	68	9	ROSENQVIST	49
5	FUOCO	67	10	JONES	47

POINTS SYSTEM EXPLAINED In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

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Rosenqvist hammers the Foch chicane kerbs in qualifying

Rosenqvist the avenger takes Pau Grand Prix

FELIX ROSENQVIST PICKED HIMSELF UP FROM THE floor last Sunday to deliver a rousing victory in the storied Pau Grand Prix. After a dreadful start to a season for which he was many people's tip for the title, he was tripped into the barriers in Sunday morning's race, but avenged that perfectly in the afternoon's 73rd running of the GP.

Problems with consistency of balance have hampered Rosenqvist and the Mucke Motorsport team this year. But Pau is all about softening up the car, whacking on the downforce and letting the driver improvise. Sadly, in Rosenqvist's case in Friday qualifying, it was also all about an electronics problem that caused a misfire.

That put him 22nd on the grid for race one, but a series of late-race moves as the midfielders got tired and made mistakes lifted him to 14th.

In Saturday afternoon's qualifying a fired-up Rosenqvist topped the odd-numbers session to qualify on the front row for Sunday's two races. Now he would finally come up against points leader Esteban Ocon, the sublimely talented rookie who had so far seen off fellow wonderboy Max Verstappen in a gripping battle. Sadly, triple poleman Ocon and Verstappen were in the same session, so could never share the front row as the groups lined up alternately on a circuit where it's near-impossible to pass.

It was therefore Rosenqvist's Mucke team-mate Lucas Auer with whom Prema Powerteam starlet Ocon had lined up at the front for Saturday's race. The leading trio ran close early on, before Lotus F1 Junior Ocon drew away for a stylish win as Auer

had his hands full with Verstappen. The Van Amersfoort-run Dutchman tried an audacious move into Parc Beaumont, but Auer, two wheels on the pavement, grimly held on and consolidated second as Verstappen's front tyres faded.

Rain on Sunday morning provided treacherous conditions, and Rosenqvist's pressure on Ocon paid off. As well as being devastatingly fast, Ocon had been mistake-free this year, but on lap 13 he made his most significant error yet: he clipped a kerb at the little chicane leading onto the sweepers that head onto the start-finish straight. With damaged left-rear suspension, he was slow through the following Gare corner, allowing Rosenqvist enormous momentum uphill to Pont Oscar.

Ocon braked early and moved across to the right to claim the line, where Rosenqvist had already inserted the extreme front of his car. The orange Mucke machine clumsily tripped over Ocon's right-rear on a one-way ticket to the barriers, and Rosenqvist was out.

The race that the partisan crowd really wanted Ocon to win was the third: the Pau GP itself. But a slow start from pole allowed Rosenqvist in front and Verstappen to draw alongside. Ocon swept across to defend, and light contact between the two damaged Verstappen's front-left trackrod.

Rosenqvist survived a few scares at the Lycee hairpin, where he inadvertently pressed his pitlane speed-limiter button. The safety car then allowed Ocon one final attempt to pass Rosenqvist, but he held on at the front, Tom Blomqvist and Jake Dennis following them home.

Verstappen's incident had put him down to sixth and, when he clipped the kerb at the last chicane on lap two, the weakened suspension broke and he hit the barriers. With two men – Verstappen and Rosenqvist – critical of Ocon's driving on Sunday, this gripping championship now has needle too...

Does it have Rosenqvist as a contender? The highly technical Hungaroring next time out will provide the proof, as balance problems there will be impossible to drive around. After becoming the first Swede since Reine Wisell (in 1971) to win the Pau GP, he admitted: "We've had small struggles with the car, so we need to work on them."



Ocon: three poles, but only one win

IN THE Paddock

MARCUS SIMMONS
DEPUTY EDITOR

@marcussimmons54



PAU IS A WONDERFUL PLACE TO watch the world's young talent in action.

Most head for Foch, where the driving is spectacular and the shunts hard and brutal, but there's a chicane just before the last couple of sweepers that's vital for lap time.

Max Verstappen had never driven Pau, but his driving at this spot in the opening free practice session was extraordinary. He'd squirm through a powerslide on the unevenly cambered downhill right-hand approach, enter the left-right flick at incredible pace, then get on the power with another slide on the exit.

He was fastest in this session, before Esteban Ocon – another gifted newboy, but who admitted to leaving a little margin as he learned the track – imposed himself.

While Ocon is already looking very polished, Verstappen does make the odd mistake – but that's normal for someone straight out of karts. As team boss Frits van Amersfoort said when Max had crashed out of race two: "Let's be honest – the guy is brilliant but even he is human!"

At Foch for qualifying it was drama all the way. Ocon was brilliantly fluid, Verstappen all-action, and another standout was Tatiana Calderon: she wasn't a big abuser of the kerbs, but her apex-to-apex slides were like F3 ballet – until she stacked it into the tyres.

Verstappen was Mr Flamboyant



BIG NUMBER

10

Number of crashes that caused practice/qualifying red flags or race safety cars. "The only time some of these guys aren't on the verge of a big shunt is when they're actually having one," said one wag.

Blomqvist wins epic rain race

TOM BLOMQVIST'S DRAMATIC WIN in the wet second race at Pau was not helped by the safety car slashing the six-second lead held by the crippled car of Esteban Ocon.

With damage to both sides at the rear, Ocon was being reeled in at three seconds per lap by the Carlin duo of Blomqvist and Jake Dennis, the Jagonya Ayam-backed Blomqvist emerging from the cloud of his recent engine change-enforced grid penalties, and Racing Steps-supported Dennis having his best F3 weekend yet – he finished each race in the top four.

The safety car gave them only two laps to pass Ocon, whereas they would have caught him with four laps remaining without the interruption, likely giving Dennis the runner-up spot too.

Blomqvist squeezed through around the outside of the left-handed Parc



Blomqvist leads Dennis in the rain

Beaumont entry to win a thriller, while Dennis, Antonio Giovinazzi and Dennis van de Laar were all denied by the resolute Ocon.

"I heard on the radio that Esteban was struggling, but I couldn't see Felix [Rosenqvist, with whom Ocon had collided] and thought the safety car had missed him until I heard

I was second," said Blomqvist.

Blomqvist's early pace was such that he lost an average of 1.870 seconds to Ocon and Rosenqvist over the eight racing laps before their clash. "Prema and Mucke [their respective teams] always have a very good car in the wet," he said. "Maybe they've got very good mechanical grip."



Pau looks secure on F3 calendar

French classic looks secure

THE PAU GRAND PRIX APPEARS to be here to stay in the Formula 3 European Championship.

F3 returned last weekend to Pau after a one-year absence. New mayor Francois Bayrou, who has a prominent national profile within centrist politics with the MODEM party, is a big fan of the event.

He presented the trophies for Saturday's race, when FIA president Jean Todt and Single Seater Commission president Gerhard Berger were in attendance.

The Commission's Frederic Bertrand said: "Pau is key to the future of the championship – it's fantastic for the development of drivers."

Fortec men make a big step

FORTEC MOTORSPORT DUO MITCH Gilbert and John Bryant-Meisner took a big step forward for the best results of their European F3 careers – fifth and eighth respectively – in Sunday's Pau Grand Prix.

Gilbert did not gel with Mucke Motorsport last season, but Fortec team manager Russell Dixon, who ran the Twickenham-based Australian in Formula Renault in 2011, was confident he could get good performances out of him.

Problems with traffic in first qualifying disguised Gilbert's potential, but he took fifth



Gilbert attacks at Pau

on the grid for the GP. Both he and Swede Bryant-Meisner are struggling for budget and it would be a shame if they could not see out the season – Fortec has already decided not to make the expensive trip to Moscow.

VAN DE LAAR STEPS UP

Dennis van de Laar took his best result – fifth – in Pau to be Prema's best driver behind Esteban Ocon. Meanwhile, the team's Ferrari junior Antonio Fuoco, a winner at Silverstone, was the first to hit the wall in free practice, injuring his hand and struggling to regain his confidence.

GELAE GETS POINT...

Sean Gelael, around whom the Jagonya Ayam scheme that backs Tom Blomqvist and Antonio Giovinazzi at Carlin has been based, was on his best form yet to score his first Euro F3 point. The Indonesian was among the quickest of Carlin's six drivers in the tricky middle sector.

...AND SO DOES HURST

Briton Hector Hurst also scored his first point after a bizarre end to race two. The West-Tec driver rose from 16th to 10th on the penultimate lap when a tangle at the Lycee hairpin resulted in numerous cars damaged or stalled.

LATIFI'S BIZARRE DNF

Nicholas Latifi (below) had the strangest of non-starts in race one after qualifying on the second row. An electronics glitch on the grid meant he got away late, after detaching and reattaching the steering wheel. While recovering his position he was hit by a rival, breaking his suspension.

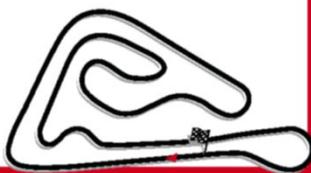


WTCC

Slovakia Ring (SK)

May 11

Round 4/12



L to r: Lopez, Loeb and Michelisz celebrate

FLAMAND/DPPI

Loeb cashes in despite Slovakian wash-out

LE MEUR/DPPI



Loeb made it count at the start for Citroen

RESULTS

RACE 1: 8 LAPS, 29.44 MILES

1	SEBASTIEN LOEB (F)	20m38.595s
Citroen Total Citroen C-Elysee WTCC; Grid: 2nd-2m04.284s		
2	JOSE MARIA LOPEZ (RA)	+1.105s
Citroen Total Citroen C-Elysee WTCC; Grid: 1st-2m03.912s		
3	NORBERT MICHELISZ (H)	+2.435s
Zengo Motorsport Honda Civic WTCC; Grid: 4th-2m04.903s		
4	TOM CORONEL (NL)	+4.081s
ROAL Motorsport Chevrolet RML Cruze; Grid: 7th-2m04.988s		
5	TOM CHILTON (GB)	+5.205s
ROAL Motorsport Chevrolet RML Cruze TC1; Grid: 6th-2m04.870s		
6	GIANNI MORBIDELLI (I)	+6.026s
Munich Motorsport Chevrolet RML Cruze TC1; Grid: 5th-2m04.931s		
7	TIAGO MONTEIRO (P)	+6.960s
Castrol Honda (JAS) Honda Civic WTCC; Grid: 10th-2m05.772s		
8	GABRIELE TARQUINI (I)	+7.410s
Castrol Honda (JAS) Honda Civic WTCC; Grid: 8th-2m05.363s		
9	ROB HUFF (GB)	+8.359s
Lada Sport Lukoil Lada Granta 1.6T; Grid: 12th-2m07.002s		
10	YVAN MULLER (F)	+9.457s
Citroen Total Citroen C-Elysee WTCC; Grid: 3rd-2m04.541s		

Winner's average speed: 85.35mph. Fastest lap: Loeb, 2m18.193s, 95.86mph.

DRIVERS' CHAMPIONSHIP

1	LOPEZ	138	6	VALENTE	47
2	LOEB	113	7	MORBIDELLI	46
3	MULLER	109	8	CHILTON	46
4	MONTEIRO	71	9	MICHELISZ	40
5	TARQUINI	52	10	CORONEL	28

YOKOHAMA TROPHY

1	ENGSTLER	75
2	DI SABATINO	55
3	FILIPPI	38

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



WRC legend Loeb is used to tricky weather

LE MEUR/DPPI

THE MAKER OF THE RECENT CINEMATIC OFFERING *Noah*, Darren Aronofsky, may have spent \$125m trying to recreate the biblical Great Flood, but a good deal of special-effects bother could have been saved by filming at the Slovakia-Ring last weekend. A deluge on Sunday meant there were just seven laps of racing in race one before the intervention of the safety car. Any likely-lad WTCC fans who avoided looking at the race results on Sunday, to further their enjoyment of watching the Eurosport replay, will have been disappointed to discover race two was a wash-out.

The conditions were bad news for championship leader 'Pecho' Lopez. The Argentinean had done everything right during the fine weather of practice, setting fastest time in both practice sessions and qualifying. But when the going got tough, it fell to Sebastien Loeb, a man not unaccustomed to handling cars in extreme weather, to take victory.

The identity of the winner was largely determined away from the line. From the front row, Loeb eked out superior traction to power past polesitter Lopez into Turn 1.

"When I started to look behind I saw Norbert [Michelisz] closing a little bit," described Loeb, "so I went inside to protect my line. Then it was OK, although I had to brake late in the first corner. I was happy because in Hungary I lost my two races because of some very bad starts."

Michelisz had indeed briefly nosed ahead of Lopez for second, but played it safe into Turn 1. A tremor had rattled through Citroen's position of

strength at the front of the grid when third-starter Yvan Muller crept before the lights.

"It was my mistake at the start," admitted Muller, who subsequently dropped to fourth in a tardy getaway. "I did a mistake with the start strategy and when the red light came on I lifted off the clutch – totally my fault."

The reigning champion swiftly recovered onto the tail of Zengo Motorsport driver Michelisz, but the challenge was cut short when the Alsace racer was called for a drive-through on lap three.

"Maybe I could have stayed in front of him if he hadn't got the drive-through," said Michelisz, "but of course we'll never know."

The closest battle among the leading runners was staged between ROAL team-mates Tom Chilton and Tom Coronel for fourth. The pair enjoyed a small cushion over Hungaroring reversed-grid victor Gianni Morbidelli.

Indications that the intensifying rain was beginning to stretch acceptable levels occurred when Muller just saved a huge slide after rejoining from his penalty. The former ice racing star instinctively nailed the throttle to pull his Elysee back on track; the #1 car's rear wheels having skirted a gravel trap.

On lap five, Coronel passed Chilton by successfully hugging the inside around a long 180 degree right-hander. "I was aware that he had a bit more camber," said Chilton. "After he went past, I thought, 'how much do I really want to risk racing a team-mate in these conditions?'"

Hugo Valente's Campos Cruze appeared to possess perhaps the most outwardly frightening handling, and the sight of the white-and-day-glow yellow Cruze squirming down the pit straight while attempting to hold a steady course might have prompted the appearance of the safety car.

The field circulated slowly for three laps before the 75 per cent rule was applied and a result was declared. The decision met with Loeb's approval.

"It was too dangerous," said the nine-time WRC champion. "We reached nearly 250km/h on the straight, but even at 100km/h we had some aquaplaning. It was very tricky, but I have to say it was a good victory. It was certainly much better than what I did last weekend [in Hungary], so it's good for the confidence."



Chevy men Chilton and Coronel scrapped

LE MEUR/DPPI

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IN THE PADDOCK

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JOSE MARIA LOPEZ'S BROTHER IS called Juan Manuel. From Jose Maria's driving this year, one could be forgiven for thinking that Padre and Madre Lopez should have paid earlier homage to the five-time F1 champion of the 1950s. They were disinclined to do so by tradition, as 12 generations of the oldest son in the Lopez family have been named Jose Maria.

Lopez's early-season success has raised the question whether other drivers from the TC2000 arena could emulate his move to Europe, as Fangio had done.

"Today I can say that I am really happy, but it was not an easy choice for me," said Lopez. "I had to leave all my friends and family. I am far from Rio Salvador and all the things I like. When I was racing in Argentina, it was difficult to leave the country."

Lopez believes there is a strong pool of his countrymen capable of performing at world championship level, although one thing they possibly would have to consider is a pay cut.

"I can think of more than one driver who if he came here would do great, but sometimes it is difficult to take the decision. In Argentina, economically racing is very strong. For me, I couldn't say no, but of course I would like someone else to come here and show everybody that motorsport in Argentina is very strong."

Yvan Muller, who has been on the receiving end of Lopez's abilities, was not so keen and jested: "No, I think one Argentinian is quite enough."

Lopez: homesick but making waves



FLAMAND/DPPI

BIG NUMBER

101

After making his century of WTCC starts at the Hungaroring two weeks ago, Norbert Michelisz was presented with a surprise cake in an informal ceremony. The Zengo driver was welcomed into the 100 club by Franz Engstler and Yvan Muller.

Citroen weighing up 2015 customer programme

CITROEN RACING BOSS YVES

Matton is open to supplying customer versions of the C-Elysee to select satellite teams in 2015. A decision will be taken in the second half of the year, but Matton has already concluded that Citroen's potential WTCC customer arrangements

will be conducted differently to the company's previous deals for 'privateer' cars in the WRC.

"Each week we are approached by someone who asks us to have a car," said Matton, who has orchestrated the C-Elysee to six victories from seven

starts this year. "For sure if we do something, and we are looking at this, we will not do it like we did in the World Rally Championship."

Only the chassis would likely be sold, Matton explained, as the engines would be leased out. "The idea is to sell the cars, for sure we will not sell the engine," confirmed Matton.

"We are able to do it, but the first thing is to see if there is a market. For sure it would be a satellite team, a team linked with us, maybe only one or two, but teams that are close to the factory. At the moment we have so many things to do [since starting] our involvement in the championship... that I decided that we will not look into this [question in detail] until the second half of the year."

There are no 'private' DS3 WRC cars this year. In the past, Citroen loaned cars to teams, such as PH Sport, while retaining ownership.



FLAMAND/DPPI

Citroen may offer privateer cars in '15

Monteiro 'loses' race-two pole

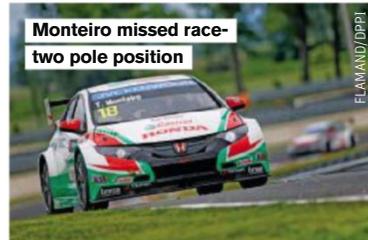
THE CANCELLATION OF RACE TWO meant Tiago Monteiro was unable to benefit from his reversed-grid pole position. The Portuguese had only

qualified 10th after getting caught up in an incident in Q2 with Honda team-mate Gabriele Tarquini.

"It was a very hot moment," explained Tarquini. "I was following Norbi [Michelisz] on my only attempt when I lost my bonnet at Turn 2."

Monteiro ran off the road avoiding his team-mate's slowing car, sustaining damage. "The underfloor was very damaged," said Monteiro. "When I tried to finish qualifying the balance of the car had gone. The pole position was a lucky position."

Monteiro missed race-two pole position



FLAMAND/DPPI



LEMEUR/DPPI

FULIN ON TOP IN TC2

Petr Fulin (above) claimed TC2 victory on his debut WTCC outing in a Campos SEAT. The reigning ETCC champion had been set to contest the season-opener in Marrakech, but handed his car to team-mate John Filippi when the youngster encountered engine trouble

VALENTE'S BRAKE WOE

Second fastest in final free practice and in Q1, Campos Chevrolet driver Hugo Valente's qualifying session unravelled when he had only one rear brake functioning in the second part of qualifying, restricting the Frenchman to ninth on the grid.

LADA MAN MISSES OUT

Lada racer Mikhail Kozlovskiy, who had been set to start last because of a turbo problem in qualifying, was forced to sit on the sidelines in race one owing to an engine failure.

BENNANI OUT OF LUCK

Mehdi Bennani suffered a turbo-related issue in qualifying for the second successive race. "In practice two we started 10 minutes late because of a waste-gate problem," said the Proteam driver. "In qualifying I did one out-lap and no power, no turbo."

Drivers praise WTCC stewards

WORLD TOURING CAR DRIVERS

have leant their support to race officials' decision-making in the aftermath of the cancellation of the second race at the Slovakia-Ring. Live TV audience considerations were put aside when worsening track conditions owing to heavy rain was judged to have made it unsafe to proceed with race two.

Reigning WTCC champion Yvan Muller commented, "The visibility was bad in race one. The worst thing was the

impossibility to stay flat-out even on the straight. It was already dangerous, with even more rain I'm sure it was a good move to cancel the race. [Officials] knew what they had to do and they did [their jobs] properly."

Lada racer James Thompson added: "It would have been stupid to stop the first race and then try to start the second race in the same circumstances. I thought it was a great decision from the stewards and they should be commended for it"



Race one finished early due to rain

LEMEUR/DPPI

Rally Argentina (RA)



World Rally Championship
Villa Carlos Paz (RA), May 8-11

Round 5/13

RESULTS

14 STAGES, 251.729 MILES

1	JARI-MATTI LATVALA (FIN)/MIKKA ANTILA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #2	4h41m24.8s
2	SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)	
	VW Motorsport Volkswagen Polo R WRC #1	+1m26.9s
3	KRIS MEEKE (GB)/PAUL NAGLE (IRL)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #3	+5m54.7s
4	ANDREAS MIKKELSEN (N)/MIKKO MARKKULA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #9	+6m18.3s
5	THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)	
	Hyundai Motorsport Hyundai i20 WRC #7	+8m25.8s
6	ROBERT KUBICA (PL)/MACIEK SZCZEPANIAK (PL)	
	RK M-Sport WRT Ford Fiesta RS WRC #10	+10m08.0s
7	ELFYN EVANS (GB)/DANIEL BARRITT (GB)	
	M-Sport WRT Ford Fiesta RS WRC #6	+10m32.2s
8	MARTIN PROKOP (CZ)/JAN TOMANEK (CZ)	
	Jipocar Czech National Team M-Sport Ford Fiesta RS WRC #21	+12m03.9s
9	MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)	
	M-Sport WRT Ford Fiesta RS WRC #5	+19m54.8s
10	NASSER AL-ATTIYAH (Q)/GIOVANNI BERNACCHINI (I)	
	Drive DMACK Ford Fiesta RRC #40	+23m10.2s

OTHERS

17	OTT TANAK (EST)/RAIGO MOLDER (EST)	
	Drive DMACK Ford Fiesta R5 #38	+59m40.5s
21	JARI KETOMAA (FIN)/KAJ LINDSTROM (FIN)	
	Drive DMACK Ford Fiesta R5 #35	+1h1m35.5s
R	MADS OSTBERG (N)/JONAS ANDERSSON (S)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #4	SS12-physical
R	DANI SORDO(E)/MARC MARTI (E)	
	Hyundai Motorsport Hyundai i20 WRC #8	SS6-engine

DRIVERS' CHAMPIONSHIP

1	OGIER	112	6	MEEKE	32
2	LATVALA	88	7	NEUVILLE	31
3	MIKKELSEN	48	8	EVANS	26
4	OSTBERG	48	9	PROKOP	22
5	HIRVONEN	40	10	BOUFFIER	18

MANUFACTURERS' CHAMPIONSHIP

1	VW MOTORSPORT	144	4	HYUNDAI MOTORSPORT	45
2	CITROEN TOTAL	75	5	VW MOTORSPORT 2	40
3	M-SPORT	60	6	JIPOCAR CZECH NATIONAL 20	30

STAGE TIMES

SS1 SUPERSPECIAL 1 (3.75 miles) Fastest: Ogier 4m51.7s Leader: Ogier	SS9 AMBOY-YACANTO 2 (24.33 miles) Fastest: Latvala 22m48.3s Leader: Latvala
SS2 SANTA CATALINA-LA PAMPA 1 (16.83 miles) Fastest: Ogier 18m25.8s Leader: Ogier	SS10 SUPERSPECIAL 2 (3.75 miles) Fastest: Neuville 5m02.5s Leader: Latvala
SS3 ASCOCHINGA-AGUA DE ORO 1 (32.23 miles) Fastest: Latvala 38m00.7s Leader: Latvala	SS11 GIULIO CESARE-MINA CLAVERO 1 (13.71 miles) Fastest: Hirvonen 18m28.1s Leader: Latvala
SS4 SANTA CATALINA-LA PAMPA 2 (16.83 miles) Fastest: Ogier 18m10.0s Leader: Ogier	SS12 EL CONDOR - COPINA 1 (10.14 miles) Fastest: Hirvonen 14m57.8s Leader: Latvala
SS5 ASCOCHINGA-AGUA DE ORO 2 (32.23 miles) Fastest: Latvala 37m57.3s Leader: Latvala	SS13 GIULIO CESARE-MINA CLAVERO 2 (13.71 MILES) Fastest: Hirvonen 19m00.2s Leader: Latvala
SS6 SAN AGUSTIN-VILLA DEL DIQUE 1 (24.84 miles) Fastest: Mikkelsen 22m34.9s Leader: Latvala	SS14 EL CONDOR - COPINA 2 (10.14 miles) Fastest: Ogier 14m29.3s Leader: Latvala
SS7 AMBOY-YACANTO 1 (24.33 miles) Fastest: Latvala 22m40.5s Leader: Latvala	Rally route This year's route was almost a carbon copy of last year, with the exception of Sunday's classic Giulio Cesare stage running in reverse direction. The opening day was in the north, while on Saturday the rally returned to the Calamuchita valley down south. The event was based, as usual, out of Villa Carlos Paz.
SS8 SAN AGUSTIN-VILLA DEL DIQUE 2 (24.84 miles) Fastest: Latvala 22m30.8s Leader: Latvala	

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Latvala walks on water to deny Ogier

The Finn got one over his world champion VW team-mate to win and put himself back in the world title fight. By DAVID EVANS

TWO PAIRS OF WHITE OVERALLS STANDING ON top of a white Volkswagen on a World Rally Championship Sunday afternoon. That's not news. Except this time it was. Front-page news. Jari-Matti Latvala dominated Rally Argentina and, for the first time in his career, truly showed Sebastien Ogier the way home. We wait for the ramifications of this success as the season plays out, but for now, let's just relish the Finn's finest hour.

put down a marker, somewhere to take a second a mile out of everybody if you're up for it. Ogier was. And Ogier did.

He then backed that up first thing Friday, happily finding the Santa Catalina test damp enough to offer an advantage to the first car on the road. He would take a seven-second lead over team-mate Latvala into the rally's longest stage.

There were a few, however, who wouldn't be making the 32-mile trip from Ascotinga-Agua de Oro. Mikko Hirvonen and Mads Ostberg were the highest profile of those SS3 non-starters. Hirvonen's event lasted less than four miles before he got his corners mixed up and went into a right hander almost 40mph too fast. He made the right,

LEG ONE (101.89 miles)
Overcast/sunny - ambient temperature range on stages 12-21C
Rally Argentina's Superspecial is one of the best. It's side-by-side racing, but through a genuinely quick, three-mile gravel stage. It's somewhere to



Meeke needed a good result. He got third. Tick



Latvala glided to his
10th WRC victory



P6 was the reward
for happier Kubica

MCKLEIN/LAT

but cannoned the Fiesta off a wall on the outside of the slow left that followed. Ostberg got further into stage two before he was caught out by the storm-damaged roads that the entire service park had been talking about in the lead up to the event. The rear of his DS3 was bounced into the air, spearing the Citroen into a left-front-wrecking rock. Day over.

A dejected Hirvonen immediately fronted-up to the nightmare mistake every rally driver dreads.

"I missed the corner," he said. "I was 60kph too fast and I knew straight away there was no chance. Somehow I got confused. As soon as I knew I thought, 'fucking hell, I missed the corner... this is not going to end well!'"

Looking for a happier ending of his own, Ogier pushed on into stage three, where he found the road drier than he'd hoped.

Thirty-eight minutes and 11 seconds after the lights had gone green 32 miles earlier, the reigning champion arrived at the end of the stage. Almost 40 minutes on it had been a decent workout. After a gulp of water and a wipe of the brow, he said: "It was OK, a good drive, but there wasn't so much damp..." His voice trailed away, he wasn't sure and a quick glance in the rear view mirror as he pulled away added to that uncertainty.

Latvala arrived, full of beans and in the lead. He'd taken 10s out of Ogier and that's not something that is done every day. The Finn's decision to take two spares (a move that is reckoned to cost 0.1s/km in terms of weight) and bolt fresh rubber to the front of the Polo ahead of the longest test had worked.

"I had a good feeling there," he said. "I didn't have any splits for the last 15 kilometres, but I felt I was

in a good rhythm and if I could keep that rhythm then it would be a good time. The important thing this afternoon is that I keep my rhythm and drive at my speed."

On paper VW enjoyed the perfect morning with Andreas Mikkelsen running third on the road back to service, but the Norwegian's Polo had been hit by powersteering problems that slowed him in SS3. Behind him, Thierry Neuville was a fine fourth for Hyundai with Kris Meeke... "MO out, MH out." The Citroen driver admitted his focus had been sharpened as he sat on the line ready to go into the first stage proper. A message was pinged from the team to the DS3 WRC... "MO out, MH out."

Meeke left the startline firmly in the middle of the road. Having experience of some of Ascochinga, it was a surprise that he preferred the first of the two morning stages.

"I drove the last 12 miles of Ascochinga four years ago in the fog," he explained. "That's not really experience."

Martin Prokop was sixth with fellow Fiesta RS WRC drivers Elfyn Evans and Robert Kubica in close attendance after a suitably conservative morning for both.

Ogier was back in front after the first afternoon stage, but only by half a second. Both drivers had taken two hard compound spares and fitted them to the front in time for the second run at Ascochinga. One of Ogier's primary concerns on the first day of gravel rallies this year is the number of cars that follow him through the test. In Argentina, a 60-car national event would come after the WRC counter and, while that kept the thousands of fans happy, it wasn't the best news

for him. He lost 18.2s in SS5. When he got to the finish, he knew it was bad – just not quite how bad.

"You have guys on completely the wrong line and this puts a lot of loose gravel on the line," said Ogier. It's almost always like this on the second pass of stages – the second car [Latvala] gets an immediate advantage. I couldn't find any grip with the rear. Maybe I should have worked with the clicks on the suspension more, but when the tyre isn't getting through the gravel, what difference would clicks make?"

If Latvala had been pleased with his first run at the long stage, he was over the moon later on.

"I loved it," he grinned. "I never really had a good run in this stage, but now this is a stage for me! I stayed in the middle of the road and drove it clean."

A 17.7s lead was his reward. Ogier's riposte was immediate. "I'm not afraid of 17 seconds."

The warning had been served. But it had fallen on deaf ears. Latvala promised he wouldn't engage in a dogfight with his team-mate. He'd tried that last time out in Portugal.

"I tried to push and fight when I didn't have the feeling in Portugal," he said, "and now I know what happens when you do this..."

He crashed, by the way.

The final stage of the day provided as much drama as the first as Mikkelsen (alternator) and Neuville (intercooler pipe, the same problem that knobbled Dani Sordo's sister i20 in SS2) stopped in the stage. Meeke was up to third. And in no-man's land: a minute down on the leader and the thick end of three up on Kubica in fourth.

"I'm absolutely not looking at the guys ahead," he said. "I'm going to carry on exactly like I did today."

There had been more than the odd raised eyebrow when he was fastest at the mid-section of SS5 and stayed with the frontrunners for the remainder of the test. He assured the waiting media there was no need for alarm.

"That's the beauty of this sport," he said. "When it's working, it's working."

Evans and Kubica were now squabbling over fourth place. Evans admitted he was frustrated at his speed, but said Sunday afternoon and all the experience that would bring was his first and only priority. Kubica was pleased his new pacenote system was seeing him through the narrow sections.

"I'm managing to trick my brain," he smiled.

POSITIONS AFTER DAY ONE

1 Latvala/Anttila	1h57m36.3s
2 Ogier/Ingrassia	+17.7s
3 Meeke/Nagle	+1m07.4s
4 Evans/Barritt	+3m48.1s
5 Kubica/Szczepaniak	+3m48.3s
6 Prokop/Tomanek	+4m12.2s

Neuville's was again best
Hyundai in fifth place



MCKLEIN

LEG TWO (102.12 miles)

Overcast/rain – ambient temperature range on stages 9-15C

Volkswagen team principal Jost Capito saw the question coming, smiled and smacked it out of the ground. Team orders? Forget it. Tell them to bring the car home? “No. I told them to go for it!”

So they did. Clearly, he extended that advice to Mikkelsen as well, challenging his young star to leapfrog his way from seventh to fourth as quickly as possible. Fastest in SS6 and third quickest on the second morning stage, that job was done by the end of the morning. Running further up the order, Mikkelsen might have had the better of the conditions in the increasingly rutted Calamuchita valley stages, but that unfairly detracted from what had been some exceptional pace from the #9 Polo.

And the pace wasn't too shoddy from the sister cars, particularly the Finnish-flagged one. Latvala was quicker than Ogier in both stages to ease his lead north of 20 seconds. That still didn't scare Ogier, but the bullish demeanour of Friday night had slipped slightly. Suddenly second might be an option for the world champion.

“If the rally ends like this, it's not a big drama,” Ogier said, carefully, as though he was testing the words to see what it sounded like to almost consider thinking about maybe admitting defeat.

He didn't like it. “But that doesn't mean I'm giving up,” he countered quickly. “Twenty seconds is not the time to give up.”

As Latvala observed, Ogier is generally at his best on hard gravel roads, his more conservative style potentially not forceful enough to overcome the way the sand slowed the car into the corner.

“You have to over-drive into the corners,” said Ogier. “The sand kills the speed so much, you really have to force the car in and be very aggressive, that's not really how I like to drive.”

For forceful aggression read flamboyant. For flamboyant read Finn. Latvala loved it, but remained adamant he would do his own thing.

“I'm relaxed,” he said. “I will drive my own rally.” One stage later and he was anything but relaxed. He'd spun at the second split and dropped 5.3 to Ogier. Pivotal moment. Mad, bad Jari-Matti or good, great Jari-Matti? We'd find out over the course of the next 15 miles.

Ogier saw the split, seized the moment and charged. And spun. And what? That's right. The master made a mistake. Seven seconds went the other way. And worse was to come for Ogier

when a tyre delaminated close to the finish and cost him more time.

And even worse was to come... the flailing Michelin had clattered the front of the Polo, interrupting the flow of air into the car. The VW was forced into safe mode in the twisty sections, Ogier battled manfully, but ended stage nine 29.9s behind Latvala.

“I have no luck with this rally,” he said. Cloud nine beckoned for Latvala. “That's one of my best drives,” he beamed at the finish.

Meeke remained an untroubled third with two minutes in hand over Mikkelsen with one day to run. Neuville was fifth with Kubica and Evans following him home after the day closed with a second and final run over the Superspecial.

POSITIONS AFTER DAY TWO

1 Latvala/Anttila	3h33m19.1s
2 Ogier/Ingrassia	+31.2s
3 Meeke/Nagle	+3m47.0s
4 Mikkelsen/Markkula	+5m43.0s
5 Neuville/Gilsoul	+6m40.9s
6 Kubica/Szczepaniak	+7m14.4s

LEG THREE (47.71 miles)

Fog/rain – ambient temperature range on stages 7-14C

Three miles into the first run at Giulio Cesare and Latvala could breath a sigh of relief. The first split popped into the car. It read: ‘Ogier +7.2’

“That was quite a nice moment,” said Latvala's co-driver Miikka Anttila with a wry smile.

From then on the pair of them just kept an eye on each other. If Ogier had thought about a battle, the horrendously slippery, foggy conditions brought him to his senses. “It was a lottery,” he said.

Meeke kept third, refusing to be rattled by Mikkelsen – even when the Norwegian's engineer showed him a sign saying: ‘Clean your mirrors...’ Mikkelsen was actually fortunate to make fourth after the alternator died on his car on the outskirts of Villa Carlos Paz. Neuville, Kubica and Evans held position through a tough if undramatic run across the final day's four stages.

Anybody thinking a Powerstage win might ease the pain for Ogier could think again. Nobody was willing to put forward such a suggestion. Ruthless as he is on the stages, Ogier is also very fair and was first to shake hands with the winners. That doesn't mean he won't have his sights firmly trained on Latvala in Sardinia. But, on the evidence of this win, the Finn looks to have a bit more firepower of his own. 🚗

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
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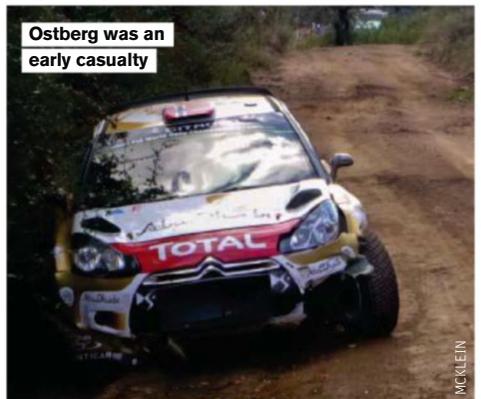
SO, SUNDAYS ON WRC ROUNDS ARE DULL. Really? If that's the case, somebody got the script for last Sunday badly, badly wrong. Because it was ace.

I'll be honest, when Mikko Hirvonen and Mads Ostberg bounced their cars out of SS2, I feared the remainder of the event would play firmly into the hands of those promoting major change to our sport. I needn't have worried. Jari-Matti Latvala drove the rally of his life to dominate Sebastien Ogier. Get that: *dominate Sebastien Ogier*. For the first time, Latvala took his team-mate to the cleaners.

And that was all it took to keep us on the edge of our seats: passion, emotion, drama, anticipation and a whole load of fog in the foothills of the Andes. Anybody who missed the Powerstage missed an absolute treat; the conditions were almost as crazy as Latvala's finish-line celebrations.

It's unrealistic to expect every one of the 13 Sundays a WRC season has to offer to be as exciting as that one, but it does bring a different perspective, doesn't it? Rally Argentina was a thriller from start to finish and it was a thriller because it was a long, hard, tough round of the world championship. It didn't need a single-stage shoot-out or extra points at the end of the day, the competition created the curiosity.

And the cheer that erupted across the service park – not just from Volkswagen's corner – was a fair reflection of the warmth felt for Latvala and his maiden South American success story.



Ostberg was an early casualty

MCKLEIN

“Mikko Hirvonen told me the best preparation for the rally was to party. He was right!”



A pre-event night out did the trick for Jari-Matti Latvala.

Hirvonen: final-day shoot-out wouldn't work



Drivers criticise proposed event-format changes

THE LEADING DRIVERS IN THE World Rally Championship have rejected proposed changes to the format of rallies.

The sport's promoter is working to find a solution to make the final day of events more exciting for fans and more attractive for live television.

World champion Sebastien Ogier admitted he wasn't impressed with what he'd heard, although his Volkswagen team principal Jost Capito is among those leading the campaign for change – with his preference for a single stage to form the centrepiece of the final day.

Ogier said: "I heard the idea around at the moment. The best thing for me would be to keep something which still has the spirit of the rally and not completely change it. OK, we have to try to find a solution to make more of a show and

bring some more viewers for the television coverage – and, of course, we need the live television – but I'm not agreeing with all of the solutions which have been proposed."

M-Sport driver Mikko Hirvonen wasn't quite so reserved in his views, but did come up with an alternative for a single-stage Sunday.

"I think that shoot-out idea is stupid," said Hirvonen. "My co-driver Jarmo [Lehtinen] came up with a good solution which was to do two days: Friday and Saturday, maybe make them a little bit longer and make a final classification at the end of Saturday. Then on Sunday we could have one extra stage, maybe around 10km (six miles) and offer an extra five, three and one point. That stage wouldn't have any impact on the rally or on the sport. The shoot-out idea is

basically playing football or ice hockey for the full time and then deciding the result on penalties."

Capito's opposite number at Hyundai, Michel Nandan, said he could understand the need for change, but emphasised the importance of getting it right.

Nandan said: "The ideal solution is the solution which brings better promotion. If we want to show something on television then we have to adapt for television. But, before we do this, we have to be sure that we have the coverage in place.

"Changing for the sake of changing is stupid. We have done this before – now we have to make sure everything is ready. If you look at other sports, they have been adapted for the promotion, but maybe the idea of the shoot-out for places on Sunday is a little bit too much."

Latvala: victory boosts my world title chances

RALLY ARGENTINA WINNER Jari-Matti Latvala says his South American victory has kept him in the fight for this year's championship.

The Finn still trails his team-mate Sebastien Ogier by 29 points, but Latvala admitted failing to finish would likely have spelled the end of his title tilt for this season. As it is, he beat the Frenchman in a straight fight for the first time.

"This was the first time I beat Seb like this," he said, "it means a lot to do this. If I hadn't won here then the championship would have been very, very bad. But this takes me back to the fight for the championship and now we go to Sardinia and then Poland and Finland, rallies I like. I have to use this win to move on."

Ogier was second and with Andreas Mikkelsen bringing the third Polo R WRC home fourth despite retiring with an alternator problem on day one, team principal Jost Capito said the



All smiles: title scrap is back on for J-ML

Argentine win was the best yet for VW. "This is the best rally the team ever did," he said. "Take the five minutes off Andreas [Mikkelsen] and he is right there – he was absolutely on the

same level as the other two and he never looked like making a mistake. We've won 15 rallies from 18 starts and that's impressive. Every single member of this team is outstanding."

MEEKE: TOUGH FINISH

Kris Meeke admitted his second podium of the season came on the hardest rally he has ever driven. The Citroen star, who had crashed on the previous three rounds of the series, was under extreme pressure to deliver a result for the French team and duly placed his DS3 WRC third. "That was the toughest event ever," he said. "The fast stages in the fog on Saturday were unbelievable and the same on the final day, it was the worst I've driven in. But I needed that result."

KUBICA'S END GAME

Robert Kubica completed a WRC round without Superally for the first time ever in a World Rally Car in Argentina. The Polish driver's measured approach to his sixth start in a World Rally Car paid dividends, but he says he still has work to do on perfecting his pacenotes.

HYUNDAI TO UPGRADE

Hyundai hopes to have an improved suspension set-up in time for Rally Poland, with the next phase of engine development coming soon after. The Korean team suffered mixed fortunes in Argentina: Thierry Neuville finished fifth and set a fastest time, while Dani Sordo retired on Saturday after a plethora of problems.

OSTBERG SHUNT FEAR

Mads Ostberg will be working with the Citroen engineers in an effort to understand the reason for his big Rally Argentina crash. The Norwegian speared off the road following a heavy landing in his DS3 WRC. He said: "It was not even in my mind that something like this could happen. I will work with the team to find out why."

NASSER WINS AGAIN

Nasser Al-Attayah scored his second win in as many WRC 2 rounds in his Ford Fiesta RRC. The Qatari driver dominated the category while those around him hit trouble. He eventually beat Nicholas Fuchs, also in a Fiesta RRC, by five minutes.

P8 FOR TENNIS ACE

Former Wimbledon finalist David Nalbandian (below) finished eighth in class on the national section of Rally Argentina at the wheel of a Chevrolet Maxi Rally car as part of the domestic series.



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Gordon finally took first win of 2014

NASCAR SPRINT CUP KANSAS (USA), MAY 10 RD 11/36

Gordon's alive in hunt for Chase spot

COMING INTO KANSAS SPEEDWAY'S first night-time Sprint Cup race, Hendrick Motorsports' illustrious stars were showing admirable professionalism in the face of endless questions about their lack of wins. Despite plenty of pace from Jeff Gordon and Jimmie Johnson, the powerhouse team's only victory of 2014 had been Dale Earnhardt Jr's in the Daytona 500 – in a series where only wins now matter, and Gordon's points lead was effectively irrelevant, that was a concern.

Gordon provided the best possible answer on Saturday night, sneaking

up on a generally dominant Kevin Harvick to snatch his first win of the year in a race where all four Hendrick cars finished in the top 10, and provisionally booking his slot in the Chase in the process. The series veteran also used the victory as a chance to snub the latest round of rumours about his retirement plans. "There's no secret, I'm going to be 43 this year," said Gordon, "but, man, if 43 is like this, I can't wait for 50."

Harvick could consider himself unlucky, having controlled the race from pole until the timing of yellows around pitstops dumped him to 18th.

A 106-lap slog back to the front followed, after which he stormed away again. But running out of fuel on the way into the pitlane for his last stop cost him just enough to let Gordon in front. Once a group of cars gambling on fuel strategy finally pitted, Gordon emerged in the lead on lap 260 of 267 and resisted a final-lap surge from Harvick to beat the Stewart-Haas man by a tenth of a second.

Kasey Kahne led the next pack home in third. Sometime race leaders Joey Logano and Earnhardt finished on his tail while, behind Carl Edwards, seventh marked a Cup career best for

Danica Patrick after her strongest run yet on an intermediate track.

● Connell Sanders Jr

RESULTS

1 Jeff Gordon (Chevrolet SS), 267 laps in 3h07m31s; 2 Kevin Harvick (Chevy), +0.112s; 3 Kasey Kahne (Chevy); 4 Joey Logano (Ford Fusion); 5 Dale Earnhardt Jr (Chevy); 6 Carl Edwards (Ford); 7 Danica Patrick (Chevy); 8 Aric Almirola (Ford); 9 Jimmie Johnson (Chevy); 10 Matt Kenseth (Toyota Camry). **Points**

1 Gordon, 394; 2 Kenseth, 379; 3 Kyle Busch, 373; 4 Earnhardt, 368; 5 Edwards, 367; 6 Logano, 346; 7 Johnson, 340; 8 Ryan Newman, 332; 9 Greg Biffle, 328; 10 Brian Vickers, 327.

GT MASTERS ZANDVOORT (NL), MAY 10-11 RD 2/8

Van Lagen is the rain king

LOCAL HERO JAAP VAN LAGEN DROVE through torrential rain and high wind to score a pair of victories in his Schutz Motorsport Porsche on his second weekend in the series.

With regular partner Christian Engelhart away on Porsche Supercup duty, van Lagen teamed up with Frenchman Kevin Estre.

The Prosperia C Abt Audi team filled the other podium positions in both races. Rene Rast led van Lagen early in the second race before the Dutchman got past. With Kelvin van der Linde, Rast took second in this race to add to his third – behind Markus Winkelhock and Christer Jons – in the first.

● Rene de Boer



Schutz Porsche splashes to wins

RESULTS

Race 1 1 Kevin Estre/Jaap van Lagen (Porsche 911 GT3-R), 31 laps in 1h00m29.033s; 2 Markus Winkelhock/Christer Jons (Audi R8 LMS ultra), +9.264s; 3 Rene Rast/Kelvin van der Linde (Audi); 4 Dominik Baumann/Claudia Hürtgen (BMW Z4 GT3); 5 Nicki Thiim/Fabian Hamprecht (Audi); 6 Florian Stoll/Daniel Dobitsch (Audi). **Race 2 1 Estre/van Lagen**, 31 laps in 1h00m47.322s; 2 Rast/van der Linde, +8.371s; 3 Thiim/Hamprecht; 4 Winkelhock/Jons; 5 Baumann/Hürtgen; 6 Maximilian Gotz/Maximilian Buhk (Mercedes SLS AMG GT3).

Points 1 van Lagen, 83; 2 Rast/van der Linde, 76; 3 Estre, 50; 4 Baumann/Hürtgen, 45; 5 Buhk/Gotz, 35; 6 Christian Engelhart, 33.

SCANDINAVIAN TOURING CARS KNUTSTORP (S), MAY 10 RD 1/7

New boy and new car win

WITH THE 10 FASTEST QUALIFIERS starting in reverse order, 20-year-old Mattias Lindberg won the opening race of the Scandinavian Touring Car series at twisty Knutstorp to give the Kia team a debut success.

The Clio Cup graduate got away second behind poleman Erik Jonsson but passed him on the outside after seven of 20 laps, controlling the field to the flag. Jonsson was also passed by fellow BMW racer Philip Forsman but stayed ahead of veterans Fredrik Larsson, Mattias Andersson, Fredrik Eklblom and Thed Bjork.

For the second race, triple champion Eklblom started his Volvo from pole and kept the lead all the way, shadowed by Larsson. Richard Goransson was a lonely third in his Saab, while reigning champion Bjork worked his way up to fourth.

Finn Emma Kimilainen and Prince Carl Philip retired after a collision in

the first race, and came together again in the second.

● Tege Tornvall

RESULTS

Race 1 1 Mattias Lindberg (Kia Optima), 20 laps in 22m37.182s; 2 Philip Forsman (BMW SR), +1.272s; 3 Erik Jonsson (BMW); 4 Fredrik Larsson (BMW); 5 Mattias Andersson (Dacia); 6 Fredrik Eklblom (Volvo S60). **Race 2 1 Eklblom**, 20 laps in 20m13.390s; 2 Larsson, +0.708s; 3 Richard Goransson (Saab 9-3); 4 Thed Bjork (Volvo S60); 5 Andersson; 6 Linus Ohlsson (Kia). **Points**

1 Larsson, 55; 2 Eklblom, 51; 3 Goransson, 32; 4 Lindberg, 31; 5 Bjork, 30; 6 Andersson, 30.



Lindberg was on top in Kia

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INDY LIGHTS INDIANAPOLIS (USA), MAY 9-10 RD 4/10

Brabham takes maiden victory at Indy

TWO ROOKIES SHARED THE SPOILS IN last weekend's Indy Lights double-header on the Indianapolis road course, and in the process blew open a championship battle that had looked like becoming a two-horse race.

Matthew Brabham won the opening encounter from pole position, surviving both a soaking wet track and pressure from Gabby Chaves and, later, Luiz Razia to claim his first Lights win. Razia held on for second ahead of Briton Jack Harvey.

Twenty-four hours later it was Razia's turn to break his Lights duck. Persistent attention from Harvey forced him to push hard all the way. Indeed, Razia later described the race as one of the toughest in his life,

which was a big call considering his lengthy CV in Europe.

Alex Baron completed the second all-rookie podium of the weekend, the young Frenchman having been pushed hard by Brabham during the second half of the race. Brabham appeared to have Baron covered for speed, but his dive to the outside of Turn 1 three laps before the end succeeded only in sending him wide and giving Baron enough breathing space to secure the last podium step.

Zach Veach and Gabby Chaves had come into the weekend comfortably ahead of the rest in the points, but both will want to forget their first visit to the Indy road course. Veach struggled for pace all weekend and

compounded his problems with a series of spins, while Chaves had the speed but not the luck: his Friday race ended early due to a blown engine, and on Saturday he was shuffled back early on and failed to recover.

Veach still managed to come of the weekend with the points lead.

● Mark Glendenning

RESULTS

Race 1 1 Matthew Brabham, 26 laps in 40m12.7538s; 2 Luiz Razia, +2.0578s; 3 Jack Harvey; 4 Zack Meyer; 5 Alex Baron; 6 Juan Pablo Garcia. **Race 2 1 Razia**, 40 laps in 56m23.3259s; 2 Harvey, +0.6414s; 3 Baron; 4 Brabham; 5 Scott Anderson; 6 Garcia. **Points 1 Zach Veach, 229**; 2 Razia, 224; 3 Gabby Chaves, 214; 4 Harvey, 207; 5 Brabham, 190; 6 Baron, 183.

**FORMULA RENAULT ALPS
PAU (F), MAY 10-11 RD 2/7**

De Vries is uncatchable

McLAREN PROTEGE NYCK DE VRIES was master of whatever Pau threw at him, come rain or shine – except for when he dropped it in free practice.

The diminutive Dutchman was actually quite pleased in hindsight to have been bitten by Parc Beaumont's barriers. He said he was feeling too comfortable, and the crash provided a timely reminder to respect the track.

De Vries pipped Alessio Rovera and George Russell to top his qualifying group, but it was the other group's pacesetter, 16-year-old Russian Matevos Isaakyan, who chased him vainly home in the first race.

Rovera spun on the fifth lap, promoting Simon Gachet to third and Russell to fourth. But a damaged front wing dropped Russell off the leaders' pace, and he had to put everything into fending off his childhood cadet karting rival Ben Barnicoat and Charles Leclerc.

De Vries romped the wet race, as a



catalogue of incidents – most caused by a heavier mid-race shower – decimated the field. Only Leclerc was within half a lap of the Koironen GP driver by the finish. Those out of action included Russell, victim of a green-flag-lap clutch failure, and Barnicoat, who crashed while lying just behind Fortec team-mate Leclerc. Isaakyan also shunted while second, while Gachet went down the Gare escape road and then spun at Lycee.

"I'm very proud to tick two boxes," beamed clear series leader de Vries,

"winning a street race, and winning a street race in the wet!"

● Marcus Simmons

RESULTS

Race 1 1 Nyck de Vries, 21 laps in 26m26.444s; 2 Matevos Isaakyan, +3.973s; 3 Simon Gachet; 4 George Russell; 5 Ben Barnicoat; 6 Charles Leclerc. **Race 2 1 de Vries**, 17 laps in 26m47.183s; 2 Leclerc, +22.737s; 3 Hugo de Sadeleer; 4 Philo Paz Armand; 5 Martin Kodric; 6 Dario Capitanio. **Points 1 de Vries, 100**; 2 Gachet, 55; 3 Russell, 37; 4 Leclerc, 26; 5 Andrew Tang, 24; 6 Seb Morris, 23.



JAPANESE FORMULA 3

Honda Formula Dream protege Nobuharu Matsushita (above) won all three races at Motegi in his Real Racing-run Dallara-Mugen Honda to move to the top of the table. Toyota-backed Kenta Yamashita was second each time with TOM'S, twice beating team-mate Takamoto Katsuta and once heading Mitsunori Takaboshi.

NASCAR TRUCKS

Kyle Busch took the win at Kansas Speedway on Friday night, while second place puts Matt Crafton into the series lead. Busch led the last 22 laps, and 104 in total, to win by over three seconds.

PRO MAZDA

Reigning F2000 champ Scott Hargrove took a huge bite out of Spencer Pigot's points lead with two wins at Indianapolis. Neil Alberico and Jose Gutierrez completed the podium in the opening race, while Shelby Blackstock and Alberico earned the smaller trophies in race two.

ADAC FORMEL MASTERS

Danish driver Mikkel Jensen won the first race at Zandvoort, shortened to only four laps following a start crash that sidelined five of the 14 cars. Maximilian Gunther scored a lights-to-flag win in the second, while Mucke team-mate Marvin Dienst took the spoils in race three. Rookie Tim Zimmermann scored a pair of seconds.

ITALIAN GT

Audi Le Mans legend Rinaldo Capello teamed up with ex-GP3 midfielder Emanuele Zonzini to win the first race at Misano in their R8 LMS ultra. They beat Ferrari pair Alessandro Pier Guidi and Luigi Lucchini into second place. A Zonzini clash with Lorenzo Case's Ferrari in race two preceded a win for another Audi, that of Marco Mapelli/Thomas Schoeffler, from the Porsche of Andrea Gagliardini/Vincenzo Donativi.

EUROPEAN TOURING

Mikhail Grachev (below) inherited victory in a lively opening European Touring Car Cup race at the Slovakia-Ring, when team-mate Mat'o Homola received a 30-second time penalty. Slovak Homola was punished for a grid infringement as his BMW was still up on the airjacks when the five-minute board was shown. Homola made amends by securing victory in race two.



THE DAY THEY LEARNED THE NAME

SENNA

It might *only* have been a celebrity race in Mercedes saloons, but the 1984 Nurburgring inauguration provided one of the greatest grids of all time. And Ayrton Senna won.

ADAM COOPER talks to those involved

69

Thirty years ago this week Ayrton Senna announced his arrival as a star of the future – and at the same time kickstarted his complex relationship with Alain Prost, the man with whom his name would be inextricably linked for the next decade.

It happened not at a grand prix but a race for Mercedes saloons, a one-off event that featured perhaps the most star-studded grid ever assembled. The field included nine past world champions, and in Senna and Prost two men who would claim the crown in the future.

The occasion was the opening of the new, shorter Nurburgring in May 1984. F1 was due to return that October, and the organisers were keen to do something to showcase their revitalised venue. Mercedes launched its new 190E 2.3-16v to the media that week, and the company agreed to provide 20 cars for what turned out to be the greatest celebrity race of all time. Straight off the production line, they were prepared by special project engineer Gerhard Lepler. A racing seat and rollcage were added and the suspension adjusted, but that was pretty much it.

This was quite a commitment for a company that had steered clear of motorsport for decades, and had a staid image that it had long struggled to shake off. It had only recently started a 'Stuttgart

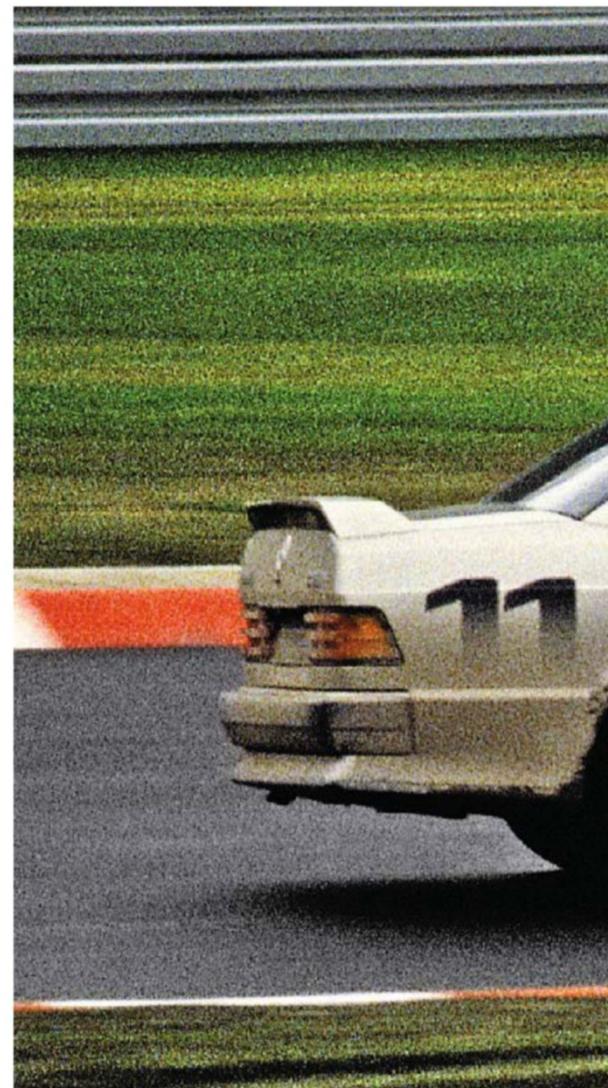
Technik' division in an attempt to make its range a little more exciting. The new car had a Cosworth engine and aggressive bodywork, but it said a lot that the examples provided for the race were mostly black, grey or silver...

What Mercedes did enjoy was good connections with past and present F1 drivers, thanks to a long-running scheme that allowed the big names to buy heavily discounted road cars. The man who took orders from the drivers was Gerd Kramer, and he helped to put the stellar entry list together. It was led by world champions Jack Brabham (1959, '60 and '66), Phil Hill (1961), John Surtees (1964), Denny Hulme (1967), Niki Lauda (then 1975 and '77), James Hunt (1976), Jody Scheckter (1979), Alan Jones (1980) and Keke Rosberg (1982).

Mercedes ambassador Juan Manuel Fangio was also present, but didn't feel fit enough to take part. The only living champs missing were BMW-contracted Nelson Piquet, the Ford-affiliated Jackie Stewart (who had always stuck to his promise of avoiding such events), and Mario Andretti and Emerson Fittipaldi, who were both busy with Indianapolis qualifying.

There were other F1 greats: former Silver Arrows team members Stirling Moss and Hans Herrmann were joined by Carlos Reutemann and John Watson, the latter recently dropped by McLaren. Sportscar racing was represented by three past winners of the Nurburgring 1000km in Udo Schütz, Klaus Ludwig and Manfred Schurti.

Along with Lauda and Rosberg, four other drivers from the current F1 grid came along to get a taste for a track they would visit in October. Commitments to rival manufacturers ruled out a few established names, but GP winners Alain Prost,



Lauda leads Reutemann as poleman Prost recovers from early drama

SUTTON

Senna's Merc
hit the front early
and stayed there



“I said to Enzo Ferrari, ‘If you want a driver, there’s the one you should get!’” JOHN SURTEES

Jacques Laffite and Elio de Angelis were obvious choices. And then there was Senna. He was the youngest driver in the field, and was only four races into his F1 career with Toleman. While he’d already taken a couple of sixth places, he still had a low profile. Many other drivers were far better qualified – imagine Daniil Kyvat joining the stars of the past at a similar event today – but Kramer had met him and liked him, and sneaked him onto the entry list.

Domingos Piedade, who worked with AMG and was also part of Senna’s management team, helped to make it happen. He says that the Brazilian went into the weekend with a clear goal.

“Ayrton thought if he really got his act together he was going to be on the front page,” he recalls. “He thought that if he beat them all he’d get some attention. I think he was the only guy who took it seriously. He was the only guy who saw the chance of his life, correctly thinking that, if he beat them, people would know he beat Alain Prost and Niki Lauda. He’d be beating world champions.”

Although he’d taken part in F1 driver briefings, Senna was unfamiliar even to other current drivers.

“It was the first time I met Ayrton,” remembers Prost. “I picked him up at the airport, as we arrived 15 minutes apart and Mercedes asked me if I could



Surtees was
impressed by Senna

bring him. We spent half a day together. He didn’t know anybody, which was really funny.”

Once the drivers got together much fun was had, especially at a relaxed dinner the night before.

“It was a nice weekend, the kind of thing that only a manufacturer could lay on,” says Watson. “The hospitality that they provided for us was

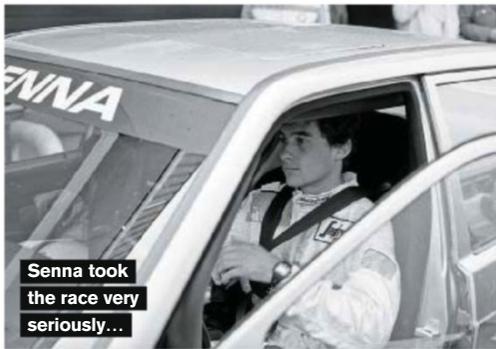
outstanding. It was a quid pro quo thing, as they were giving us generous deals on the road cars. It was a way of returning their generosity.”

“It was a super gathering,” recalls Surtees. “More so because it was a fairly unusual event in those days. Many of us hadn’t been near a racetrack for quite a while! I think we rather underestimated the nature of the thing.”

“It was the kind of event that I really loved, because it was fantastic to meet all these guys,” says Prost. “We had fun, but even with the fun and the fact that we met all together, it was unbelievable how the competitive spirit was there. Everybody, even the older guys, was really serious!”

While none of the veterans wanted to look silly, some took it more seriously than others, and Senna wasn’t too happy to be beaten to pole by Prost.

“I treated it in the manner I felt it should be,” says Watson. “It was a fun thing, and there was a mixture of drivers of varying generations and ages; old friends, old adversaries, and some were both. I wanted to do well, but I wasn’t trying to prove anything. I would say for Prost and Senna particularly it was more of an event in which they wanted to do well. Most of the others didn’t take it quite so seriously.” ▶



► None of the drivers found it easy to adapt to the novelty of ABS on a race circuit, and when it rained for the start of the 12-lap event, things got even trickier. Poleman Prost was hit hard on the first lap – probably by de Angelis, who had to stop for repairs, although Senna was also in the vicinity, and took advantage by jumping into the lead. Once in front he put on a demonstration run as his rivals slithered around in his wake.

“Ayrton did a very professional job,” says Surtees. “But he was helped by the fact that one or two of the others got into clownish situations and went off the track and generally muddled everyone else up, as Ayrton just drove away! The big thing was people not keeping to the track. They just whistled over the kerbs, took short-cuts, and came out onto the circuit halfway down the straight, especially just after the start. James Hunt was the ringleader on doing the grasscutting! I think they got a few bent cars back...”

“I tried to pass Niki down the inside into Turn 1 and got caught out by the ABS,” says Watson. “I was going to beat him whatever happened, and show McLaren they should have kept me! I think it just ended up being a typical celebrity race, the cars got a bit damaged and bashed.”

“I got the lap record,” says Scheckter. “I went straight over the Esses or something! There was a guy leading that I’d never heard of called Senna. I didn’t even know who he was.”

The record books show that in the end Senna beat Lauda to the flag by 1.38s, with Reutemann, Rosberg, Watson, Hulme, Scheckter, Brabham, Ludwig and Hunt completing the top 10. Ayrton had done exactly what he’d set out to do: make a lasting impression, and not just on the public.

“It was the first time I’d ever heard of Senna,” recalls Moss. “It impressed me that a guy I’d never heard of actually won the race. I think it was probably the most important race of his career up to then, because it was such a high profile deal.”

“Ayrton went there with the sole purpose of making a statement,” adds Watson. “I wanted to win it if I could, Niki wanted to win it if he could. But we were treating it for what it was, it was a promotion. Ayrton was going to win that race, he had to beat every F1 driver. I saw him on the circuit at the chicane before the final corner – he was over



it like a rash, and I would drive through it, because that’s what I was brought up to do. He was from a different generation, and he was just hitting the kerbs and hopping over them.”

Surtees was so impressed that he even wrote to his former boss Enzo Ferrari, suggesting that Ayrton was a man to watch. “The most outstanding thing of course is how Senna went,” he says. “You had a lot of people who were making exhibitions of themselves by driving straight across the grass, and there was Senna driving round, staying on the road, and pulling away. After that event I said to

the Old Man, ‘If you want a driver, there’s the one you should get!’”

Meanwhile the partying continued after the race, at least for those who were in the mood.

“My main memory is of the Lufthansa tent afterwards, with James,” says Alan Jones. “That was the most enjoyable part!”

“All I remember is I needed to get back to my girlfriend,” says Scheckter. “And the race was getting later and later. I gave them a real hard time and said, ‘You need to get me a private plane!’ Eventually they did.”

Most of the cars were sold off after the race, some to the drivers who took part; Watson recalls that his went to Manfred Winkelhock, whose family still owns it. Before the race Mercedes had decided to keep the winning machine for its museum, so initially there was some disappointment when it carried a name that nobody knew. That would soon change. Indeed, just weeks later Senna put in his storming drive to second at Monaco. Over time the very ordinary looking number 11 car earned its place alongside legends such as the W154, W196 and 300SLR.

“It’s a nice memory,” says Prost. “And I think we should do it again. The cars were very good, but that wasn’t the point. We could have had touring cars, F1 or go-karts. It was a competition.”



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Hughes will race
M235i on the
Nordschleife...

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LET'S CLEAR IT UP EARLY: JAKE

Hughes is not turning his back on single-seaters. The BRDC Formula 4 champion is fully committed to his Formula Renault NEC campaign.

After winning the inaugural BRDC F4 title in his first full season of car racing, becoming a McLaren AUTOSPORT BRDC Award finalist, and being buoyed by a strong winter of testing, it was disappointing that the 19-year-old struggled at the FR NEC opener at Monza, with contact and set-up issues blighting his weekend. But he could still end up champion – he's definitely quick enough.

So while he's not packing his bags and heading for the single-seater exit door, he's also very mindful of the sort of budget required to continue up the ladder towards Formula 1, which naturally remains his dream goal.

Hughes is aware that, as most youngsters find out sooner or later, a professional career in motorsport lies predominantly in sportscar or tin-top racing. That's why to get picked up by BMW Motorsport for its new-for-2014 Junior Programme, while still plying his trade in Formula Renault, is a big deal. He'll benefit greatly from time in another single-seater – the Formula BMW – as well as use a top-level simulator and work with the Munich manufacturer's top personnel.

Races on the Nurburgring Nordschleife are a fantastic prospect but the revelation from BMW that a GT4 programme is in the works for year two, and top-level GT tests/races could follow, is a massive carrot.

Yes, Hughes could still progress further along the path to F1, but this is a very good opportunity to find another direction in which to head should he hit a roadblock.

Hughes gets BMW junior role

BRDC F4 champ joins German giant's new young-driver programme

BRDC FORMULA 4 CHAMPION
Jake Hughes has joined the BMW Motorsport Junior Programme.

The 19-year-old McLaren AUTOSPORT BRDC Award finalist, who is competing in the Formula Renault Northern European Cup this season, is one of four drivers to have been selected for the Munich giant's driver-development set-up.

As part of the programme Hughes will contest three VLN races on the Nurburgring Nordschleife in a BMW M235i Racing machine shared with fellow juniors Alexander Miles, Jesse Krohn and Moises Soriano.

In addition to the group training days, time on the BMW Motorsport simulator and access to a mental coach and driver mentor, Hughes will also test Formula BMW machinery at Oschersleben later this month before the second round of the FR NEC season at Silverstone.

"It was a complete surprise to me," he told AUTOSPORT. "It's come quite quickly but it's a massive opportunity and I'm hugely grateful for it."

"It makes no difference that it's not an F1 team. It's a huge manufacturer and to be a part of that at this stage in my career is massive."

"The VLN races will be a completely different challenge for me; I'll be starting from scratch. Having to do that at the Nordschleife is throwing me in at the deep end but I like that."

GT/DTM OUTINGS PLANNED

BMW has also revealed that it intends to reward the top performers with an eventual GT3 drive and a DTM run.

BMW Motorsport boss Jens Marquardt said that a GT4 race programme was planned for the second year, and tests in a GT3 and GTLM-spec Z4, plus 'tasters' in the BMW M4 DTM, would then be evaluated.

"We intend to cautiously promote the most-impressive youngsters into higher classes," he said. "Afterwards the strongest participants would ideally be ready to test themselves against the opposition in an international GT3 class."

"It's too early to already name potential series for this but it's definitely part of the concept."

SINGLE-SEATERS STILL ON

Despite the ex-Formula 1 manufacturer having no current single-seater programme, Hughes insists there is no reason his immediate plans should not centre around continuing in FR NEC.

He did admit that BMW's factory involvement in the DTM and various GT series meant the move could open up long-term possibilities, especially as BMW is prepared to commit to further GT outings for the best juniors.

"It's great to be a part of it but my main aim is still Formula Renault NEC and that doesn't change," he added. "It would be silly to do that."

"Something I'm extremely excited about is having the possibility to be that driver. The main aim is to be a paid professional; I'm very lucky to be doing what I'm doing at this level but the more realistic aim is sportscars and touring cars and BMW are massive in that area."



...and will continue
FR NEC title bid



Hughes: big
opportunity



WALKER

Devereux died at Donington in 2013

Historics

Safety query in Devereux death inquest

THE INQUEST INTO THE DEATH of Mini racer Christian Devereux at last year's Donington Historic Festival has recorded a verdict of accidental death, and suggested the use of a frontal head restraint (FHR) might have saved his life.

It ruled that Devereux, who crashed into Ben Beighton's spun Ford Mustang at Coppice in the Pre-1966 Touring Car race, died from head injuries consistent with those sustained in a road traffic crash.

A forensic pathologist found that he suffered a fracture that ran almost the entire circumference of his skull, and the bleeding this caused at the base of his brain would "likely have resulted in almost instantaneous death".

Assistant coroner Robert Chapman claimed: "quite plainly, if Mr Devereux had been wearing an FHR it would have reduced the movement of his head and may well have saved his life."

A statement from British motorsport's governing body the Motor Sports Association said that while this was not a conclusive finding, it would welcome any safety recommendations made.

"The MSA notes that three different authorities carried out investigations into this accident, none of which concluded that use of an FHR in this particular incident would have altered the ultimate outcome," it read.

"It is understood, however, that HM Coroner will now be writing to the MSA in connection with the use of FHRs in British motorsport.

"As part of its commitment to an on-going and active strategy of risk management in motorsport, the MSA will naturally consider carefully any recommendations."

The inquest also confirmed that a post-race investigation of the cars ruled out mechanical failure as a contributor to the accident.

British GT

Griffin joins Butcher in Motorbase Aston for Silverstone British GT

FORMER BRITISH TOURING CAR racer Liam Griffin will partner Rory Butcher in one of Motorbase's Aston Martin Vantage GT3s at the Silverstone British GT round.

Griffin joined Butcher at the last-minute for the last race at Rockingham, where they qualified 17th and finished 12th, and will return to partner the Scot in the V12 machine for the three-hour enduro on June 22.

He is unavailable for the races at Snetterton, Spa and Brands Hatch and will be replaced by another alternative to original driver John Hartshorne.

The VonRyan Racing McLaren, which has not yet raced in this season, is not



EBREY/LAT

guaranteed to reappear at Silverstone.

Team owner Dave Ryan said that the team had paid its championship entry fee, but had not been able to find drivers.

"Unfortunately the deal we'd pinned our hopes on hasn't come to fruition," he said. "It's obviously very frustrating."

Clio Cup Series

Ex-BTCC racer Smith to make club Clio Cup Series switch

BRITISH TOURING CAR PODIUM finisher Jeff Smith will race in the Clio Cup Series this weekend at Oulton Park. Smith, who drove a Eurotech Racing Honda Civic alongside 2013 BTCC champion Andrew Jordan for the past two seasons, tested a 2014-spec Clio with Team Pyro at the start of the year.

AUTOSPORT understands he will now join the club-level series in the Race class for thoroughbred third-



EBREY/LAT

Smith has left BTCC

generation Clio Cup UK cars.

Ex-Formula 1 runner-up Jodie Hemmings, who previously raced a Jordan Formula 1 car in EuroBOSS, and Jonathan Creasey will also make their category debut in the Road class.

The weekend will feature the first standalone races for the category for converted road-going Renaultsport 197s, which have previously been run on the back of the Race class.

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HUMBLE PYE

The voice of club racing



Historic racing hits new heights in Monte Carlo

The Automobile Club de Monaco's ninth Grand Prix Historique last weekend was, by general consensus, the best yet. Certainly the quality of racing has never been higher and more enthusiasts than ever before enjoyed watching the drama unfold as it happened across seven stunning grids, courtesy of Motors TV.

Live coverage of the prestigious event – inaugurated in 1997 then run in 'even' years since 2000 – was a first and I was invited to join Radio Le Mans legend John Hindhaugh and [long-time AUTOSPORT and Goodwood co-equipier] Bruce Jones on the commentary team. Working from Northamptonshire (not trackside, as in '02 and '10), we did not get Mediterranean tans, but could not have had more fun as drivers lived the dream.

Our task was aided immeasurably by sensational action. From the subtlety of control among the narrow-tyred pre-war grand prix cars and voiturettes to the savagery of three-litre Formula 1 machinery, every page of this extraordinary motorsport history book was captured brilliantly by Greenlight Television's artisan camera crew. Eyes glued to a monitor and erratic live timing screen, the three of us were enraptured throughout.

Although average lap speeds are relatively low, the unforgiving two-mile Monte Carlo circuit, ringed with steel, is the most daunting challenge historic racers face anywhere. The quickest F1 cars of the Pre-'79 set were pulling 140mph up the hill from Ste Devote to Massenet, before arcing left into Casino Square. A few didn't make it.

But it's the overtaking that stands out in my memory as much as

Cosworth DFV-powered cars (and rivals powered by wailing Matra and Alfa Romeo engines) writhing out of Rascasse and onto the start/finish straight under full power – or clonking guardrails and continuing undeterred! Cooper-Bristol sorcerer John Ure's pass on Gavin Pickering into the swimming pool complex was breathtaking in its audacity.

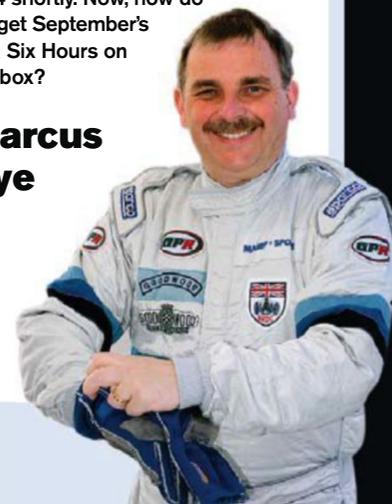
It was also great to see ex-F1

"The unforgiving two-mile circuit is the most daunting challenge historic drivers face"

racers Paolo Barilla (victorious) and Tiff Needell (34 years after his only start, for Mo Nunn's Ensign team) clearly loving their two-litre F3 returns, and Jean-Denis Deletraz finishing fourth – beyond his wildest fantasy with Larrousse or Pacific in '94-'95 – in the wonderfully evocative late F1 field aboard a Surtees TS19.

If you missed the coverage, do not despair. A highlights package will be broadcast on Sky Sports F1 and ITV4 shortly. Now, how do we get September's Spa Six Hours on the box?

Marcus Pye



GT Cup

Sportscar and tin-top aces to join GT Cup field at Brands Hatch

SPORTSCAR ACE JAMES WALKER and Porsche Supercup frontrunner Ben Barker are among a number of star drivers who will contest this weekend's GT Cup round at Brands Hatch.

Series debutant Walker will partner Guy Riall in a Porsche 997 GT3 Cup car in the GTB class, while Supercup podium finisher Barker, who appeared in the GT Cup last season with Peter Smallwood, will join Iain Dockerill in a GTO class Porsche 997 RSR.



British GT frontrunner Matt Bell, British Touring Car race winner Gareth Howell and ex-Superleague Formula racer Craig Dolby will all be present on the grid for the first time. All five are partnering drivers they help coach: Bell will drive with Peter Parsons in a GTO Ferrari 430 Scuderia, while Dolby is in a Riley TDC with Nigel Mustill and Howell in Richard Marsh's GTB class BMW M3.

BTCC driver Glynn Geddie will partner father Jim in the McLaren MP4-12C in which they won the Dutch Supercar Challenge last season.

British GT duo Paul Bailey and Andy Schulz will also contest the races, albeit in a Ferrari 458 GTC instead of their regular Aston Martin V12 Vantage GT3. Fellow British GT racer Derek Johnston has already been confirmed in a Triple Eight BMW Z4 alongside Ryan Ratcliffe.

Mini Festival

Stig stars at Brands Mini Festival

RALLY LEGEND STIG BLOMQUIST made a shock winning appearance at the Mini Festival at Brands Hatch last weekend.

The 1984 World Rally champion, invited to drive at the Kent circuit by Mini wizard Nick Swift, raced in both the pre '66 Anglo-French Battle races, and the Sanwa Trophy Endurance race.

In the Anglo-French battle, the sideways Swede finished sixth in both races, before

emerging as the surprise winner in the enduro when he left his pitstop late, and was leading when the safety car came out at around mid-distance.

That allowed him to stop without losing the lead, and he held on to beat regulars Dan Wheeler and Jonathan Lewis.

"I've had a lot of fun and the Mini is a fantastic car to drive," Blomqvist said. "It's been a good weekend."



R300 Superlights

F1 junior Parry nets podium and penalty on Caterham R300 debut

CATERHAM FORMULA 1 JUNIOR Matt Parry netted a podium finish on his R300 Superlight debut, but also picked up a penalty for breaching track limits.

The McLaren AUTOSPORT BRDC Award winner finished third in the opening race at Donington Park and briefly led the sequel. However, a mistake at Redgate sent him into the gravel and while he recovered to finish fourth, he was later pinged for breaching the new-for-2014 track-limits regulation, demoting him to sixth in the classification.

"It was my first time in the car in the wet," said the Formula Renault NEC



champion after the first race. "I was caught up in battles and the red mist set in, which lost me any chance of second.

"In FRenault if you get ahead and are consistent you stay there, but in these they keep coming past; it's a real battle."

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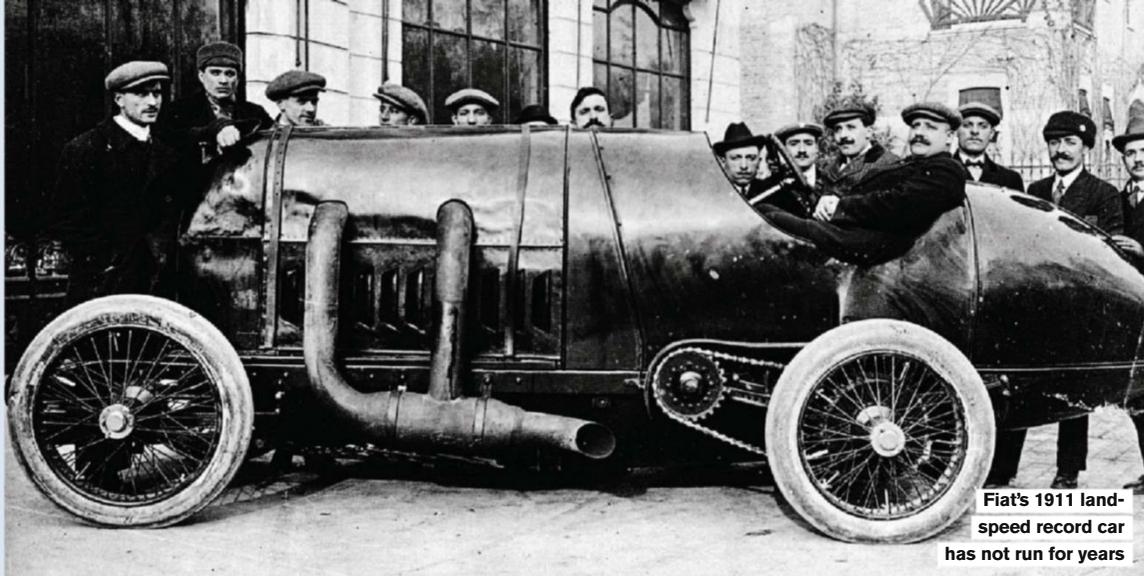
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Goodwood Festival of Speed

Century-old Fiat to run at Goodwood

TWO CARS BUILT 66 YEARS APART and not seen running in decades will entertain motor sport enthusiasts at the Goodwood Festival of Speed this summer.

The surviving Fiat S76 land-speed record car and the privately-built LEC CRP1 Formula 1 challenger will make a hillclimb run at the June 27-29 event.

Conceived to steal the 'Blitzen' Benz's flying mile and kilometre records, Fiat's S76 did so at Saltburn Sands in Yorkshire, where Pietro Bordino recorded

116mph in 1911. They also topped 135mph in Belgium, but could not make the requisite return run within an hour.

One of the S76s was broken up by the factory after World War I, the other bought by Russian Boris Soukhanov. Post-Second World War it went to Australia, where it was modified and competed as a Fiat Racing Special, but since it was returned to Britain in 2003 by Duncan Pittaway it has been rebuilt around the 28.5-litre four-cylinder

engine from the dismantled car.

"All surviving components – the chassis, engine, suspension, axles, pedals and steering box have been restored," he said. "The gearbox, radiator and bodywork were re-created from Fiat drawings."

The Mike Pilbeam-designed LEC F1 car, wrecked after three grands prix when its throttled jammed open in pre-qualifying at Silverstone, has been recreated by WDK Motorsport and will be driven by Joe Twyman.



EBREV/LAT

In brief

Fiesta champ to Clios

Former Ford Fiesta Junior champion Charlie Ladell will step up to the Renault Clio Cup UK at the next round at Oulton Park. The 17-year-old, who contested a Clio Cup Series round at the end of last season, will join Paul Rivett (above) in the new-to-Clios WDE Motorsport outfit with which he won the 2012 Junior title.

Audi back in Britcar

Frank Pelle joined Peter Cook in his ex-WRT Audi R8 LMS ultra GT3 at Donington Park's Britcar Endurance Championship races last weekend. Despite having a tyre valve taken out after contact and a stop-go penalty, the Simpson Motorsport-run car was fifth in race one, before Pelle and Cook took second in the sequel.

Brands' Mustang party

Brands Hatch's American Speedfest event will include a celebratory Ford Mustang display to honour the Blue Oval muscle car's 50th anniversary. Organised by the Mustang Owners Club of Great Britain, it is hoped to include more than 1000 cars.

Walker on top form

Jonathan Walker bounced back from his double Lotus Cup Europe defeat at Hockenheim to dominate proceedings at Dijon-Prenois last weekend, topping every session to take a brace of victories at the classic French track. Rival Gregory Rasse endured a torrid weekend, failing to finish both races.

Lydden's racing return

South East Motor Sport Enthusiasts Club racing ran at Lydden Hill's Apex Festival last weekend. Last season SEMSEC announced it was cutting its circuit racing programme for 2014, with organisers saying the club was "just about solvent". The annual event at the weekend featured racing on the Sunday ahead of a planned full season for 2015.



Wells netted third in the first race

Formula Masters China

Wells on podium on FMC return

HONG KONG-BASED BRITON

Dan Wells netted a podium finish at the Formula Masters China season opener despite gearbox issues.

Wells, runner-up in the series in 2012 in its previous guise as Formula Pilota China, qualified third and fourth for the two races at Zhuhai and was

running second in the opening race until his car developed a gearbox-linkage problem.

He dropped to third but held it to the end, a result he looked set to repeat in race two until the gearbox issue re-emerged and Wells only had fourth gear, dropping him to fifth.

Monaco Historique

All-nighter after Monaco F3 crash

MONACO HISTORIQUE GRAND

Prix Formula 3 pacesetter David Shaw was only able to take up his pole position after a huge overnight repair effort.

Shaw crashed his ex-Nelson Piquet Ralt RT1 heavily during Saturday's second qualifying session, buckling the left-front wheel back into the chassis and deforming it back to the dash hoop.

Greg Caton and his G-CAT team worked all night to straighten the monocoque and replace the suspension, allowing Shaw to take the start.

He shot away determined to win the race as recompense for the all-nighter, and led until he outbraked himself at Rascasse on lap 12 and damaged the gear linkage hooking reverse.

That forced his retirement, handing victory to Formula 1 veteran and 1985 Le Mans 24 Hours winner Paolo Barilla.



Glew will help young drivers

MSA Academy

MSA Academy to work with Fiesta Junior drivers

THE MSA ACADEMY HAS STARTED a new programme working in conjunction with BRSCC Fiesta Junior drivers.

The initiative will run as part of the Academy's Master Classes programme, and will involve former British Touring Car racer and Renault Clio Cup UK

champion Phil Glew working with the young drivers in the series.

MSA Academy coach Glew will meet up with the Fiesta drivers at the Cadwell Park meeting on June 14-15, while fellow coach Tom Onslow-Cole was present at Anglesey last weekend.

Those races were won by a pair of 14-year-olds. Aaron Thompson, who turned 15 earlier this week, took victory in the opener before Geri Nicosia became the championship's youngest race winner in the second race, aged 14 years and 11 months.



GRAND PRIX MONACO HISTORIQUE MAY 10-11

Grist leads victors' list at stunning Monaco

THERE ARE MANY OTHER HISTORIC racing events around the world but surely none matches the biennial Monaco celebration for historical authenticity, glamour, and spectacle.

There may have been only 12 pre-World War 2 Grand Prix and voiturette cars but you only need two to make a motor race. Two years ago Paddins Dowling in ERA R10B finished 0.7 seconds behind Julian Bronson in R4D. This year he again had to settle for second but to the GP Alfa Romeo P3 of Matt Grist after a brilliant duel that featured both drivers on the limit throughout the 10-lapper, the lead changing twice on lap six alone. Try as he might, the Irishman's 1.5-litre ERA could not quite match the power of the Alfa, the two cars crossing the line 0.235 seconds apart.

The race for GP and F2 cars of the 1940s and '50s was even closer. Second in qualifying to the TecMec

Maserati 250F of Tony Wood, 2012 winner Roger Wills surged into St Devote first and his ex-Bruce McLaren Cooper-Climax T51 looked to be heading for a second success. That was until backmarkers intervened so that, with two laps left, both the TecMec and Frank Stippler ('Piccolo' 250F), were right with the Cooper.

More backmarkers came to Wills's aid on the last lap so he was just clear of a dramatic bid by Wood to retrieve second place from Stippler at Rascasse, which almost paid off. But Stippler sliced between the TecMec and more slower traffic to pip Wood on the dash for the line. John Chisholm's ex-Innes Ireland Lotus 18 was right behind the two Italian cars as they took the flag.

There was never really any doubt about the winner of the 1.5-litre F1 race, Andy Middlehurst leading throughout from pole position in the



Middlehurst tasted victory in Lotus

HUGUES MALLET

Lotus-Climax 25 R4, 50 years almost to the day since Peter Arundell finished third with the car in the Monaco Grand Prix. For half the opening lap Joe Colasacco's glorious Ferrari 1512 created the illusion of John Surtees chasing Jim Clark, but the Ferrari lost second gear and retired. Two days after his 70th birthday Sid Hoole brought his ex-Jo Bonner Cooper-Climax T66 home second, nearly 40 seconds behind Middlehurst, for whom this was his second successive victory.

Dan Collins made it a double for Classic Team Lotus by winning the four-cylinder class in the ex-Innes Ireland Lotus-Climax 21, just losing out on fourth overall in the dash for the line to the Lotus-BRM 24 of Nigel Williams.

The sports-racing cars also provided a repeat winner in the guise of Alex Buncombe at the wheel of Jaguar Heritage Racing's C-type. Armed this year with Peter Mann's ex-Tony Crook Formula XYZ

Cooper-Bristol, John Ure drove with his customary verve to restrict Buncombe's winning margin to just over 11s. Joining them on the podium was a slightly surprised Fred Wakeman whose Cooper-Jaguar T38 emerged in third place on the last lap as the Jaguar D-type of Gavin Pickering faded.

The third win for Classic Team Lotus came courtesy of Katsu Kubota in the first three-litre F1 race. From pole position, the Japanese driver was never seriously challenged in the famous chassis 72D R6, driven with little success in 1972 by Dave Walker in John Player Special colours but destined to become part of the Lotus legend with Ronnie Peterson a year later.

Michael Lyons, in the Surtees TS9 usually driven by his mother Judy, initially held second before retiring with a misfire. This elevated a great scrap between Rob Hall's Matra-Simca MS120C and 11-time Monaco Historique race winner Duncan



B34 pilot Barilla won two-litre 1974-'78 F3

ERIC SAWYER



Grist's Alfa pipped Dowling's ERA



1950s sportscar glory went to Buncombe

ERIC SAWYER



Kubota's Lotus 72 topped early three-litre F1 race

ERIC SAWYER



Lyons stormed to victory in the race for 1973-78 F1 cars

ERIC SAWYER

Dayton (Brabham BT33). Eventually Hall, racing for the first time at Monaco, gave way with worsening understeer. Dayton charged off after Kubota but was thwarted by an accident on the pitstraight that brought out the red flag two laps early. Stuart Hall, in the earlier Brabham BT26A, claimed fourth.

Michael Lyons dominated the later F1 race in the Hesketh 308E, at one point leading by over a minute before a safety car was called two laps from the end after Kubota's ex-Ronnie Peterson March 761 had hit the barrier at Massenat while pressing Jean-Denis Deletraz's Surtees TS19 for fourth. Ahead of them, Nick Padmore (Wolf Williams FW05) was going great guns in his first Monaco race, reeling in American Charles Nearburg (March 761B) but was denied a shot at second by the safety car.

Qualifying second, Sam Hancock (Fittipaldi F5A) had to start from the pitlane after losing his clutch on the

formation lap but spectacularly charged through to seventh in the 34-car field.

Having secured F3 pole position David Shaw gave his crew an all-nighter by crashing his ex-Nelson Piquet Ralt RT1 on the last lap of qualifying. Adding insult to injury he was then given a drivethrough penalty for a jumped start, which cost him the lead. Making up for lost time, he tripped over backmarkers at Rascasse and retired.

The race thus developed into a battle between the Chevron B34 of former Minardi F1 driver and Le Mans winner Paolo Barilla, Valerio Leone's March 783, Olly Hancock's Lola T670 and, for a long time until he missed a gear, Tiff Needell in Eje Elgh's Chevron B38. Storming through from 12th on the first lap, Hancock looked set to challenge for the lead until overheating set in and he had to settle for third. Barilla took the honours, well clear of Leone.

● Ian Titchmarsh

RESULTS

PRE-WAR GRAND PRIX CARS AND VOITURETTES

(10 LAPS) 1 Matt Grist (Alfa Romeo Tipo B P3) 20m15.898s (61.44mph); 2 Paddins Dowling (ERA R10B) +0.235s; 3 Nick Topless (ERA R4A); 4 David Morris (ERA R5B 'Remus'); 5 Tony Smith (Alfa Romeo Tipo B P3); 6 Andrew Cannon (Bugatti T35/51). **Class winners:** David Hands (Bugatti T39); Rob Newall (Bugatti T35); Cannon; Dowling; Morris. **Fastest lap** Grist 1m59.058s (62.75mph).

PRE-1961 GRAND PRIX CARS AND FORMULA 2

(8 LAPS) 1 Roger Wills (Cooper-Climax T51) 15m44.878s (63.25mph); 2 Frank Stippler (Maserati 250F) +3.827s; 3 Tony Wood (TecMec Maserati 250F); 4 John Chisholm (Lotus-Climax Type 18); 5 Rob Hall (BRM P48 Mk1); 6 Barrie Baxter (BRM P48 Mk2). **CW** Klaus Lehr (Talbot-Lago T26C); Ian Nuthall (Alta F2); Stippler; Allan Miles (Cooper-Climax T41). **FL** Hall 1m55.216 (64.84mph).

FORMULA 1 CARS 1961 TO 1965 (12 LAPS)

1 Andy Middlehurst (Lotus-Climax Type 25) 23m12.977s (64.36mph); 2 Sid Hoole (Cooper-Climax T66) +39.810s; 3 Tommaso Gelmini (Scirocco-BRM); 4 Nigel Williams (Lotus-BRM Type 24); 5 Dan Collins (Lotus-Climax Type 21); 6 Kurt Del Bene (BRP-BRM Mk2) **CW** Collins. **FL** Middlehurst 1m53.641s (65.74mph).

PRE-1956 SPORTS-RACING CARS (10 LAPS) 1 Alex

Buncombe (Jaguar C-type) 20m23.912s (61.04mph);

2 John Ure (Cooper-Bristol T24) +11.091s; 3 Fred Wakeman (Cooper-Jaguar T38); 4 Michael Wills (Maserati 150S/200S); 5 Nicolas Chambon (Maserati 300S); 6 Gavin Pickering (Jaguar D-type). **CW** Till Bechtolsheimer (Allard-Cadillac J2); Ure. **FL** Buncombe 1m59.910s (62.29mph)

FORMULA 1 CARS 1966 TO 1972 (16 LAPS)

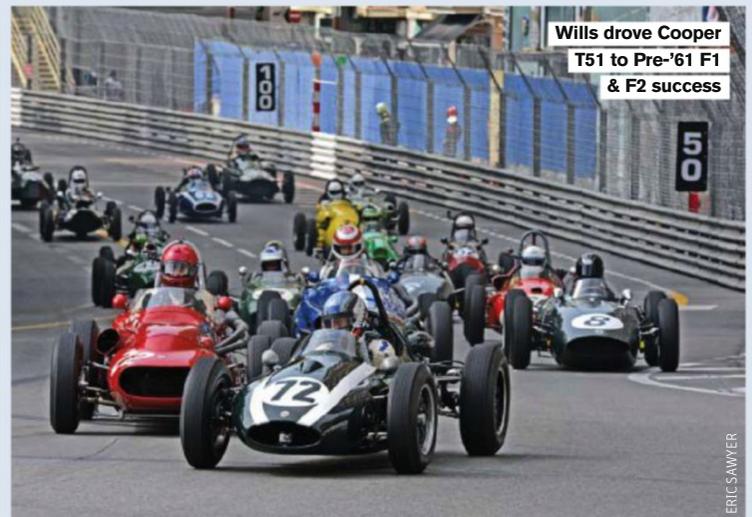
1 Katsu Kubota (Lotus-Cosworth Type 72D) 26m13.176s (75.98mph); 2 Duncan Dayton (Brabham-Cosworth BT33) +5.224s; 3 Rob Hall (Matra-Simca MS120C); 4 Stuart Hall (Brabham-Cosworth BT26A); 5 Laurent Fort (Surtees-Cosworth TS9B); 6 Roger Wills (March-Cosworth 701). **CW** S Hall; R Hall. **FL** Kubota 1m35.980s (77.84mph).

FORMULA 1 CARS 1973 TO 1978 (18 LAPS)

1 Michael Lyons (Hesketh-Cosworth 308E) 31m25.990s (71.30mph); 2 Charles Nearburg (March-Cosworth 761B) +33.675s; 3 Nick Padmore (Wolf Williams-Cosworth FW05); 4 Jean-Denis Deletraz (Surtees-Cosworth TS19); 5 Christophe d'Ansembourg (McLaren-Cosworth M26); 6 Manfred Rossi di Montelera (Brabham-Alfa Romeo BT45). **CW** Rossi di Montelera. **FL** Lyons 1m33.904s (79.56mph)

FORMULA 3 CARS 1974 TO 1978 (18 LAPS) 1 Paolo Barilla

(Chevron-Toyota B34) 32m35.182s (68.78mph); 2 Valerio Leone (March-Toyota 783) +11.664s; 3 Olly Hancock (Lola-Toyota T670); 4 Stefano Rosina (Osella-Toyota F3A); 5 Tiff Needell (Chevron-Toyota B38); 6 Maurizio Bianco (Ralt-Toyota RT1). **FL** Barilla 1m40.900s (74.04mph).



Wills drove Cooper T51 to Pre-'61 F1 & F2 success

ERIC SAWYER

Spectacular rookie
Clarke hounded
Howard at Silverstone



CLASSIC SPORTS CAR CLUB SILVERSTONE, MAY 10-11

Jag ace Howard preserves winning run

DAVID HOWARD EXTENDED HIS STREAK of Jaguar Saloon and GT Championship wins to five races at Silverstone, but he was made to work hard for his latest triumph.

The XJ12 driver's record in the series is remarkable – he has been unbeaten since the Pembrey races last August. But qualifying suggested he would find this race tougher as he could only manage third behind the XJS of novice Sam Clarke Jr and Simon Lewis's XJ6.

Howard quickly displaced Lewis and by lap four had passed Clarke too, but the significantly less-experienced driver refused to give up. The leading pair therefore duelled to the flag with Howard eventually clinching the win on the final lap. Clarke retained second despite a 10-second penalty for a false start.

Equally thrilling was Peter Ratcliff's surge through the Magnificent Sevens Group 2 field. The Leatherhead man was victorious at Snetterton and therefore had to start from the pitlane, but this

proved to be no barrier to success as he still claimed victory in his Caterham C400. He was aided by the early leaders hitting trouble, as poleman Andrew Sterling's Dax developed an electrical issue and Chris Milner was given two stop-go penalties for pitlane speeding.

With the massive grid split, the Group 1 race featured a close lead battle between Joel Wymer's Caterham and Philip Lethaby's Mac 1, with the Caterham just edging it.

Penalties failed to alter the Tin Tops result, though victor Russell Hird's winning margin was cut by a

30-second penalty for stopping his Integra in the wrong area of the pitlane. Richard Woods (Focus) overcame a drive-through penalty for a jumped start to take second.

Raymond Barrow's Swinging Sixties Group 2 victory bid was also hindered by a penalty as the Chevrolet Camaro driver was guilty of pitlane speeding. This meant the Corvette of Peter Hallford/Stephen Treherne comfortably made it two wins out of two. Group 1 honours fell to Tim Cairns's Frogeye Sprite after inheriting the lead from Adam Cunnington's regular Healey when a

halfshaft broke with two laps to go.

There was disappointment for Classic K polewinners Stuart McPherson/Mark Halstead as their Elan spun into retirement at Brooklands on lap two, enabling the Jaguar E-type pairing of Michael and Kallum Gray to take their first win.

There was also a spin for a potential winner in the opening Special Saloons thrash as Ricky Parker-Morris lost his Peugeot 309 at Luffield, ensuring a win for Mark Ticehurst's Porsche. Ticehurst retired in the pits early on in the second race and the Peugeot – now in the hands of Danny Morris – stormed through to take his first overall win.

David Whelan missed out on a brace of Production Cup for Porsches wins when Andrew Duncan's 968CS passed his 993 on the final lap of race two. Mark Chilton (Porsche 928) took a narrow Future Classics win, while David Marcussen (M3) reclaimed the Modern Classics lead with just two laps left.

● Stephen Lickorish



Ticehurst topped mega
Special Saloons grid

RESULTS

JAGUAR SALOON AND GT CHAMPIONSHIP (18 LAPS)

1 David Howard (XJ12) 20m40.811s (85.67mph); 2 Sam Clarke Jr (XJS) +10.332s; 3 James Ramm (XJS); 4 Matthew Jeffery (XJ40); 5 Simon Lewis (XJ6); 6 Kevin Doyle (XJ6 Coupe). **Class Winners** Clarke; Jeffery; Philip Comer (XJS). **Fastest Lap** Howard 1m07.908s (86.96mph).

MAGNIFICENT SEVENS GROUP 1 (34 LAPS)

1 Joel Wymer (Caterham Supersport) 40m27.454s (82.71mph); 2 Philip Lethaby (Mac 1 1000RR) +0.402s; 3 Stephen Mansell/Lewis Mansell (Caterham 7 Roadsport); 4 Carl Nairn (Roadsport A); 5 Tim Rowbottom (Supersport); 6 Andrew Greenwood/Ian Haire (Roadsport A). **CW** Lethaby; Mansell/Mansell; Wayne Crabtree/Oliver Clarke (7); Matthew Slade/Martin Whitlock (Tiger Avon). **FL** Rob Oliver (Caterham Tracksport) 1m07.504s (87.48mph). **GROUP 2 (38 LAPS)** 1 Peter Ratcliff (Caterham C400) 40m51.222s (91.55mph); 2 Christian Pittard (7) +8.642s; 3 Julian Sage (7); 4 Anthony Bennett (Caterham R300); 5 Bill Hailstone (Caterham C400); 6 Colin Watson/Robert Singleton (C400). **CW** Sage; Singleton/Watson; Jonathan Mitchell (R300); Chris Milner (Caterham CSR). **FL** Ratcliff 1m01.192s (96.51mph).

TIN TOPS (34 LAPS) 1 Russell Hird (Honda Integra DC5)

40m36.327s (82.41mph); 2 Richard Woods (Ford Focus) +1.027s; 3 Nathan Dew/Reece Jones (Integra); 4 Nigel Ainge/Simon Taylor (Integra DC5); 5 Nigel Tongue (Peugeot 306); 6 Luke Bennett/Kenny Coleman (Honda Civic). **CW** Stephen Craig (Integra Si DC2); Ryan Colvey/Robert Chase (Renault Clio 172); John Robinson (Honda Civic); Paul Dolan (Ford Puma). **FL** Ainge/Taylor 1m06.825s (88.37mph).

SWINGING SIXTIES GROUP 1 (33 LAPS) 1 Tim Cairns (Austin Healey Frogeye Sprite) 40m48.005s

(79.61mph); 2 Dave Bailey (Triumph TR4) +46.061s; 3 Julian Gammage (Opel GT); 4 Adam Ashmore (MGB); 5 Darren Harman (MG Midget); 6 Alan Kyson/Terry Burrows (MG Roadster). **CW** Bailey; Ashmore; Gary Weston (MGB); David Cornwallis/Anthony Hunting (BMW 1600 Ti). **FL** Adam Cunnington (Austin Healey Sprite) 1m10.386s (83.90mph).

GROUP 2 (35 LAPS) 1 Peter Hallford/Stephen Treherne (Chevrolet Corvette) 40m14.258s (85.61mph); 2 Luke Wos/Chas Mallard (Corvette) +35.929s; 3 Raymond Barrow (Chevrolet Camaro); 4 Simon Lane (Camaro); 5 Richard Plant (Morgan +8); 6 Iain Daniels/Ben Gough (Marcos 3 litre). **CW** Plant; Paul Keevill/James Keevill (Lotus Elan S3); Norman Davidson-Kelly (Jaguar E-type). **FL** Hallford/Treherne 1m04.654s (91.34mph).

CLASSIC K (49 LAPS) 1 Michael Gray/Kallum Gray (Jaguar E-type) 1hr00m15.428s (80.03mph); 2 Nicholas King (Ford Mustang) +19.114s; 3 Peter Tognola (Porsche 911); 4 Nigel Winchester/Chas Mallard (Ginetta G4); 5 Steve Monk/Michael Burr (Porsche 911); 6 Jon Wolfe (Ford Falcon Sprint). **CW** King; Tognola; Winchester/Mallard; Brian Lambert (MGB); Richard McKoen (TR4); Mark Halstead/Stuart McPherson (Lotus Elan S2). **FL** Halstead/McPherson 1m09.123s (85.43mph).

SPECIAL SALOONS AND MODSPORTS (15 LAPS) 1 Mark Ticehurst (Porsche 935) 15m45.472s (93.69mph); 2 Peter Stevens (Vauxhall Carlton TS) +4.108s; 3 Stacy Vickers (Mazda RX7); 4 Steven Moss (Ford Anglia Spaceframe); 5 Kevin Doyle (XJ12); 6 Paul Sibley (Lotus Elan Modsports). **CW** Stevens; Sibley; Neil Claxton (Suzuki SC100); Luke Bennett (Ford Capri). **FL** Stevens 1m01.799s (95.56mph). **RACE 2 (15 LAPS) 1 Danny Morris (Peugeot 309 GTi) 15m42.385s (94.00mph); 2 Stevens +6.443s; 3 Moss; 4 Sibley; 5 Doyle; 6 Tony Paxman (Ford Escort Mk2). **CW** Moss; Sibley; Claxton; Kenny Coleman (Ford Capri). **FL** Morris 1m01.320s (96.30mph).**

PRODUCTION CUP FOR PORSCHE (18 LAPS) 1 David Whelan (993 RSR) 20m44.881s (85.39mph); 2 Andrew Duncan (968CS) +2.380s; 3 Luke Johnson (944 S2);

4 Frank Cortes (964 Carrera 2); 5 David Grover (968); 6 John Boulton (968). **CW** Duncan; Johnson. **FL** Whelan 1m07.447s (87.56mph). **RACE 2 (18 LAPS) 1 Duncan 21m00.527s (84.33mph); 2 Whelan +1.838s; 3 Cortes; 4 Johnson; 5 Alex Eacock (944 S2); 6 Grover. **CW** Whelan; Johnson. **FL** Whelan 1m08.323s (86.43mph).**

FUTURE CLASSICS (34 LAPS) 1 Mark Chilton (Porsche 928 S4) 39m43.587s (84.23mph); 2 Nicholas Olson (Lotus Esprit S3) +3.288s; 3 Bill Lancashire (TVR Tuscan); 4 Geoff Beale/Philip Seaman (Talbot Sunbeam Lotus); 5 Martyn Adams (Triumph TR7 V8); 6 James Neal/Neil Harvey (Porsche 964 Carrera 2). **CW** Olson; Neal/Harvey; John Hammersley/Simon Taylor (Vauxhall Astra GTE); David Harrison/Martin Thomas (Mazda MX5). **FL** Lancashire 1m06.246s (89.14mph).

MODERN CLASSICS (35 LAPS) 1 David Marcussen (BMW M3 E36) 40m10.423s (85.75mph); 2 David Hornsey/Steve Miller (Porsche 996) +5.711s; 3 Dominic Malone (M3 CSL); 4 Neville Anderson (Vauxhall Vectra); 5 Will Sharpe (Porsche Boxster S); 6 Clive Bailey/Paul Black (Mazda MX5). **CW** Anderson; Nick Sanderson (SEAT Leon); David Harrison/Martin Thomas (MX5); Simon Thorpe/Shawn Jackson (BMW 323 Ti); James Palmer (Smart 4:2 Turbo). **FL** Marcussen 1m05.240s (90.52mph).

BARBON MANOR/HAREWOOD MAY 10/11 BRITISH HILLCLIMB

Willis dominates Barbon/Harewood double-header

TREVOR WILLIS DOMINATED THE difficult two-venue weekend up north with four run-off victories to move up from joint fifth place to second overall in the British Hillclimb Championship.

Modest Willis, who blitzed both events with a best time of the day several tenths faster than his rivals in each round, claimed that it was not as easy as he made it seem. "Barbon's bumpy surface made it incredibly tricky after the early rain," he said, "and Harewood is a difficult track to assess. You rarely find your actual time is near your estimate."

The early 2014 series leader Alex Summers remains ahead thanks to a pair of second-fastest times at Barbon and two thirds at Harewood, but his gap is one that Willis can close quite quickly should he continue at such a strike rate.

Scott Moran's total of 30 points for the weekend came via a mixed bag, with his joint-second-fastest time with Summers in round four and stand-alone second in round five

sandwiched by two fifths. That return was still solid, considering he did not look comfortable with his tyres, and the next three events are at his favourite venues.

Will Hall continues to make the best of his much-improved Nissan engine and runs fourth in the standings after bouncing back from a difficult opener at Barbon to salvage a fourth in the second run-offs at each venue. Only a point behind Hall, Wallace Menzies scored two top-three times over the weekend.

Moran's father Roger appeared to have similar tyre troubles to his son and has now tumbled from third to sixth in the points after a difficult weekend. John Bradburn is close behind Moran Sr and, while disappointed with his Barbon performance, he had a more satisfactory time at Harewood.

Richard Spedding is returning to something like his 2011-12 form and was easily the most spectacular driver on display.

● Eddie Walder



Willis starred at both venues

RESULTS

BARBON MANOR ROUND 3 1 Trevor Willis (3.2 OMS-Powertec 28) 21.86s; 2 Alex Summers (1.3s DJ-Suzuki Firehawk) 21.96s; 3 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 22.24s; 4 Will Hall (3.5 Force-Nissan WH) 22.40s; 5 Scott Moran (3.5 Gould-NME GR61X) 22.72s; 6 David Uren (1.3t Force-Suzuki PC) 23.17s; 7 Richard Spedding (1.6 Force-Suzuki PC) 23.76s; 8 John Bradburn (3.5 Gould-Cosworth HB GR55) 24.03s; 9 Roger Moran (3.5 Gould-NME GR61X) 24.26s; 10 Tom New (4.0 Gould-Judd GR55) 24.29s; 11 Alastair Crawford (2.8 Gould-NME GR55) 24.42s; 12 Simon Fidoe (1.0 Empire-Suzuki Wraith) 24.98s;
ROUND 4 1 Willis 20.80s BTD; 2= Summers & S Moran 21.57s; 4 Hall 21.77s; 5 Menzies 21.99s; 6 Crawford 22.48s; 7 R Moran 22.60s; 8 New 23.13s; 9 Bradburn 23.31s; 10 Spedding 23.57s; 11 Graham Wynn (1.4t Force-Suzuki LM001) 24.11s; 12 Fidoe 24.95s.
CV Steve Price (2.0 Subaru Impreza) 33.51s; Tony Bunker (3.8t Nissan GT-R) 30.40s; Andrew Russell (1.1 Ginetta G15) 30.45s; Paul Webster (2.0 Mazda MX5) 30.64s; Eynon Price (2.2s Vauxhall VX220) 27.48s; Simon Butterworth (3.2 Porsche Boxster) 32.43s; Ben

Lovell (1.6 OMS-Suzuki SC4CF) 32.33s; Wynn 25.48s; Fidoe 25.67s; Phil Perks (1.6 Royale RP26) 29.97s; Spedding 23.82s; Summers 22.49s; Willis 21.81s.
HAREWOOD ROUND 5 1 Willis 49.62s BTD; 2 S Moran 49.90s; 3 Summers 50.46s; 4 Menzies 50.69s; 5 Bradburn 51.36s; 6 R Moran 51.46s; 7 Hall 51.62s; 8 Spedding 52.30s; 9 Deryk Young (4.0 Gould-Judd GR51B) 52.32s; 10 New 52.56s; 11 Crawford 53.38s; Oli Tomlin (4.0 Pilbeam-Judd MP97) DNS.
ROUND 6 1 Willis 50.10s; 2 Menzies 50.28s; 3 Summers 50.35s; 4 Hall 50.40s; 5 S Moran 50.44s; 6= R Moran & Bradburn 51.44s; 8 Spedding 51.51s; 9 Young 52.64s; 10 Tomlin 52.86s 11= New & Crawford 53.16s.
CV John Pickett (2.0 Quest Terrapin) 57.84s; Ben Tranter (1.6 Vector Formula Ford) 63.19s; Quin Evans (2.0 Honda S2000) 70.70s; Bunker 65.77s; Vin Dobson (2.0 VW Golf) 63.05s; Price 61.57s; Wynn 54.93s; Rob Copper (1.0 Force/Empire-Suzuki) 57.03s; Spedding 52.60s; Summers 52.04s **class record;** S Moran 50.66s.
POINTS 1 Summers, 54; 2 Willis, 49; 3 S Moran, 47; 4 Hall, 33; 5 Menzies, 32; 6 R Moran, 30; 7 Bradburn, 25; 8 Spedding, 19; 9 Crawford, 16; 10= New & Uren, 9.



Godfrey led when it mattered at Knockhill

KNOCKHILL MAY 11 BRITISH RALLYCROSS CHAMPIONSHIP

Godfrey edges Knockhill final in battle of champions

MULTIPLE BRITISH RALLYCROSS champion Julian Godfrey increased his points lead with another victory at Knockhill.

Following a puncture in an early heat for Godfrey, it was Supercar returnee Ollie O'Donovan who claimed pole position, alongside Steve Hill and Godfrey.

O'Donovan, the 2007 champion, made the best launch away from the startline, but it was Hill who seized the lead at the first corner with an all-or-nothing move

around the outside of O'Donovan.

Godfrey ran third on lap one before being promoted to second when O'Donovan took his joker lap. The Irish driver dropped to third, where he would remain when Godfrey, on lap two, and Hill, on the final tour, took their jokers.

Hill emerged just behind Godfrey and was beaten in a dash to the finish line, while O'Donovan finished third with Steve Harris in fourth.

● Hal Ridge

RESULTS

SUPERCAR (ALL 4 LAPS) 1 Julian Godfrey (Ford Fiesta) 3m04.837s; 2 Steve Hill (Mitsubishi Evo) +1.555s; 3 Ollie O'Donovan (Ford Focus); 4 Steve Harris (Focus). **FL Godfrey 42.461s.**
SUPERNATIONAL 1 Stuart Emery (Peugeot 206) 3m28.447s; 2 Gary Dixon (Vauxhall Astra) +6.387s; 3 Guy Corner (206); 4 Vincent Bristow (BMW 328i); 5 Malcolm Boyd (Toyota MR2); 6 Steven Rattue (MG ZR). **FL Emery 48.524s.**
SUZUKI SWIFT 1 Chris Mullen 3m30.993s; 2 Graham Rodemark +2.010s; 3 Tristan Ovenden; 4 Rob Maynard; 5 Jack Brown; 6 Mark Dodsworth. **FL Mullen 48.745s.**
JUNIOR SWIFT 1 Drew Bellerby 3m46.481s; 2 Jake Taylor +10.800s; 3 Jennie Hawkes; 4 Charlie Bean; no other starters. **FL Bellerby 54.824s.**
SUPER1600 1 Jack Thorne (Citroen C2) 3m34.103s; 2 Phil Chicken (C2) +16.412s; no other finishers. **FL Thorne 49.246s.**



Hudson won Minis

RX150 1 Marc Scott 3m15.540s; 2 Kevin Feeney +17.084s; 3 Richard Moore; 4 Adam Sargent; 5 Larry Sargent; 6 James Grint. **FL Scott 47.737s.**
HATCH 1 Craig Lomax (Citroen Saxo) 3m39.300s; 2 Tomasz Marciniak (Saxo) +6.944s; 3 David Ellis (Saxo); no other finishers. **FL Lomax 50.586s.**
BMW MINI 1 Kris Hudson 3m43.289s; 2 David Bell +6.241s; 3 Rebecca Ryder; no other finishers. **FL Hudson 51.788s.**
RETRO RALLYCROSS 1 Ray Morgan (Ford Escort) 3m31.509s; 2 Dave Black +5.456s; 3 Ian Biagi (Mini Clubman); 4 Paul Smith (VW Polo); no other starters. **FL Morgan 51.655s.**

Caudle (2) denied
Knox a quartet of wins



MINI CHALLENGE BRANDS HATCH, MAY 10-11 MSVR

Scot is the one who Knox at Brands

HAWKINS

SCOTLAND'S CHRIS KNOX WON THREE out of four Mini Challenge races at Brands Hatch, after Luke Caudle had taken the spoils in race one.

Caudle harried Knox, the early leader, for several laps, eventually getting by at McLaren on lap seven. Lawrence Davey opportunistically followed him through before an engine problem caused Knox to lose power and ended his chances of winning the race. "I lost five places on one lap," he lamented afterwards.

Caudle stayed out front for the rest of the race, while Davey and Chris Smith argued over second. In the

end, ex-Legends champion Davey lost out at Druids, though managed to retain third from the recovering Knox.

Knox, whose engine had now been replaced, was victorious in the second skirmish, coming from third on the grid to snatch the lead at Druids on the opening lap. There he remained for the rest of the race, although Caudle and Smith were never far behind.

Knox then led every single lap of race three, but he was made to work hard by Davey. Caudle was second in the early running but lost it at Paddock and ended up in the gravel.

This caused third-place man Smith to lift off, promoting Davey to second.

Try as he might, Davey couldn't find a way through to take his first Mini Challenge win, although Knox admitted that circumstances did play to his advantage: "Those yellow flags at Druids were a blessing in disguise."

Knox completed his hat-trick in the reversed-grid race. From seventh on the grid he scythed his way through the field, snatching the lead from Chris Russell on lap seven. Russell stayed at close quarters, but was unable to respond.

● Matt Upton

RESULTS (22 LAPS) 1 Luke Caudle 20m08.978s (79.13mph); 2 Chris Smith +0.897s; 3 Lawrence Davey; 4 Chris Knox; 5 Neil Newstead; 6 Simon Quinn. Class winner Shane Stoney. Fastest lap Quinn 53.811s (80.81mph). RACE 2 (21 LAPS) 1 Knox 20m40.446s (73.61mph); 2 Caudle +0.541s; 3 Smith; 4 Newstead; 5 Hamish Brandon; 6 Davey. CW Gideon Cresswell. FL Knox 53.462s (81.34mph). RACE 3 (22 LAPS) 1 Knox 20m01.277s (79.63mph); 2 Davey +0.987s; 3 Smith; 4 Newstead; 5 Chris Russell; 6 Henry Duprey. CW Stoney. FL Davey 53.775s (80.86mph). RACE 4 (22 LAPS) 1 Knox 20m08.333s (79.17mph); 2 Russell +1.694s; 3 Smith; 4 Caudle; 5 Duprey; 6 Brandon. CW William Phillips FL Knox 53.972s (80.57mph).

80



Rhodes bounced
back to win race two

MIGHTY MINIS BRANDS HATCH, MAY 10-11 MSVR

Slark wins, Rhodes hits back

IAN SLARK AND PAUL RHODES shared the spoils in two typically frantic Mighty Mini races.

In race one Slark was the victor, gaining the upper hand when leader Rhodes missed a gear two laps from the end. Rhodes recovered and, after his attempt to regain the lead failed, he just lost second to Damien Harrington at the line.

There was no stopping Rhodes in race two. He swooped around the outside of Martyn Hathaway at Paddock on lap four to take the lead and stayed there. Brayden Fletcher bagged his first podium by bravely

squeezing up the inside of both Hathaway and Harrington at Druids.

Fletcher was chipping away at Rhodes's lead when the race was red flagged, much to the relief of Rhodes, who was suffering from a misfire.

● Matt Upton

RESULTS (19 LAPS) 1 Ian Slark 20m40.046s (66.62mph); 2 Damien Harrington +0.880s; 3 Paul Rhodes; 4 Charlie Budd; 5 Paul Inch; 6 Brayden Fletcher. FL Harrington 1m03.686s (68.28mph). RACE 2 (14 LAPS) 1 Rhodes 15m14.895s (66.54mph); 2 Fletcher +1.045s; 3 Budd; 4 Slark; 5 Peter Bonas; 6 Sam Hathaway. FL Martyn Hathaway 1m04.124s (67.81mph).

CHAMPION OF BRANDS BRANDS HATCH, MAY 10-11 MSVR

Williams slides to victory

LUKE WILLIAMS DROVE BRILLIANTLY to win the first Champion of Brands Formula Ford race of the year.

It was the Van Diemen of poleman Josh Barnett that led early on, but Oliver White's RFO1 was applying immense pressure.

A sudden downpour on lap four caught Barnett out and he slithered wide at Surtees, allowing White to take the initiative. Barnett tried to respond at Paddock, but lost momentum and Williams sailed past. He moved to the front at half distance and, from there, led

comfortably until the final lap, when White's last-ditch attack failed.

After the race Williams revealed: "I had lost my brakes altogether so I was engine braking, but I knew I would stay in front if it didn't dry."

● Matt Upton

RESULTS (13 LAPS) 1 Luke Williams (Ray GR13) 13m11.603s (71.41mph); 2 Oliver White (Van Diemen RFO1) +0.395s; 3 Richard Tarling (Swift SC94K); 4 Ashley Dibden (Mygale SJO1); 5 Josh Barnett (Van Diemen BRO01); 6 Mike Gardner (Crossle 35F). Fastest lap Williams 52.982s (82.07mph).



Williams (left) passed
White for the win

HAWKINS

Raven trebled his FF1600 win tally



In brief

Super Mighty Minis

Jamie White led for the duration in race one at Brands Hatch, managing to pull out a gap while Neven Kirkpatrick and Elliot Stafford disputed second place. In race two (above) White charged from ninth on the grid to take the lead on lap five. He held it to the flag, but Stafford was harassing him all the way.

Mini Miglias

Kane Astin was gifted victory in the first race at Brands, after Aaron Smith and Richard Casey made contact at Paddock Hill Bend. This bumped Rupert Deeth up to second, and Dan Wheeler up to third. Smith won the second, bravely driving around the outside of Robert Howard to take the initiative on lap three.

Fastest Mini

Martin Wager inherited Brands victory in the first race after Endaf Owens retired with a loose crank sensor, and James Guest dropped out with an engine problem. In race two Owens charged from the back of the grid to win by a lap from Richard Wager, who just managed to hold off Rob Perkins at the line.

Ford XR Challenge

Having failed to break into the top 10 overall at Oulton, an Escort XR3i took a rare outright win on Sunday at Anglesey, with Jonathan Wells at the wheel. Wells pounced to take second when Lee Shropshire inadvertently hit the kill switch of his Fiesta, then took the lead from Saturday's XR2-mounted winner, Tony Rudd, at Peel on lap five.

Pre-'90 FF1600

Jamie Jardine (below) extended his winning streak to four despite the best efforts of reigning champion Chris Hodgen (Van Diemen RF89). Jardine (Reynard 84FF) led race one from lap two, but in the second had to get a good run out of the banking on the penultimate lap to retake Hodgen's lead at Church. With the flag shown early, Hodgen had no time to respond.



POST-'89 FF1600 ANGLESEY, MAY 10-11 BRSCC

Raven swoops to FF1600 double in Wales

THE BATTLE FOR THE POST-'89 SPLIT of the Northern Formula Ford Championship took an intriguing turn at Anglesey, with James Raven propelling himself into contention with a double victory.

The Portsmouth teenager had only won one race before, when he emerged from outside the top six to take a crazy race at Oulton last summer. Since then he has switched squads and cars, and the Cliff Dempsey Racing Ray GR13/14 proved the ideal tool in Saturday's wet contest.

Raven and fellow front-row starter Stuart Gough (Van Diemen RF92) made a roughly even start, but Raven

got ahead through School on the opening lap before streaking to the win by a quarter of a minute. Doug Crosbie (Van Diemen RF00) made it up to third at Rocket on lap six at the expense of David McArthur (Van Diemen LA10), but he spun back down to fourth at the Corkscrew.

Gough made Raven work slightly harder in the second race – it wasn't until the third lap that Raven was able to dive ahead at Target. Gough repelled the late advances of McArthur to be second again.

McArthur's brother Tom had gone fourth with a bold move at the banking four laps from home, but

Abdul Ahmed (Ray GR09) negated it before flagfall.

● Ian Sowman

RESULTS (15 LAPS) 1 James Raven (Ray GR13/14) 20m57.915s (66.53mph); 2 Stuart Gough (Van Diemen RF92) +15.878s; 3 David McArthur (Van Diemen LA10); 4 Doug Crosbie (Van Diemen RF00); 5 Tom McArthur (Van Diemen LA10); 6 Adam Quartermaine (Van Diemen RF99). **CW** Gough. **FL** Raven 1m22.921s (67.29mph). **RACE 2 (15 LAPS) 1 Raven 20m05.065s (69.45mph);** 2 Gough +6.225s; 3 D McArthur; 4 Abdul Ahmed (Ray GR09); 5 T McArthur; 6 John Murphy (Van Diemen RF90). **CW** Gough. **FL** Raven 1m19.050s (70.58mph).

MAZDA MX5 ANGLESEY, MAY 10-11 BRSCC

Blake-Baldwin back on track with treble

PRE-SEASON MAZDA MX5 FAVOURITE James Blake-Baldwin got his challenge back on track after a non-finish in the season opener with a clean sweep of three wins and three fastest laps at Anglesey.

The only real hard work had to be done in the opener, in which a poor start dropped the Farnham man behind Alan Henderson. Having successfully fended off Brian Chandler, Blake-Baldwin dived inside

Henderson at Rocket on the second lap to steal the initiative. JB-B eased clear of the scrapping Chandler and Henderson, Chandler having made second at School on lap three.

Race two was relatively easy for Blake-Baldwin. He amassed a big lead by Church and in that race, as in the third, the chasing pack battled among themselves and allowed him to break free.

JJ Clements had taken a double win

in the opening rounds at Silverstone but qualified badly in Wales, putting him on the back foot. In race one he climbed from row six to seventh, and he immediately picked up three more places at the start of race two.

He was up to second for a while, but Chandler outraked him at Rocket on the penultimate lap to finish second.

In the finale, Clements bagged second at Rocket on lap eight, despite getting out of shape on the exit, while Chandler's grassy moment at Church with two laps to go allowed Henderson up to third.

● Ian Sowman

RESULTS (15 LAPS) 1 James Blake-Baldwin 20m42.949s (67.34mph); 2 Brian Chandler +5.698s; 3 Alan Henderson; 4 Simon Baldwin; 5 Charlie Charman; 6 Clive Powles. **FL** Blake-Baldwin 1m21.743s (68.26mph). **RACE 2 (12 LAPS) 1 Blake-Baldwin 17m57.755s (62.12mph);** 2 Chandler +6.281s; 3 JJ Clements; 4 Henderson; 5 Darron Lewis; 6 James Harris. **FL** Blake-Baldwin 1m29.018s (62.68mph). **RACE 3 (14 LAPS) 1 Blake-Baldwin 20m06.482s (64.75mph);** 2 Clements +6.624s; 3 Henderson; 4 Chandler; 5 Baldwin; 6 Jason Greatrex. **FL** Blake-Baldwin 1m22.945s (67.27mph).



Packed grid, no rivals for Blake-Baldwin

Fielding first as Whittaker falters



Hard-pressing Fielding (7) won after Whittaker's woes

PETER SELDON THREATENED TO BEAT Kumho BMW pacesetter Garrie Whittaker at Snetterton, but it took a mechanical problem to finally defeat the reigning champion.

The popular series enjoyed a quartet of races on the 300 circuit, with a double-header for Class A and a separate pair of races for Classes B-I. In the opening Class A race, Seldon swept past poleman Whittaker into Riches to lead, only for a mistake at Montreal and a spin at Hamilton to reverse his progress. Points leader Whittaker's E36 M3 thus assumed top spot and stayed ahead to the finish.

Behind him, Mike Hibbert held second until mid-race retirement handed the place to Colin Wells. Further back, the recovering Seldon

looked set for third, but he ran wide at Hamilton on the final tour allowing Tom Wrigley to charge past.

Whittaker appeared on course for another win in race two, building a five-second gap in as many laps. But all wasn't well with the leader, who was nursing a damaged driveshaft suffered in the opening race. As he started to struggle, second-placed Darren Fielding chased him down.

A brief excursion for Whittaker at Nelson on the penultimate lap allowed Fielding to snatch the lead, and victory was sealed when Whittaker's hobbled car slowed to a crawl on the final tour.

In the opening race for Classes B-I, Roger Lavender surged from fifth to overhaul poleman Paul Travers for

the lead. With Travers' challenge fading fast, a charging Stephen Pearson claimed second, and soon closed on the leader's bootlid. His late pressure finally told, with Lavender spinning at the Esses on the final lap, handing his rival the win.

Persistent rain made for challenging conditions in race two. Robert Salisbury got away smartly from the second row to lead into the opening corner and built a seemingly decisive lead, only to spin at Hamilton on the final lap. That allowed a delighted Dave Heasman to take victory.

● Oliver Timson

RESULTS - CLASS A (10 LAPS) 1 Garrie Whittaker (E36 M3) 21m27.964s (82.98mph); 2 Colin Wells (M3 CSL) +11.407s; 3 Tom Wrigley

(E36 M3); 4 Peter Seldon (E36 M3); 5 Darren Fielding (E36 M3 EVO); 6 Piers Ross (E36 M3 EVO). **Fastest lap** Wells 2m07.119s (84.07mph).

RACE 2 (8 LAPS) 1 Fielding 20m35.160s (69.22mph); 2 Wells +14.944s; 3 Ross; 4 Mike Hibbert (E36 M3); 5 T Wrigley; 6 Thomas Hibbert (E36 M3). FL Fielding 2m29.323s (71.57mph).

CLASSES B, C, D & I (9 LAPS) 1 Stephen Pearson (E36 M3) 20m12.448s (79.33mph); 2 Roger Lavender (E36 M3) +6.713s; 3 Robert Salisbury (M3); 4 Domenic Surdi (M3); 5 Stuart Laws (E36 M3); 6 Adrian Gilbert (E36 M3).

Class winners Lavender; Dave Heasman (328i Saloon); Greg Marking (318is). **FL** Lavender 2m12.639s (80.58mph).

RACE 2 (7 LAPS) 1 Heasman 20m32.009s (60.72mph); 2 Salisbury +9.804s; 3 Paul Travers (328i Coupe); 4 Pearson; 5 Laws; 6 James Ford (318ti). CW Salisbury; Pearson; Ford. **FL** Heasman 2m48.278s (63.51mph).

Davies and Allen share wins

DESPITE ECLIPSING THE FIELD TO TAKE pole in the wet qualifying session for the opening Blue Oval clash, Olly Allen's Fiesta lost out to more powerful rivals in the bone-dry race, dropping to an eventual fourth.

Instead, Jason Davies' Sierra streaked to a convincing win.

A heavy rain shower shifted the odds back in Allen's favour for race two. He duly capitalised with an impressive display of car control to canter clear of the rest. Having built a dominant lead, Allen eased off late on, bringing the car home ahead of second-placed Davies.

Craig Rainer edged a lively scrap

for third, while Gary Wait sped from last on the grid to fifth despite twice sliding off at Oggies.

● Oliver Timson

RESULTS (BOTH 7 LAPS) 1 Jason Davies (Sierra Cosworth) 15m46.685s (79.02mph); 2 Craig Rainer (Mk2 Escort) +10.533s; 3 Ashley Bird (Sierra XR4i); 4 Olly Allen (Fiesta); 5 Jeffrey Windsor (Escort RS Cosworth); 6 Paul Nevill (Escort RS2000). CW Allen; Alan Eason (Fiesta XR2); Stuart Caie (Capri); Brian Long (Fiesta). **FL** Davies 2m11.591s (81.22mph).

RACE 2 1 Allen 17m20.632s (71.89mph); 2 Davies +3.739s; 3 Rainer; 4 Nevill; 5 Gary Wait (Escort Cosworth); 6 Windsor. CW Davies; Wait; Eason; Long. **FL** Allen 2m24.709s (73.85mph).



Allen was mighty in the wet

Primett takes double after wet trial



Primett's Escort won twice

"I COULDN'T FIND ANY GRIP - ANY moment you could have fallen off!" said Pre-1983 tin-top pacesetter Stephen Primett of the treacherously wet conditions.

Indeed, as his Ford Escort slithered away from pole in race one, Primett was initially eclipsed by David Osborne's Triumph Dolomite and Mark Fowler's Ford Capri. Undeterred, Primett reclaimed second from Osborne as they splashed into Montreal next time round, before a mistake by Fowler handed Primett a decisive lead.

An impressive Primett controlled race two from the start, amassing a seven-second lead inside three

laps en route to victory. Meanwhile, Nic Strong sliced past Osborne at Montreal on the penultimate tour to secure a brace of second places.

● Oliver Timson

RESULTS (BOTH 6 LAPS) 1 Stephen Primett (Ford Escort) 16m40.856s (64.07mph); 2 Nic Strong (Ford Capri) +10.554s; 3 David Osborne (Triumph Dolomite Sprint); 4 Mark Fowler (Capri); 5 Neil Bray (Capri); 6 John Wright (Escort RS). CW Strong; William Jenkins (BMW 3.0 CSL). **FL** Primett 2m42.798s (65.65mph). **RACE 2 1 Primett 16m47.676s (63.63mph); 2 Strong +3.888s; 3 David Osborne; 4 Alan Greenhalgh (Vauxhall Firenza); 5 Stuart Caie (Capri); 6 Jenkins. CW** Strong; Jenkins. **FL** Strong 2m44.069s (65.14mph).



WALKER

BRITCAR ENDURANCE DONINGTON PARK, MAY 10-11 BRSCC

Mosler duo wins then spins at Donington

JAVIER MORCILLO AND MANUEL Cintrano just missed out on a double when a late shower in last Sunday's race caught out Cintrano and he slid off at the Craner Curves.

Aussie ex-Superleague Formula ace John Martin was forced to surrender a comfortable race one lead when his Riley lost drive at McLeans almost on the half-hour mark. Morcillo's Mosler was left well clear of Calum Lockie in David Mason's Ferrari, which briefly lost second to Ian Stinton's Ginetta GT3 after the driver changes.

The Ginetta also became a casualty with power-steering problems, leaving Mike Millard's Rapier to snatch second, despite not taking the flag after running out of

fuel on the last lap. Darren Nelson/Nigel Greensall's Ferrari completed the podium, with Mason fourth.

With slicks on a drying track Lockie built a huge lead in race two. Morcillo held second, despite making an early stop to change from inters to slicks.

Mason took over the lead car and spun at Redgate as the rain returned. He held the lead for a couple of laps before Cintrano came by. But his off handed the lead back a lap later.

Peter Cook's Audi and Greensall were closing in and Greensall took Cook with just over four laps to go. He then stormed into the lead as they blasted past the pits a lap later. Cook soon followed to secure second, while Mason held on to third.

● Peter Scherer

RESULTS (53 LAPS)

1 Javier Morcillo/Manuel Cintrano (Mosler MT900 GT3) 1h30m23.807s (87.50mph); 2 Mike Millard (Rapier SR2 LMPX) -2 laps; 3 Darren Nelson/Nigel Greensall (Ferrari 458 Challenge); 4 David Mason/Calum Lockie (Ferrari 458 Cup); 5 Peter Cook/Franck Pelle (Audi R8); 6 Mark Radcliffe (BMW M3 GT4). **Class winners** Millard; Radcliffe; Mark Cunningham/Peter Cunningham (SEAT Leon Cupra). **FL** John Martin (Riley MkXXII) 1m29.387s (100.17mph).

RACE 2 (50 LAPS)

1 Nelson/Greensall 1h30m12.801s (82.71mph); 2 Pelle/Cook +28.219s; 3 Lockie/Mason; 4 Millard; 5 Guillaume Gruchet (Porsche 997 Cup); 6 Morcillo/Cintrano. **CW** Millard; Nick Barrow/Robert Hall (BMW 150 GTR). **FL** Millard 1m32.131s (97.19mph).



WALKER

for Langley, while the recovering Winstanley took fourth.

● Peter Scherer

RESULTS (16 LAPS) 1 Aaron Head 30m52.966s (77.31mph); 2 David Robinson +6.301s; 3 Matt Parry; 4 Danny Winstanley; 5 Lee Wiggins; 6 Stuart Simpson. **FL** Sean Byrne 1m50.47s (81.07mph).

RACE 2 (15 LAPS) 1 Robinson 30m13.019s (74.08mph); 2 Head +2.728s; 3 Terry Langley; 4 Winstanley; 5 Wiggins; 6 Parry. **FL** Head 1m57.648s (76.11mph).

CATERHAM SUPERLIGHT R300 DONINGTON PARK, MAY 10-11 BRSCC

Aaron is new Head of the Caterham Superlight class

AARON HEAD WAS A DOMINANT winner in his first race of the weekend, but a first-lap spin later robbed him of a double.

The field began to stretch out on the opening lap of race one, with Head's escape aided by Danny Winstanley's and David Robinson's duel for second. Robinson was into second from the Esses on lap three, but their scrap allowed Terry Langley and the guesting Matt Parry to close.

Robinson gradually consolidated the place and, with Langley retiring, Parry was left to battle with Winstanley. Into the Melbourne Hairpin for the final time they made

contact and both almost stopped. Parry recovered first to claim third.

Despite making the best start in the second encounter, Head spun out of the lead at Melbourne on the first lap, leaving Robinson to head Parry and Winstanley. Parry had the lead at the Esses on the second lap, but the new leader then sailed off through the Redgate gravel and fell to fourth.

Robinson edged away, with Head battling his way back into second place. Winstanley had a spin at Goddards, leaving Parry and Langley duelling for third. But the Formula Renault Eurocup racer picked up track-limit penalties, securing third



STYLES

In brief

Classic Thunder

While Andy Robinson's seven-litre Ford Falcon (above) dominated the Snetterton opener, Darren Bly's Nissan Skyline stole the show, surging from fifth to second, only to go off at Montreal on the penultimate lap. In race two, a spin by early leader Robinson allowed Vaughan Fletcher (Subaru Impreza) to secure his second win of 2014.

Britcar Trophy

All three Donington races were won by James MacIntyre-Ure's BMW M3. He led virtually the whole of race one after escaping a first-corner collision, but only grabbed the lead of race two on the last lap after Arjo Ghosh's Porsche Boxster fell off at the Craner Curves. In race three Kevin Riley's Mosler was closing on the M3, but time ran out.

Caterham Tracksport

Both Donington races provided terrific battles throughout the field, but nobody could stop Pete Fortune from taking a double win. In race one there were at least four different leaders, with Stephen Nuttall and Mike Evans claiming the other podium places on the last lap. In race two Evans was a clear second over Andres Sinclair.

Caterham Supersport

James Robinson won the first race at Donington, grabbing the lead back from racelong rival Matt Dyer with a lap to go. Steve Day was third, but was a dominant maiden victor in race two, while Jonathan Mortimer picked up a last-lap race-three win when Mike Hart and Danny Killeen fell over each other at the Old Hairpin.

Caterham Roadsport

William Smith came out on top of a great three-way duel in race one at Donington, after Timothy Dickens shared a number of lead changes. Smith led from Redgate with a lap to go, while Dickens ran wide at the Esses and handed second to Chris Hutchinson. Jack Sales (below) led race two from the Esses on lap five, leaving Smith to fend off Lee Bristow for second.



WALKER



CHESTER

In brief

FF1600

A small FF1600 entry provided plenty of entertainment at Bishopscourt, with Stephen Daly (Ray) and Niall Murray (Van Diemen, above) each taking a win and a second place. The pair was never separated by more than a couple of tenths all day. Jake Byrne took third in race one, but lost out to a last-corner Morgan Dempsey move in the second.

Formula Vee

Back-to-back victories didn't do reigning champion Adam Macauley's chances of a repeat title any harm, but he had to work hard to keep fellow Sheane pilot Jimmy Furlong and Kevin Grogan (Leystone) behind in the first race. Furlong retired one lap from the finish of race and Sean Newsome placed third behind Grogan despite the best efforts of Colm Blackburn.

Patch Fiesta

Despite a spirited attempt to dismantle his car during wet Saturday testing, Andrew Blair bounced back to take back-to-back victories over Liam Denning. The final podium place in the first race went to Richard Livingston, but hard-charging newcomer Ian McCallister kept the rest at bay in race two.

Libre/BOSS Ireland

Bishopscourt's two-litre limit for single-seaters meant that the Libre field was somewhat restricted, but Mark Crawford proved power isn't everything in his one-litre Jedi Suzuki. Martin Dalky's Formula Renault took the runner-up spot from Tim Buckley's Dallara Formula 3 in the first encounter after the latter stalled on the grid, but he made no mistakes second time out to beat Cian Carey's Renault to the flag.

Pre-'55 Historics

Kevin McBride took victory despite crossing the finishing line upside down. McBride's Lancia Aurelia (below) was leading when he went to pass traffic on the start-finish straight, but collected the end of the pitwall instead. He emerged from the wreckage intact, which was more than could be said for the Lancia... or the pitwall.



CHESTER

FORMULA SHEANE BISHOPSCOURT, MAY 10-11 LEINSTER MOTOR CLUB

Sheanes star at dramatic Bishopscourt

DESPITE A SERIES OF UNSCHEDULED events — including sudden torrential downpours, numerous red-flag incidents and the total collapse of race timing after a car trailing a broken exhaust snagged a vital cable out of the pitlane halfway through Sunday's programme — the annual BARC/Leinster MC meeting ran well at Bishopscourt.

Formula Sheane providing some of the best racing on a day of small fields in many classes, with the Rover-powered creations turning up in force and putting on a strong show right from the off, the top half-a-dozen showing pace that could have given them a result among the Libre machinery.

But it wasn't all plain sailing. The first encounter for the Wicklow-built machines lasted only until the first corner when slow-starting poleman Kevin Sheane Jr got squeezed by the pack and ended up in the



David Parks won second Sheane race

CHESTER

Turn 1 gravel trap, where he was quickly joined by Brian Hearty and a couple of others.

At the restart it was Robbie Allen who took command, with the recovered Hearty, Keith Hogg and David Parks all showing a keen interest in getting ahead. At various times they all did, but Allen was in the right place when it mattered.

Sheane was back in a spare car for race two, but after a strong start from the back of the pack he faded after just a handful of laps and retired before half distance.

Up front, Allen almost did it again,

leading Hogg for the first half before the Dubliner's car found a way past. He stayed ahead for two laps, and then it was David Parks' turn to lead, but Hogg got back ahead going into the final lap. He then spun, leaving Parks to take the flag from the ever-present Hearty, a recovering Allen, who had enjoyed some adventures of his own, and Hogg.

● Paul Healy

RESULTS 1 Robbie Allen; 2 Brian Hearty; 3 Keith Hogg; 4 David Parks; 5 Sean Hynes; 6 Richard Kearney. **RACE 2 1 Parks;** 2 Hearty; 3 Allen; 4 Hogg; 5 Kearney; 6 Enda O'Connor.



Holstein just edged O'Brien in ITCC races

IRISH TOURING CAR BISHOPSCOURT, MAY 10-11 LEINSTER MOTOR CLUB

Holstein to the fore with pair of ITCC wins

WITH TWO WELL-PREPARED AND well-driven BMW M3s on the grid, both Irish Touring Car encounters were destined to fall to either Erik Holstein or Dave O'Brien.

In the end it was Holstein who prevailed, although the pair remained close throughout. Their first battle was interrupted by red flags after just six minutes. John Whelan had retired his Peugeot 306 from third place with a broken exhaust, which then took a timing cable with it when it returned to the pits.

A three-lap blast then decided the outcome, with Holstein ahead of O'Brien and the older M3 of Philip Brennan in third spot. The SEAT Supercopa of Brian Fitzpatrick kept a horde of Hondas at bay to claim fourth spot.

The leading pair did it all again in race two, which ran its course despite a first-corner shunting match that removed the Hondas of Leo Nulty, Gary Cadwell and Ian O'Driscoll from the mix and left the rest of the field threading their way through pieces of Japanese

debris for the rest of the race.

Third place eventually fell to Owen Fogarty's Integra ahead of Brennan and the surviving members of the Honda pack.

● Paul Healy

RESULTS 1 Erik Holstein (BMW M3); 2 Dave O'Brien (BMW M3); 3 Philip Brennan (BMW M3); 4 Brian Fitzpatrick (SEAT Leon); 5 Eoghan Fogarty (Honda Integra); 6 Owain Drought (Honda Integra). **RACE 2 1 Holstein;** 2 O'Brien; 3 Fogarty; 4 Brennan; 5 Drought; 6 Gareth Hayden (Honda Integra).

NATIONAL RESULTS ROUND-UP

BRANDS HATCH MAY 10-11, MSVR



SUPER MIGHTY MINIS (BOTH 20 LAPS) 1 Jamie White 20m16.804s (71.47mph); 2 Neven Kirkpatrick +6.294s; 3 Elliot Stafford; 4 Steve Macted; 5 Scott Kendall; 6 Kelvin Fletcher. **Fastest lap** Stafford 1m00.059s (72.40mph).
RACE 2 1 White 20m19.600s (71.31mph); 2 Stafford +0.248s; 3 Neil Slack; 4 James Lyford; 5 Daniel Budd; 6 James Young. **FL** Stafford 59.787s (72.73mph).
MINI SEVEN'S (BOTH 18 LAPS) 1 Ashley Davies 18m38.901s (69.95mph); 2 Darren Thomas +0.957s; 3 Ross Billison; 4 Gareth Hunt; 5 Kieren McDonald; 6 Leon Wightman. **FL** Thomas 1m00.384s (72.01mph).
RACE 2 1 Thomas 18m28.89s (70.58mph); 2 Andrew Deviney +0.161s; 3 Graeme Davis; 4 Hunt; 5 McDonald; 6 Leon Wightman. **FL** Deviney 1m00.397s (72.00mph).
FASTEST MINI IN THE WORLD (BOTH 22 LAPS)
1 Martin Wager (Mini Cooper S) 20m37.716s (77.29mph); 2 Rob Perkins (Mini Cooper) +25.155s; 3 Howard Affleck (Austin Mini) 4 David Franks (Austin Mini). **FL** Mike Bratby (AG Mini) 54.213s (80.21mph).
RACE 2 1 Endaf Owens 20m22.339s (78.91mph); 2 Richard Wager (Cooper S) +1 Lap; 3 James Guest (Rover Mini); 4 Perkins; 5 Mike Edgell (Mini); 6 Franks. **FL** Owens 52.334s (83.07mph).
MINI MIGLIA (BOTH 18 LAPS) 1 Kane Astin 19m37.663s (66.46mph); 2 Rupert Deeth +0.294s; 3 Dan Wheeler; 4 Robert Howard; 5 Niven Burge; 6 Colin Peacock. **FL** Astin 55.156s (78.84mph). **RACE 2 1 Aaron Smith 16m48.791s (77.59mph)**; 2 Howard +0.626s; 3 Deeth; 4 Wheeler; 5 Astin; 6 Peacock. **FL** Wheeler 54.956s (79.12mph).
PRE '66 MINI ANGLLO-FRENCH BATTLE (23 LAPS)
1 Bill Sollis 26m56.019s (64.27mph); 2 Jonathan Lewis +19.879s; 3 Gregor Froetscher; 4 Ian Curley; 5 Endaff Owens; 6 Stig Blomqvist. **FL** Curley 1m03.984s (67.96mph).
RACE 2 (25 LAPS) 1 Lewis 25m07.999s (72.09mph); 2 Curley +8.015s; 3 Daniel Wheeler; 4 James Hall; 5 Graham Churchill; 6 Blomqvist. **FL** Churchill 58.563s (74.25mph).
MINI ENDURANCE (36 LAPS) 1 Stig Blomqvist 40m46.392s (63.99mph); 2 Daniel Wheeler/Andrew Hack +9.326s; 3 Jonathan Lewis; 4 Andy Harrison/Barry Williams; 5 Ken Welch/Nick Swift; 6 Gregor Froetscher. **FL** Lewis 58.444s (74.40mph).
SPORTS 2000 (57 LAPS) 1 Patrick Sherrington (MCR) 50m27.593s (81.87mph); 2 Paul Street (MCR) +29.548s; 3 Mike Turner/John Owen (MCR); 4 Roger Donnan (MCR); 5 Scott Guthrie (Carbir); 6 Clive Hayes (MCR). Sherrington; Turner/Owen; Guthrie; Hayes; Mark Powell/Ryan Hooker (Tiga SC84); Michael Gibbins (Lola T590). **FL** Sherrington 49.798s (89.11mph).

ANGLESEY MAY 10-11, BRSSC



FORMULA FORD NORTHERN CHAMPIONSHIP PRE-1990 (13 LAPS) 1 Jamie Jardine (Reynard 84FF) 18m37.518s (64.91mph); 2 Stuart Jones (89FF) +3.022s; 3 Chris Hodgen (Van Diemen FR89); 4 Mario Sarchet (Reynard 86FF); 5 David Murphy (RF85); 6 Brian Young (RF86). **CW** Jardine; Jones; Phil Nelson (Hawke DL2B). **FL** Hodgen 1m25.157s (65.52mph).
RACE 2 (14 LAPS) 1 Jardine 19m48.334s (65.73mph); 2 Hodgen +0.341s; 3 Jones; 4 John Murphy (Merlyn MK20A); 5 David Murphy; 6 Young. **CW** Jardine; Hodgen; John Murphy. **FL** Hodgen 1m22.188s (67.89mph).
FORD XR CHALLENGE (12 LAPS) 1 Tony Rudd (XR2) 22m26.204s (49.74mph); 2 Lee Shropshire (XR2) +0.586s; 3 Jonathan Wells (XR3i); 4 Robert Clapton (XR2); 5 Jack Minshaw (XR2); Jason Hennefer (SI). **CW** Rudd; Wells; Hennefer. **FL** Rudd 1m33.382s (59.75mph).
RACE 2 (14 LAPS) 1 Wells 19m56.829s (65.27mph); 2 Rudd +5.739s; 3 Shropshire; 4 Clapton; 5 Minshaw; 6 Hennefer. **CW** Wells; Rudd; Hennefer. **FL** Wells 1m23.954s (66.64mph).
MAZDA MX5 CHAMPIONSHIP B (15 LAPS) 1 Kris Greatrex 21m22.848s (65.24mph); 2 Kevin Brent +10.131s; 3 Matthew Tasker; 4 Tony Liveridge; 5 Stephen Craggs; 6 Bruce Carter. **FL** Greatrex 1m24.432s (66.08mph).
RACE 2 (13 LAPS) 1 Sam Smith 20m02.813s (60.30mph); 2 Chris Hart +0.783s; 3 Jake Simpson; 4 Paul Tucker; 5 Alex Ashby; 6 Daniel Irving. **FL** Smith 1m30.456s (61.68mph). **RACE 3 (14 LAPS)** 1 Clive Powles 19m58.325s (65.19mph); 2 Charlie Charman +8.006s; 3 Irving; 4 Steven Andrew; 5 Craggs; 6 John Cockburn-Evans. **FL** Powles 1m23.286s (66.99mph).
FORD FIESTA CHAMPIONSHIP - CLASS C (BOTH 12 LAPS)
1 David Ellesley 17m14.144s (64.74mph); 2 Andrew Taylor +11.218s; 3 Joe Ferguson; 4 Nathan Lawley; 5 David Grady; 6 Daniel Holland. **FL** Ferguson 1m24.956s (65.68mph). **RACE 2 1 Ellesley 20m51.203s (53.51mph)**; 2 Holland +3.914s; 3 Grady; 4 Lawley; 5 Ferguson; 6 Samuel Priest. **FL** Ferguson 1m24.890s (65.73mph).
CLASSES A, B AND D (14 LAPS) 1 Edward Cockill (Zetec S) 20m18.752s (64.09mph); 2 James Aycock (Zetec S) +4.375s; 3 David Abbott (Zetec S); 4 Peter Dendy-Sadler (Si); 5 Keith Chapman (Zetec); 6 Mike Hooper (Zetec).

CW Cockill; Dendy-Sadler; Chapman. **FL** Cockill 1m26.045s (64.85mph). **RACE 2 (13 LAPS)** 1 Cockill 20m07.379s (60.08mph); 2 Appleby +13.147s; 3 Lee Dendy-Sadler (Si); 4 Chapman; 5 John Bateman (Zetec); 6 Peter Dendy-Sadler. **CW** Cockill; Lee Dendy-Sadler; Chapman. **FL** Cockill 1m28.229s (63.24mph).
FIESTA JUNIOR CHAMPIONSHIP (14 LAPS) 1 Aaron Thompson 20m13.733s (64.36mph); 2 Michael Higgs +29.965s; 3 Robert Cox; 4 Thomas Grundy; 5 Nathan Edwards; 6 Geri Nicosia. **FL** Thompson 1m25.432s (65.31mph).
RACE 2 (13 LAPS) 1 Nicosia 21m07.246s (57.24mph); 2 Higgs +0.434s; 3 Thompson; 4 Jessica King; 5 Edwards; no other finishers. **FL** Higgs 1m21.566s (68.41mph).

SNERTERTON MAY 10-11, BARC



CLASSIC THUNDER SALOONS (8 LAPS) 1 Andy Robinson (Ford Falcon V8) 16m36.271s (85.82mph); 2 Vaughan Fletcher (Subaru Impreza) +25.173s; 3 Kevin Wendt (BMW M3 E46); 4 Bradley Gelman (Ford Sierra Cosworth); 5 Ian Frottage (Impreza); no other finishers. **CW** Fletcher; Gelman. **FL** Darren Bly (Nissan Skyline) 2m01.931s (87.65mph).
RACE 2 (7 LAPS) 1 Fletcher 16m32.209s (75.40mph); 2 Robinson +8.702s; 3 Bly; 4 Frottage; 5 Alexander Owen (Ford Sierra RS Cosworth); 6 Wendt. **CW** Robinson; Owen. **FL** Fletcher 2m19.353s (76.69mph).
CLASSIC SALOON & HISTORIC TOURERS (BOTH 4 LAPS)
1 Phil Manser (Austin Mini Cooper) 15m52.263s (56.11mph); 2 Andy Messham (Mini Seven) +8.195s; 3 Pietro Caccamo (Lancia Fulvia); 4 Eifion Jones (Ford Lotus Cortina); 5 Steve Barber (Ford Anglia); 6 Luc Wilson (Austin A40). **CW** Caccamo; Jones; Wilson. **FL** Manser 3m06.697s (57.24mph).
RACE 2 1 Manser 15m35.362s (57.13mph); 2 Messham +3.517s; 3 Caccamo; 4 Jones; 5 Barber; 6 Anthony Warnes (Wolsley 1500). **CW** Caccamo; Jones; Keith Peter Wright (Morris Minor). **FL** Messham 3m00.696s (59.14mph).
PRE-'93 TOURERS (BOTH 6 LAPS) 1 Jack Stanford (BMW M3) 15m36.272s (68.49mph); 2 Paul Bellamy (M3) +15.864s; 3 Roger Stanford (E30 M3); 4 Jim McLoughlin (Ford Sierra Cosworth); 5 David Hickton (M3); 6 Ray West (M3). **CW** Bellamy; Will McAteer (VW Golf); Michael Sheraton (E30); Simon Sheridan (Ford Fiesta XR2); Allan Weyman (Chevrolet Camaro). **FL** Stanford 2m33.583s (69.59mph).
RACE 2 1 | Stanford 15m43.274s (67.98mph); 2 Bellamy +27.854s; 3 McLoughlin; 4 R Stanford; 5 Hickton; 6 West. **CW** Bellamy; McAteer; Sheraton; Sheridan. **FL** Stanford 2m34.561s (69.15mph).
PRE-2005 PRODUCTION TOURERS & HONDA VTEC (7 LAPS)
1 Robert Burkinshaw (Honda Integra Type R) 15m52.329s (78.56mph); 2 Phil Wright (Honda Accord Type R) +33.235s; 3 Simon Jessop (Integra Type R); 4 Dawn Boyd (Honda Civic Type R); 5 Andy Smith (Accord); 6 Steve Rowles (Proton Satria). **CW** Wright; Boyd; Rowles; Philip Waller (Peugeot 206 GTi); James Fisher (Mini Cooper). **FL** Burkinshaw 2m13.799s (79.88mph). **RACE 2 (6 LAPS)** 1 Burkinshaw 16m23.183s (65.22mph); 2 Wright +27.200s; 3 Smith; 4 Fisher; 5 Waller; 6 Rowles. **CW** Wright; Fisher; Waller; Rowles; Boyd. **FL** Burkinshaw 2m39.192s (67.13mph).
ARMED FORCES CHALLENGE (8 LAPS) 1 Jeffrey Windsor (Ford Escort RS Cosworth) 21m06.317s (67.52mph); 2 Edward McKean (BMW E36 Coupe) +1m06.525s; 3 Mark Saunders (Ford Sierra Cosworth); 4 Ian Fletcher (Fletcher Hornet Mk4); 5 Darren Smeed (Honda Integra); 6 Daniel Murphy (Mitsubishi Evo 4). **FL** Windsor 2m35.689s (68.65mph). **RACE 2 (14 LAPS)** 1 Saunders 31m46.775s (61.65mph); 2 Smeed +6.890s; 3 Fletcher; 4 Murphy; 5 Thomas Pearce (Evo); 6 Chris Wood (E36 328i). **FL** Pearce 2m41.908s (66.01mph).

DONINGTON PARK MAY 10-11, BRSSC



BRITCAR TROPHY (ALL 15 LAPS) 1 James MacIntyre-Ure (BMW M3 E46) 32m18.332s (69.29mph); 2 Arjo Ghosh (Porsche Boxster) +47.713s; 3 Alyn James (Honda Civic); 4 David Green/Max Adams (SEAT Leon Cupra); 5 Chris Valentine (Boxster); 6 Alistair Lindsay (Renault Clio). **CW** Ghosh; James. **FL** MacIntyre-Ure 1m42.714s (87.17mph).
RACE 2 1 MacIntyre-Ure 31m06.301s (71.96mph); 2 Ghosh +1m04.146s; 3 James; 4 Stephen Presle (Ginetta G55); 5 Valentine; 6 Martin Schiele (M3 E46). **CW** Ghosh; James; Kevin Riley (Mosler MT900 GT3). **FL** MacIntyre-Ure 1m42.623s (87.25mph). **RACE 3 (15 LAPS)** 1 MacIntyre-Ure 30m24.505s (73.61mph); 2 Riley +1m03.991s; 3 Ghosh; 4 James; 5 M Adams/Richard Adams (SEAT Leon Cupra); 6 Schiele. **FL** Riley 1m49.384s (81.86mph). **CW** Riley; Ghosh; James.
CATERHAM TRACKSPORT (16 LAPS) 1 Pete Fortune 30m17.110s (78.84mph); 2 Stephen Nuttall +0.398s; 3 Mike Evans; 4 Nick Portlock; 5 Andres Sinclair; 6 David Russell. **FL** Portlock 1m51.384s (80.39mph). **RACE 2 (12 LAPS)** 1 Fortune 26m37.802s (67.25mph); 2 Evans +2.397s; 3 Sinclair; 4 Nuttall; 5 Portlock; 6 Tom Woodcock. **FL** Fortune 2m07.966s (69.97mph).
CATERHAM SUPERSPORT (16 LAPS) 1 James Robinson 30m50.903s (77.40mph); 2 Matt Dyer +0.199s; 3 Steve Day; 4 Graham Johnson; 5 Adam White; 6 Chris Rankin. **FL** Dyer 1m47.940s (82.95mph). **RACE 2 (14 LAPS)** 1 Day

31m36.335s (66.10mph); 2 Clive Richards +1.485s; 3 Jonathan Mortimer; 4 Robinson; 5 Johnson; 6 Paul Thacker. **FL** Mortimer 1m51.703s (80.16mph). **RACE 3 (16 LAPS)**
1 Mortimer 31m26.547s (75.94mph); 2 Mike Hart +2.285s; 3 Danny Killeen; 4 Richards; 5 Rankin; 6 Dyer. **FL** Dyer 1m50.524s (81.21mph).
CATERHAM ROADSPORT (BOTH 11 LAPS) 1 William Smith 21m09.914s (77.56mph); 2 Chris Hutchinson +0.529s; 3 Timothy Dickens; 4 Lee Bristow; 5 Dan Gore; 6 Cedric Bloch. **FL** Bloch 1m52.790s (79.39mph). **RACE 2 1 Jack Sales 21m09.594s (77.58mph)**; 2 Smith +2.138s; 3 Bristow; 4 Hutchinson; 5 Jack Brown; 6 Gore. **FL** Sales 1m52.945s (79.28mph).
ALFA ROMEO (BOTH 11 LAPS) 1 Ian Stapleton (Alfa GTV6) 21m30.279s (76.33mph); 2 Darelle Wilson (GT Diesel) +19.323s; 3 Roger Evans (156 GTA); 4 Alastair Kellett (Fiat Punto Abarth); 5 Nick Anderson (33); 6 James Ford (156 Twin Spark). **CW** Wilson; Evans; Kellett; Anderson; Ford. **FL** Stapleton 1m52.817s (79.37mph). **RACE 2 1 Stapleton 20m15.314s (81.04mph)**; 2 Wilson +4.1426s; 3 Graham Seager (GTV); 4 Evans; 5 Robin Eyre-Maunsell (156 GTA); 6 Kellett. **CW** Wilson; Evans; Kellett; Herbert (156); Anderson. **FL** Stapleton 1m47.992s (92.91mph).

OULTON PARK MAY 10, BARC



HRDC ALLSTARS (14 LAPS) 1 Mark Halstead (Lotus Elan S1) 30m47.669s (73.43mph); 2 Jeremy Cooke (Elan) +1m11.809s; 3 Andrew Bentley (MGB Roadster); 4 Martin Richardson (MGB); 5 Russell Martin (MGB); 6 Chris Keith-Lucas (Jaguar XK140). **CW** Bentley; Keith-Lucas; Brian Sam (Asley Midget); Matthew Moore (Austin A40); Ken Lark (Alfa Romeo GT) Halstead 2m01.388s (79.83mph).
ALFA ROMEO '50s SPORTS CARS INC JEC JAGUAR XK CHALLENGE (15 LAPS) 1 Darren McWhirter (Tojeiro Jaguar) 31m41.115s (76.46mph); 2 Phil Bennett (Lister Jaguar) +21.010s; 3 John Burton (Jaguar XK120); 4 Tom Walker (Allard J2X Le Mans); 5 Alexis Bouthillier De Beaumont (Jaguar XK140 FHC); 6 Martyn Corfield (Austin Healey 100/4). **CW** Bennett; Burton; Corfield; Anne Reed (Aston Martin DB2). **FL** McWhirter 2m03.725s (78.32mph).
HRDC TOURING GREATS (20 LAPS) 1 Mark Daniell (Austin A40) 45m19.092s (72.28mph); 2 Richard Butterfield (Tom Butterfield (Jaguar MK1) +12.075s; 3 Stephen Miles (Austin A40 Downton); 4 Matthew Moore (A40); 5 Marcus Graf Von Oeynhausens-Siers (A40); 6 David Devine (Riley 1.5). **CW** Daniell; Butterfield/Butterfield; Devine; Brian Arculus (Hillman Minix); Louise Kennedy/Jason Kennedy (Fiat Abarth 850TC). **FL** Daniell 2m11.585s (73.65mph).
INNES IRELAND CUP (19 LAPS) 1 Matt Le Breton/Peter Snowdon (Jaguar E-type Lightweight) 45m44.253s (67.09mph); 2 Jeremy Cooke (Elan) +51.943s; 3 Robert Rawe/Stephen Archer (Aston Martin DP21A); 4 Richard Squire/Michael Squire (Ford Mustang); 5 Pete Foster/Tim Mogridge (Triumph TR4); 6 David Erwin/Will Dick (Alfa Romeo Giulias). **CW** Rawe/Archer; Squire/Squire; Foster/Mogridge; Erwin/Dick. **FL** Robert Bremner (Cobra) 2m03.982s (78.16mph).
PRE-WAR TEAM CHALLENGE (8 LAPS) 1 Clive Morley (Bentley 3-4 1/2) 21m53.769s (59.01mph); 2 Peter Dubsky (Aston Martin 15/98) +25.613s; 3 Durward Lawson (Riley Special); 4 Richard Reay-Smith (Lagonda LG45 Team car); 5 John Guyatt (Talbot Lago T150 BMD); 6 Tom McWhirter (Jaguar SS100). **CW** Dubsky; Lawson; Reay-Smith; Guyatt; McWhirter. **FL** Morley 2m41.511s (60.00mph).
EQUIPE GTS (13 LAPS) 1 Pete Foster (Triumph TR4) 30m22.503s (69.12mph); 2 Richard McKeon (TR4a) +16.749s; 3 David Reed (Aston Martin DB2); 4 Paul Land (MGB); 5 Nick Mountford (TR4); 6 Graham Coles (MGA). **CW** Reed; Land; Andrew Mitchell (Alfa Romeo Giulia). **FL** Brian White (TR4) 2m13.959s (72.34mph).
AMC INTERMARQUE (20 LAPS) 1 Tim Mogridge (Ferrari 355 Challenge) 44m52.823s (71.97mph); 2 Wayne Marrs (Ferrari 355 Challenge) +9.376s; 3 Christopher Scragg (Aston Martin V8); 4 Tim Bates (Porsche 911); 5 Robert Hollyman (Porsche 964); 6 Kevin Norville (Aston Martin GT4). **CW** Scragg; Bates; Norville; Robert Rawe (DB4 Lightweight); Matt Le Breton/Peter Snowdon (DB4 Lightweight). **FL** Rawe 1m59.943s (80.79mph).

CROFT MAY 10-11, DDMC



NORTHERN SALOON & SPORTS CARS CLASSES A & E (BOTH 11 LAPS) 1 Dave Botterill (Porsche 944) 17m36.176s (78.737mph); 2 Colin Simpson (Marcos Mantis) +36.852s; 3 Andrew Wareing (Lotus Europa); 4 Paul Brydon (BMW V8); 5 Stuart Carr (Caterham CSR); 6 Simon Mayne (Fisher Fury). **CW** Botterill; Mayne; Neil Finnighan (Caterham R400SV). **FL** Botterill 1m33.882s (80.527mph).
RACE 2 1 Brydon 17m 19.719s (79.983mph); 2 Botterill +0.090s; 3 Chris Whitley (Ginetta G50); 4 Wareing; 5 Carr; 6 Mayne. **CW** Brydon; Mayne; Finnighan. **FL** Botterill 1m31.785s (82.366mph).
NORTHERN SALOON & SPORTS CARS CLASSES B, C, D & H (10 LAPS) 1 Andrew Morrison (SEAT Leon Cupra) 16m50.029s (74.849mph); 2 Mike Williamson (Mitsubishi Evo) +1.602s; 3 Mike Cutt (BMW M3); 4 Andy Wilson

(Holden Monaro); 5 Stephen Kell (Ford Sierra XR4x4); 6 Alex Von Ehrheim (Ford Fiesta Mk6). **CW** Morrison; Von Ehrheim; Martyn Hauxwell (Ford Escort RS); Daniel McKay (Ford Fiesta RS1600). **FL** Cutt 1m36.519s (78.327mph). **RACE 2 (5 LAPS)** 1 Cutt 7m 47.492s (80.857mph); 2 Morrison +0.393s; 3 Williamson; 4 Wilson; 5 Von Ehrheim; 6 Stephen Craggs (Fiesta). **CW** Cutt; Von Ehrheim; Hauxwell; McKay. **FL** Morrison 1m31.512s (82.612mph).
TOYO PORSCHE (13 LAPS) 1 Richard Styryn (Boxster) 21m17.281s (76.945mph); 2 Ed Hayes (Boxster) +0.656s; 3 Jonathan Greensmith (Boxster); 4 Richard Avery (Boxster); 5 Steven Brown (Boxster); 6 Gary Lawrence (Boxster). **CW** Styryn; Jayson Flegg (Boxster); Simon Hawksley (924). **FL** Styryn 1m36.366s (78.451mph).
RACE 2 (12 LAPS) 1 Styryn 22m25.838s (67.408mph); 2 Greensmith +0.453s; 3 Hayes; 4 Avery; 5 Lawrence; 6 Nick Hull (Boxster). **CW** Styryn; Flegg; Alastair Kikham (924). **FL** Styryn 1m36.327s (78.483mph).
PORSCHE CUP (BOTH 16 LAPS) 1 Tom Bradshaw (996) 26m08.330s (77.127mph); 2 Peter Morris (996) +30.944s; 3 John McCullagh (Boxster S); 4 Adrian Slater (964 C2); 5 Chris Dyer (Cayman S); 6 Paul Livesey (968). **CW** Bradshaw; Livesey. **FL** Mark Sumpter (911 Carrera 2) 1m36.261s (78.536mph). **RACE 2 1 Sumpter 24m 57.626s (80.768mph)**; 2 Morris +6.705s; 3 McCullagh; 4 Kevin Harrison (911/964); 5 Botterill (964 C2); 6 Dyer. **CW** Sumpter; Anderson (968 CS). **FL** Bradshaw 1m30.129s (83.880mph).
MG CAR CLUB COCKSFOOT CUP (BOTH 12 LAPS) 1 Jason Simm (ZS) 21m20.558s (70.844mph); 2 Paul R Clackett (ZS) +15.750s; 3 Simon Lowery (ZS); 4 David Morrison (Midget); 5 Ian Winstanley (ZR); 6 Ashley Woodward (ZS 180). **CW** Simm; Morrison; Adam Key (MGF); Andrew Wolf (Midget). **FL** Clackett 1m39.470s (72.889mph).
RACE 2 (12 LAPS) 1 Simm 20m 14.442s (74.701mph); 2 Clackett +5.243s; 3 Simm; 4 David Couthard (MGF Cup); 5 Woodward; 6 Lowery. **CW** Morrison; Clackett; Key; Jeremy Toes (Midget). **FL** Simm 1m38.440s (76.798mph).

BISHOPS COURT MAY 10-11, BARC/LEINSTER



IRISH FF1600 1 Stephen Daly (Ray GR13); 2 Niall Murray (Van Diemen LA10) +0.166s; 3 Jake Byrne (Ray GR13); 4 Morgan Dempsey (Van Diemen RFO0); 5 Henry Campbell (Reynard FF83); 6 Ivor Mairs (Mondiale M84S). **RACE 2 1 Murray;** 2 Daly; 3 Dempsey; 4 Byrne; 5 Campbell; 6 Mairs. **FORMULA VEE 1 Adam Macaulay (Sheane FV01);** 2 Jimmy Furlong (Sheane FV88) +0.120s; 3 Kevin Grogan (Leastone JH002); 4 Dan Polley (Sheane FV01); 5 David O'Brien (Sheane FV 93; 6 Sean Newsome (Sheane FV94). **RACE 2 1 Macaulay;** 2 Grogan; 3 Colm Blackburn (Leastone JH004); 4 O'Brien; 5 Stephen Morrin (Leastone JH004); 6 Newsome. **BOSS IRELAND** 1 Mark Crawford (1.0 Jedi Suzuki); 2 Martin Daly (2.0 Tatuus Renault) +9.863s; 3 Tim Buckley (2.0 Dallara 304); 4 Cian Carey (2.0 Tatuus Renault); 5 Fergus Faherty (2.0 Tatuus Renault). **RACE 2 1 Crawford;** 2 Buckley +9.933s; 3 Carey; 4 Faherty; 5 Daly. **FORD FIESTA 1 Andrew Blair;** 2 Liam Denning +2.469s; 3 Richard Livingston; 4 John Denning; 5 John Morris; 6 Ryan Campbell. **FL** Liam Denning 1m32.264s (71.170mph). **RACE 2 1 Blair;** 2 Denning +0.368s; 3 Ian McCallister; 4 Campbell; 5 Livingston; 6 Morris. **HRCA PRE-'55 SPORTS CARS** 1 Kevin McBride (Lancia Aurelia); 2 David Miller (Jaguar XK140); 3 Michael O'Shea (Riley Special); 4 Detlef Heger (BMW 328); 5 Edmund Cassidy (Iona Special); 6 Nick Bennett (Alvis Silver Eagle). **STRIKER SPORTS CARS** 1 Alan Watkins; 2 Dave Griffin +2.162s; 3 Mark Baker; 4 Alan Auerbach; 5 Roger Welarinate; 6 Colin Deering. **RACE 2 1 Watkins;** 2 Griffin; 3 Baker; 4 Auerbach; 5 Deering; 6 Pat Bergin. **NI SEVENS 1 David Mutch (GMS Honda);** 2 Jimmy Dougan (GMS Honda) +2.633s; 3 Larry Mawhinney (Westfield Honda); 4 Paul Thompson (Striker Honda); 5 Richard Munnis (GMS Honda); 6 Adrian Smyth (Locost Kawasaki). **FL** Mutch 1m26.318s (76.072mph). **RACE 2 1 Mutch;** 2 Dougan; 3 Mawhinney; 4 Trevor Allen (MK Indy Honda); 5 Thompson; 6 Munnis. **NI SALOONS 1 Martin Tracy (2.0 Sierra Cosworth);** 2 Stephen Traub (2.3 Honda Integra) +0.743s; 3 Connaire Finn (3.5 Ginetta G50); 4 Donal O'Neill (2.0 SEAT Cupra); 5 Robert Savage (1.8 Honda Integra); 6 Andrew Armstrong (1.6 Honda Civic). **RACE 2 1 Finn;** 2 Traub; 3 Gareth Hayden (1.8 Honda Integra); 4 Robert Savage (1.8 Honda Integra); 5 Tracey; 6 O'Neill. **HRCA HISTORICS 1 Clive Brandon (1.6 Lotus 47);** 2 Bernard Foley (3.9 MGB GT) +4.028s; 3 Wolfgang Schnitter (1.4 MG Midget); 4 Garth Maxwell (3.9 MGB GT); 5 Noel Kavanagh (1.8 MGB). **RACE 2 1 Foley;** 2 Maxwell; 3 Schnitter; 4 Brandon; 5 Kavanagh. **GLOBAL GT LIGHTS 1 Ivor Miller;** 2 Mark Braden; 3 Alan Byrne; 4 Fergus Costello; 5 Peter Drennan; 6 Michael Conway. **RACE 2 1 Drennan;** 2 Braden; 3 Paul Fitzpatrick; 4 Byrne; 5 Costello; 6 Miller.

Damage to a timing cable at Bishopscourt means that full race stats are unavailable.

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Thin grid at Rockingham highlights British F3's predicament

F3 has lost sight of its purpose

When every formula seems to be fighting the financial downturn to maintain grid sizes, there is some irony that British F3 is failing because drivers are more attracted to the European series, which surely must demand significantly higher budgets.

But of course it was the organisers who fostered the belief that the sole purpose of F3 was to provide a route to F1 for the capable, and to do so must go international and provide experience of European circuits.

This was all to the benefit of the teams

who could attract drivers with sufficient budget, but created an elitism to which too few could aspire.

There is nothing inferior in a national series that exists as an end in itself, but will also allow the outstanding talent to shine, and not only the well-funded talent.

British F3 lost sight of its purpose, and lost attraction, which is a shame because it is capable of being the premier single-seat formula in the UK.

Barry Armstrong, Cheshire

After watching the ITV

coverage of the latest round of the BTCC from Thruxton, I joined a few racing people on Facebook castigating the driving standards of certain so-called aces and how their transgressions are treated in comparison to the average club racer.

At club level, 2014 has seen the enforcement of some pretty severe penalties for exceeding track limits, even in qualifying.

Contrast this with the Thruxton BTCC. I lost count of the number of four wheels off, never mind two over the white line, during the three races. But these are really just mild annoyances compared to some of the incidents involving yellows.

Can the MSA please ensure

that those at the top of our sport are made to show that safe and fair driving standards are not an optional requirement when on the track, and while they're at it, can we have some consistency of approach re: track limits?

John Mawdsley
Wirral

Pastor Maldonado has shown

real speed to back up his fat chequebook, but he continues to show an immaturity that belies a driver in his fourth season in the top flight.

Then he has the incredible arrogance to question the FIA's penalty system for misbehaving drivers!

I only hope that the penny drops before he gets embroiled in something serious, as on current form he

doesn't belong in Formula 1.

Paul Roberts
Caerphilly

Ever since the Grand Prix of

Indianapolis was announced there has been derision from some corners about how it would detract from the magic of the Indy 500.

I hope those people were watching the same race as me, as I thought it was fantastic: lead changes, accidents, restart nightmares, a race-against-your-own-fuel-tank finish and a win for an underdog team with a feelgood story.

This is exactly the kind of marketing

IndyCar desperately needs.
Ed Worthington
Cardiff

In pictures

Images around the globe, from Kansas to Zandvoort via Barcelona

FIRE!
Jamie McMurray's burger-liveried NASCAR got flame-grilled at Kansas when he cut a tyre and hit the wall



LABOUNTY/LAT



...AND WATER!
Nicki Thiim's Audi R8 LMS ultra splashes through the chicane at Zandvoort on its way to a GT Masters podium

KUBICA MAKES FINISH AT LAST
Robert Kubica finally made it to the finish in a World Rally car in Argentina after changing his pacenote system to help stop him crashing



I USED TO BE A CONTENDER...
Sebastian Vettel reminisces with Lewis Hamilton about what it's like to lead the Formula 1 World Championship. Oh, how things have changed!



In the shops

Desirable new releases

OAKLEY FERRARI SHADES

£115-£335 – uk.oakley.com

Californian sunglasses icon Oakley has entered a new partnership with Scuderia Ferrari, unveiling its range at Barcelona on the eve of last weekend's Spanish GP. Top of the range is the Ferrari Carbon Blade, which features carbonfibre molded into a flexible frame structure. For further details, see the faces of Kimi Raikkonen and Fernando Alonso!



MARC MARQUEZ APPAREL

From £29.99 – autosport.com/shop

The official range of merchandise from the youngest-ever MotoGP world champion, Marc Marquez, is now available. The adjustable baseball cap (£29.99) features his name, trademark #93 and signature, while the red, crew-neck T-shirt (£34.99) comes emblazoned with the Spaniard keeping his Honda shiny-side up at yet another crazy angle.



RACING ELEMENTS APP

£Free – iTunes App Store

Featuring the stunning photography of legendary father-and-son snappers Bernard and Paul-Henri Cahier, this free weather app for iPhone and iPad comes with all the meteorological forecasting you could possibly need, all wrapped up in a relevant pic from 60 years of Formula 1 action. Just head to the App Store and download some visual fever – fair or foul.



WHAT'S ON

ON TRACK IN THE UK

BRANDS HATCH

Blancpain GT Sprint
May 17-18

www.brandshatch.co.uk

Top-line international sportscar racing will return to Brands Hatch for the first time in 18 years with a round of the renamed Blancpain Sprint Series. Following the loss of the DTM, this is the must-see international event of the season at the Kent circuit and an entry of 22 cars will battle it out, with both the qualifying race and main race on Sunday. There's plenty more reason to visit as the event features the BRDC Formula 4 battlers – so if you want to scout potential stars of tomorrow, you know where to be. GT Cup and Radical European Masters races are also on the schedule.



Blancpain GT Sprint heads from rural Nogaro to Brands

SNETTERTON

BRSCC

May 17

www.snetterton.co.uk

Saturday is the only racing action of the weekend at Snetterton, when the BRSCC's Fun Cup Championship will scrap it out for six hours on the 200 circuit, with a packed grid of silhouette racing machines.

OULTON PARK

BARC

May 17

www.ouiltonpark.co.uk

Saturday's meeting at Oulton Park is one of the quieter offerings but that doesn't mean it's going to be less entertaining – and the Renault Clio Cup Series should see to that. The tin-tops are often fraught affairs and a grid of 20-plus drivers is sure to offer up plenty of action. The MGOC Racing Championship and Junior Saloon Car Championship offer support.

PEMBREY

BARC

May 17-18

www.barc.net

The first meeting of the year for the South Wales venue welcomes a round of the British Truck Racing Championship, so expect some panel-bashing and plenty of closely matched racing. Its supporting cast comprises Caterham's litany of Graduate racers – always a slipstreaming delight at Pembrey – as well as Welsh Sports and Saloons and 2CVs.

ROCKINGHAM

BRSCC

May 17-18

www.rockingham.co.uk

Corby's cauldron of speed plays host to a variety of cost-effective categories this weekend. There's something from every discipline on the eclectic timetable, with the bill including Formula Jedi, Dunlop TVR Challenge, MSVT Trackday and Team Trophy, Pickup Trucks, Arrowpak Saloons and Sports, Production GTi and BARC Quaife Intermarque.

SILVERSTONE

HSCC

May 17-18

www.silverstone.co.uk

A mammoth 400-plus entry canters to Silverstone this weekend for the latest Historic Sports Car Club extravaganza. It's International Trophy time for the HSCC, which means no fewer than 14 different categories on display, including Classic and Historic Formula 3, Formula Junior and Historic Touring Car races, plus the guesting FISCAR mob to name a few.

ON TRACK AROUND THE WORLD

DTM

Rd 2/10

Oschersleben, Germany

May 18

dtm.de

EUROPEAN LE MANS SERIES

Rd 2/5

Imola, Italy

May 18

europeanlemansseries.com

NASCAR SPRINT ALL-STAR

Non-championship

Charlotte, N Carolina, USA

May 17

nascar.com

V8 SUPERCARS

Rd 5/14

Barbagallo,

Western Australia

May 17-18

v8supercar.com.au

EUROPEAN RALLY CHAMPIONSHIP

Rd 5/11

Azores, Portugal

May 15-17

fiaerc.com

SUPER FORMULA

Rd 2/7

Fuji, Japan

May 18

superformula.net



PHOTO 4

For ERC action, head to a volcanic island in the Atlantic

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY MAY 15

1105-1310 Motors TV
 European F3: Pau highlights
1530-1630 British Eurosport 2
 World Rallycross: Montalegre highlights
2000-2300 Sky Sports F1
 Midweek report
2100-2300 Sky Sports F1
 F1 Classics: German Grand Prix 2010

FRIDAY MAY 16

0800-1040 BT Sport 2 LIVE
 MotoGP: Le Mans FP1
1100-1200 Motors TV
 British Rallycross: Knockhill highlights
1200-1300 British Eurosport LIVE
 European Rally Championship: Azores
1200-1500 BT Sports 2 LIVE
 MotoGP: Le Mans FP2
1800-1900 British Eurosport LIVE
 European Rally Championship: Azores
2100-2300 Sky Sports F1
 F1 Classic Races: Hungarian GP 2013

SATURDAY MAY 17

0100-0200 ESPN
 IndyCar: Indianapolis highlights
0515-0630 BT Sports 2 LIVE
 V8 Supercars: Barbagallo Race 1
0715-0830 BT Sports 2 LIVE
 V8 Supercars: Barbagallo Race 2
0800-1100 BT Sports 2 LIVE
 MotoGP: Le Mans FP3
1100-1515 BT Sports 2 LIVE
 MotoGP: Le Mans Qualifying
1200-1300 Eurosport LIVE
 European Rally Championship: Azores
1800-1900 Eurosport LIVE
 European Rally Championship: Azores
2100-2315 Sky Sports F1
 F1 Classics: British Grand Prix 2008



V8 Supercars are live on BT Sport

SUNDAY MAY 18

0000-0300 Premier Sports LIVE
 NASCAR Sprint Cup: Charlotte
0900-1330 BT Sport 2 LIVE
 V8 Supercars: Barbagallo Race 3
1015-1145 ESPN LIVE
 Blancpain Sprint Series: Brands Hatch Qualifying Race
1245-1405 Motors TV LIVE
 European Le Mans Series: Imola
1245-1415 BT Sports 2 LIVE
 MotoGP: Le Mans
1430-1600 ESPN LIVE
 Blancpain Sprint Series: Brands Hatch Main Race
1500-1700 Motors TV LIVE
 European Le Mans Series: Imola
1715-1900 BT Sport 1
 DTM: Oschersleben
2100-2215 Sky Sports F1
 F1 Classic Races: German GP 1993

TUESDAY MAY 20
2100-2145 Sky Sports F1
 F1 Classic Races: Monaco GP 1988

WEDNESDAY MAY 21
1730-1815 Sky Sports F1 LIVE
 Monaco GP: Drivers' press conference

ONLINE

HOT ON THE WEB THIS WEEK

YouTube THE BULLITT CAR CHASE COMES TO SILVERSTONE



SEARCH FOR: Silverstone Classic 'Bullitt' homage (2:58)

The budget didn't stretch to a San Francisco backdrop, but the Silverstone Classic team's re-enactment of the iconic *Bullitt* chase between Dodge Charger and Ford Mustang is amusingly accurate (reappearing VW Beetle anyone?) – until the fake explosion...

AUTOSPORT+

Exclusive content coming up in our premium website this week

AUTOSPORT's Formula 1 team looks back at the events of the Spanish GP and analyses what it means for the rest of 2014. In the US, Mark Glendenning asks if the Indy road course event was a success, while ex-Toro Rosso racer Jaime Alguersuari talks about his F1 exit and his enthusiasm for Formula E.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM WRC, WTCC AND INDYCAR
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

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Revved up over what's on the box

What have the French ever done for us? Apart from inventing aspirin, hot air balloons, the Etch A Sketch and, er, motor racing, what have they ever *really* done?

In between live coverage of the Barcelona Porsche Supercup and Slovakia-Ring World Powerboat Championships on the Sunday morning schedules, another fine French creation, the Pau Grand Prix, popped onto Motors TV. Up-and-coming Formula 3 heroes on the slippery streets of a hilly town near the Pyrenees provided a spectacular sight, as they pounded the kerbs, Armco, tyrewall and each other in equal measure. It was topped by Tom Blomqvist pulling off an amazing around-the-outside pass on longtime

leader Esteban Ocon in the final laps.

But it was another F3 race, on another French(ish, technically a tax-haven Principality) track, that was my true highlight last weekend. Live



Fans of F3 racing were well catered for

coverage of the Monaco Historique on Motors featured a crowded commentary box of John Hindhaugh, Marcus Pye and Bruce Jones. And while the varying period F1 machinery in action certainly looked superb, it was the racing in the F3 event that truly caught the eye.

Poleman David Shaw, whose team had rebuilt the car after a practice prang according to Pye, became embroiled in combat with former Minardi F1 backmarker, and pasta baron, Paolo Barilla, along with telly's Tiff Needell and Italian wildman Valerio Leone. What set this apart from Pau was that there was overtaking literally all over the track (we won't see that in the upcoming grand prix!) and plenty of glorious tailslides.

Oli Hancock stormed up to join the lead battle in his smoky Lola, as Shaw screeched to a halt at Rascasse. Sadly, Hancock's car cried enough, so Barilla emerged an easy winner, leaping from the car like a slightly older, slightly greyer-haired version of Paolo Barilla to spray the bubbly like he never got to in F1.

The glaring omission was any reporter at the finishline (or in the pits) to interview the drivers. And another thing – the proliferation of GoPro cameras ruins the lines of these luscious mid-70s racers, surely going against the grain of all that effort to paint them in their period colours. Sort that out for next year, please, it's spoiling my viewing.

Revved Up

Pierluigi Martini

“I tried to look after the car. By the end I was battling Alesi’s Ferrari for third”

■ Portuguese Grand Prix ■ Estoril ■ September 22, 1991 ■ Minardi M191 ■ Fourth-placed finish



FOR THE 1991 SEASON WE had the Minardi M191 that was powered by the Ferrari V12. It was a fantastic engine but it had been designed to work with a semi-automatic gearbox, whereas we had a standard H-pattern. It was actually the first time that Ferrari had ever supplied engines to a customer, so there were lots of issues around installation and packaging that had never been encountered before.

This led to a few reliability problems during the year, which was a pity, because as a base it was one of the best cars I ever drove – and occasionally you would see the potential. In some ways that made it feel slightly more frustrating as you could always sense what was possible if things had been only a little different.

I always liked the Estoril track because the circuit layout tended to make the race more of a level playing field. In fact I even led a lap of the GP there in 1989, the only

time this happened in Minardi’s history. But our performance there two years later was actually much better for me as it was more representative of real pace. It was the closest I got to a podium in my Formula 1 career; even when I qualified on the front row at Phoenix in 1990, it was clear that we would go backwards in the race. Instead, in Portugal, I qualified

eighth, which was not far off the times of the two Ferraris but more importantly we knew from practice that our race pace would be good as well if the car held together.

At the start I just tried to keep our chances intact and look after the car, then by the end I was battling with Jean Alesi’s Ferrari for third – although it’s true that some drivers retired. Gerhard Berger and

Alain Prost both had technical problems, while Nigel Mansell was black-flagged, so I moved up.

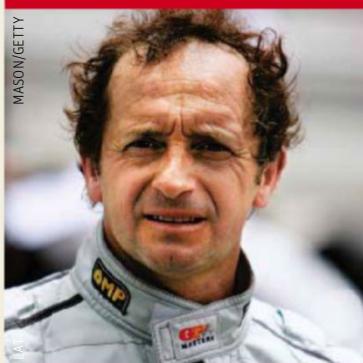
I tried to put Alesi under pressure towards the finish and my car felt really good but he drove a perfect race. There was no opportunity to overtake, because otherwise you can be sure I would have taken it!

I really enjoyed showing what we were capable of, like we had done before when the circumstances were right. Fourth was still a very good result for us – in fact equalling the best result that Minardi ever had.

It might not have been filled with amazing results but I feel very proud of my time with Minardi and what we achieved with very little resources. There have been some great drivers passing through the team over the years, such as Fernando Alonso and Mark Webber, but none of them ever managed to bring the car as close to the front as we did in Portugal. ✪

Pierluigi Martini was talking to Anthony Peacock

PROFILE



EUROPEAN F3 CHAMPION IN

1983, Pierluigi Martini moved to F1 in '84 but failed to qualify at Monza in a Toleman. A first full year came with Minardi in '85, with a best of eighth. Two seasons of F3000 yielded four wins, before an F1 return at Minardi in '88. He raced there for seven years (bar '92 in a Dallara). Sportscars beckoned for '96 – the highlight being a Le Mans 24 hours win for BMW in '99.

NEXT WEEK WHY MERC IS THE FASTEST
Plus: Monaco Grand Prix & Indy 500 previews

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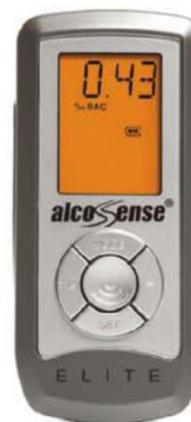
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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

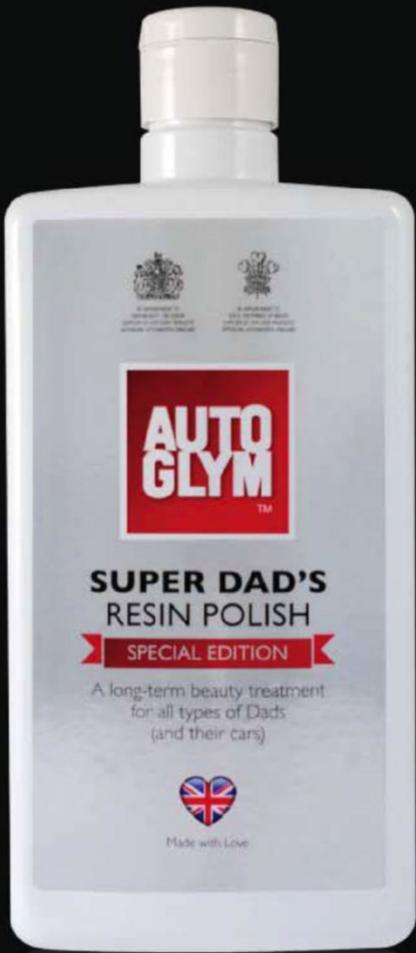
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