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UPROAR IN MONACO

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MERC FACES CIVIL WAR

ROSBERG WINS – BUT DID HE CHEAT HAMILTON TO POLE?



PLUS



HUNTER-REAY'S INDY 500 THRILLER

Castroneves falls short in second-closest finish ever



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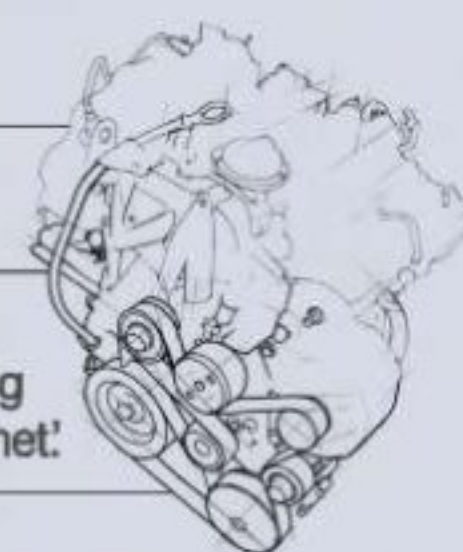
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POLE POSITION

Only Nico knows what really happened in Q3

SO DID HE OR DIDN'T HE? NICO ROSBERG'S ESCAPE ROAD visitation during Monaco Q3 was analysed to a microscopic degree as to whether he did it on purpose, Michael Schumacher-style, or whether it was a genuine mistake as he pushed to retain pole.

Beyond his slightly bizarre jiggling of the steering wheel, it's impossible to tell from the outside without seeing his telemetry traces. Driver steward Derek Warwick knows what he's looking at, so I'll trust in the decision that Rosberg did no wrong – or that there was no smoking gun in there, at least.

I did smirk, however, at the suggestion by some that Nico simply wasn't capable of it. Rosberg is indeed a lovely chap (I recall him screeching his scooter to a halt in Monaco a few years back and giving me directions to the Stars 'n' Bars when I was lost!) but to think he's not utterly ruthless and calculating is to underestimate him. Lewis Hamilton certainly knows what he's capable of...

Elsewhere, there's a ton of cracking racing action in this week's magazine, from a thrilling Indy 500 to 10,000 folk cramming into Lydden for our World Rallycross round, via the Bentley Boys winning at Silverstone in their rorty new GT machine. Enjoy!



Bradley

CHARLES BRADLEY EDITOR

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PRIVATE EAR



"No sh*t Sherlock"

"How are things with your team-mate? I think people want to know"

FIND US ON



THE BIG PICTURE

Mercedes continued its dominance of the 2014 Formula 1 season at Monaco last weekend. Here, Nico Rosberg heads into Ste Devote as Nico Hulkenberg exits Tabac

➔ P16 FULL MONACO GP REPORT





This week in F1

FERRARI AND McLAREN NEED RETHINK

Ferrari and McLaren need to completely rethink their approach to Formula 1 if they are to recover lost ground to teams like Red Bull and Mercedes, reckons Alain Prost.

The four-time champion thinks that a changing of the guard in F1, with newer outfits enjoying success, is down to those organisations having a clearer focus.

"When Red Bull came, it was obviously a marketing platform, but they had a strategy and they had a plan," explained Prost. "With Mercedes, you can see that in the last two or three years, they had a plan. If you compare that to McLaren and Ferrari, it only looks a continuity of what they were doing [previously]. Sometimes you need to do something a little bit different."

Ferrari is poised for some major changes over the next few months in its bid to return to the top in F1, while McLaren has already begun a restructure in the wake of a difficult start to the year.



STALEY/LAT



FERRARO/LAT

It's a sport where you build up your power, maintain your power, and utilise your power by doing the right thing for long enough with a mixture of short, medium and long term plans



Ferrari technical director James Allison

There is definitely a very different atmosphere. I'm happy with the changes being made, and now it is just a matter of time. These things don't happen overnight



McLaren's Jenson Button

BIG NUMBER

83

The number of F1 races the Caterham team (including its first two seasons as 'Lotus Racing') has started without scoring a point – a record after Marussia bagged its first two in Monaco



ETHERINGTON/LAT



Maldonado shrugs off bad rep

Pastor Maldonado is unmoved by criticism for his numerous crashes this year, as he laughed off a spate of jokes on social media. "It's OK.

I'm used to this, a lot of criticism, it's normal," he said. "We live in a free world so people can say whatever they want."

MALDONADO IN 2014


 Average grid slot 18.8


 Starts 5


PTS Points: 0

 Championship position 22nd

SEASON LOWLIGHTS

 **BAHRAIN** Penalised for hitting Esteban Gutierrez during the race

 **CHINA** Crashed in the pitlane and drove off the track in separate incidents in practice

 **SPAIN** Crashed in Q1, then hit Marcus Ericsson on the first lap of the race

For all the breaking news, visit **AUTOSPORT.COM**

FIA noise work to continue

Efforts to improve the sound of F1's 2014 engines will continue, despite the failed recent test of a 'trumpet' exhaust. The matter has now been left with the FIA, which is working with acoustic engineers to evaluate data and deliver suggestions on the next step.



Newey: I won't move to Ferrari

Adrian Newey has dismissed speculation he is weighing up a move to Ferrari, amid reports the Scuderia has approached him about a multi-million pound switch. "I remain committed to Red Bull for the foreseeable future," said Newey in a short statement issued during the Monaco GP.



Lotus fears Grosjean will leave

Lotus fears it will have to fight to retain Romain Grosjean if it does not keep pushing up the grid this season. Although the team has recovered from a disastrous start to become a points challenger this year, team owner Gerard Lopez is worried rival teams may prise Grosjean away for 2015 if he can

be tempted with more competitive machinery elsewhere. "His drives last year meant there were a couple of teams knocking on the door to find out what he was doing, and now we've the same this year," said Lopez. "We don't have the budget of some of the other teams, so there is a point up until which we fight."

I want to be world champion so I want to win races and that's what we are going to try to achieve in the future. The best I can do is try to bring the whole team back to the top



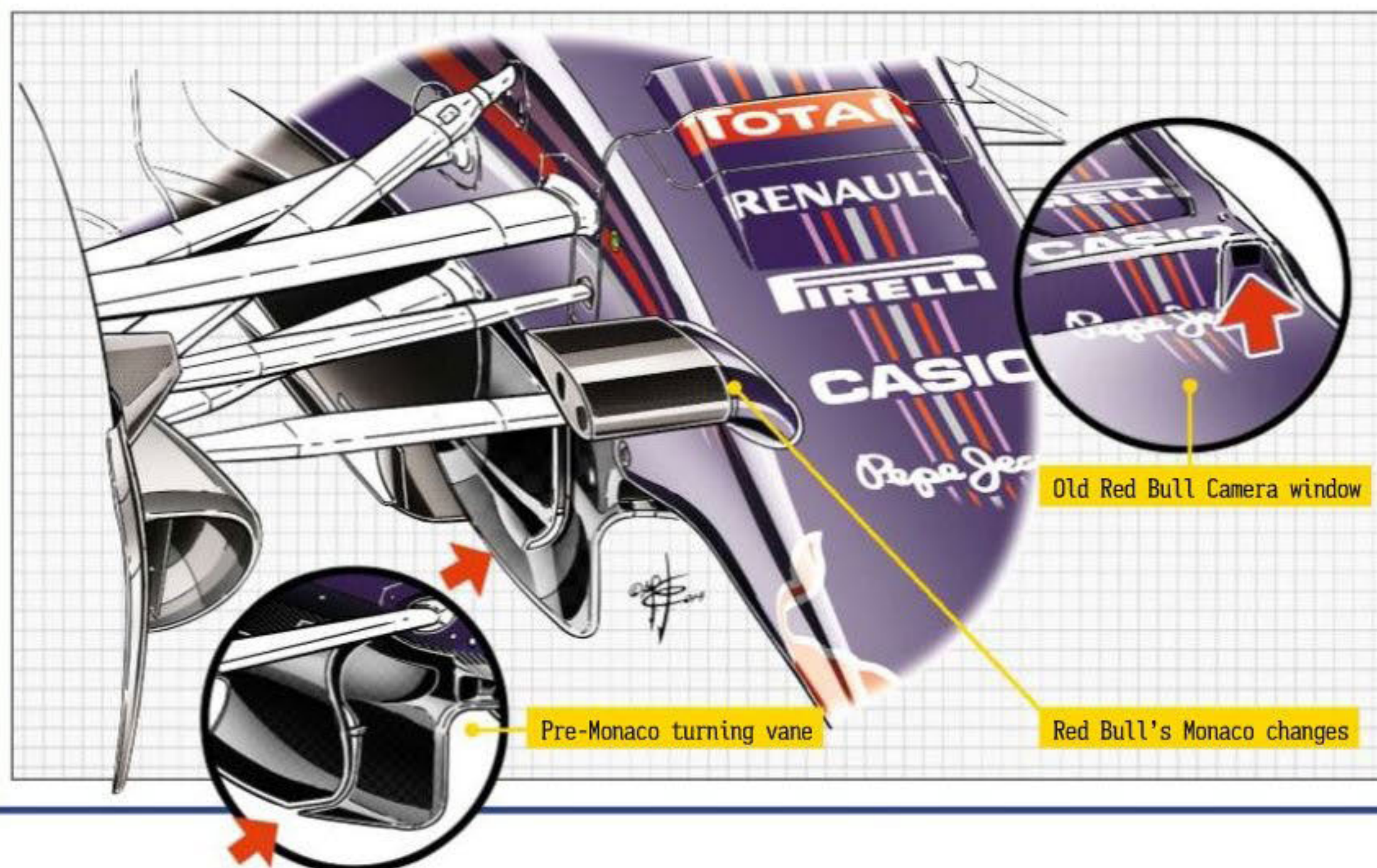
Romain Grosjean

RED BULL CAMERA CHANGE

Red Bull had found a loophole in the regulations allowing it to mount its nose camera inside the vanity panel. In Spain, it had to modify this

aperture but the images produced by the camera were still poor, so in Monaco the team had to adopt the orthodox camera mountings. Red Bull also modified the vane under

the front of the chassis. Originally, it had a slot between two parts of the vane to prevent airflow separation, but now it is solid in the lower part, with a smaller gap.



MASSA CALLS FOR F1 GRIP

Felipe Massa has urged Formula 1 to study redressing the balance between mechanical and aerodynamic grip in order to improve the quality of its racing. "In the past we had massive tyres. We don't need tyres like that now, but increasing a bit [would be a good thing]," Massa said. "The problem is they changed the rules to reduce the aerodynamic grip [for this season], but they keep the mechanical grip the same so nothing [has] changed. We're still struggling to be behind somebody."



We discussed wider tyres when we first saw the new regulations. At the time, the teams didn't feel that was necessary so we weren't able to follow that



Pirelli motorsport boss Paul Hembery

Tribute to a legend

Ayrton Senna

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McLaren MP4/6 #1
1991 Japanese Grand Prix
A. Senna 2nd Place
(TSM141819R)

LIMITED
500



McLaren MP4/5 #1
1989 Monaco Grand Prix
A. Senna Winner
(TSM124331)

McLaren MP4/6 #1
1991 Brazilian Grand Prix
A. Senna Winner
(TSM124333)

1/43 RESIN MODEL
COLLECTION

McLaren MP4/4 #12
1988 Japanese Grand Prix
A. Senna Winner
(TSM134323)

McLaren MP4/6 #1
1988 Monaco Grand Prix
A. Senna Winner
(TSM134324)

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Jonathan Noble

F1's newshound

The simmering tensions between Mercedes team-mates Lewis Hamilton and Nico Rosberg publicly boiled over in Monaco

Wandering around the Monaco paddock in the hours after qualifying last weekend it was hard to find many people who were totally convinced that Nico Rosberg had made just a simple mistake. While the majority of drivers and team bosses pleaded the 'Fifth Amendment' for public declarations, that they were so cautious in proffering their true opinion said all you really needed to know. Indeed, when the microphones were put away, the notebooks closed up and the pens tucked away, it was clear there were a number of current drivers, former drivers and team bosses who had their suspicions Rosberg had run down the Mirabeau escape road on purpose.

Yet there was one argument for the defence that kept popping up: Rosberg could not have done it on purpose because he is too nice a chap.

"It doesn't seem the sort of thing that someone like Rosberg would do," one former GP winner said to me. "I would never have had the balls to do it – and I don't think he would either."

Yet while previous behaviour can often give us a pretty big clue about intention in such circumstances, it cannot give us the full answer. And when you scrape away at the dynamics of what is going on at Mercedes right now between Lewis Hamilton and Rosberg, you fast come to the conclusion that it ultimately does not matter whether the German did do it on purpose or not.

For the key to this affair is that the man in the other car believes he did. Hamilton thinks he was unfairly robbed.



reason to feel aggrieved by the actions of the other. In Bahrain, Rosberg was upset that Hamilton had squeezed him out at Turn 1 in their early battles. Later on, Hamilton was not too impressed that Rosberg had turned up the engine settings on his car, going against team protocol, in his bid to take the lead.

Just a fortnight ago in Spain, Rosberg found out that the British driver had turned up *his* engine mode to hold on to the lead – even though the drivers had been told not to.

Amid the row afterwards, sources suggest that Hamilton was mortified at accusations that he had effectively been accused of cheating – for he felt it was just part of an increasingly tough on-track battle where a driver is allowed to do all it takes to win.

“Rosberg and Hamilton talked about keeping the battle fair. That is now a Utopian dream”

And that suspicion, irrespective of the truth, is enough to provide the spark that has fuelled an inferno.

Alain Prost remarked at the weekend that it would only take one small incident to trigger a collapse in relations between the two Mercedes drivers, just as 25 years ago his own partnership with Ayrton Senna turned toxic when he felt betrayed by Senna overtaking him on the run to Tosa on lap one at Imola.

On that occasion, Senna was convinced he had done no wrong – as he believed an agreement not to overtake there had only been in place for the first start of the race. From his viewpoint, a red flag for Gerhard Berger's crash had prompted a restart and voided the original deal. But whether or not he was deliberate in his intentions to rob his team-mate mattered little to where their relationship went. In the end, Prost felt cheated. Their rivalry turned sour because the trust had gone.

Those barriers of trust have slowly been broken down by Hamilton and Rosberg this year, with both men having

It really was little wonder then that – amid increasing suspicions from both camps – things blew up in Monaco the way they did.

Ultimately, there is only one man who knows the full truth about what happened on that final Q3 lap; just as only Senna knew what the truth was at Imola 1989 – or indeed Prost does about his turning in to the Suzuka chicane in that title showdown later that year.

Both Rosberg and Hamilton talked at the weekend about the desire to keep their title battle fair. But after Bahrain, Spain and Monaco, that now is simply a Utopian dream. Neither man is ever going to be able to forget that there is scope for competitive betrayal; that the man in the other car is ready to step across a line of acceptable behaviour and will do whatever it takes to win.

This has all the hallmarks of a truly intense and epic one-team driver duel the likes of which could reach the heights of Senna/Prost.

The drama has only just begun. ☼

This week in motorsport



CARLIN LANDS MAHINDRA DEAL

British single-seater squad Carlin will run Indian automotive giant Mahindra's Formula E team, with ex-HRT F1 team-mates Bruno Senna and Karun Chandhok on the driving strength.

Both Senna and Chandhok will combine their drives in the all-electric single-seater series with sportscar programmes, and will join Lucas di Grassi and Daniel Abt (Abt Audi), and Jaime Alguersuari and Sam Bird (Virgin) on the grid.

"I feel Mahindra are taking the Formula E championship more seriously than others and that prompted me to join them," said



Senna, while Chandhok added: "It's very encouraging to see the support of senior members of the [Mahindra] group to this programme."

Formula E has added a race at Long Beach on April 4 next year, a date that had previously been earmarked for Los Angeles. It will feature a shortened 1.6-mile version of the IndyCar Series track.



Buncombe in V8 Supercars bow

British GT driver Alex Buncombe will make his V8 Supercars debut with Nissan in the endurance events later this year, including the Bathurst 1000.

Buncombe will partner Todd Kelly in a Nissan Altima at Bathurst, Sandown and Surfers Paradise as part of the NISMO

global drive-exchange programme.

Buncombe, 32, tested Kelly's Altima at Sydney Motorsport Park in February, and said: "I really want to do a solid job for the team. I haven't had many laps in the car so the first job for me will be to get on the pace."

New Indy Lights racer revealed

IndyCar unveiled its next-generation Indy Lights chassis last week, to replace the car that has been used since 2002.

The new Dallara IL-15 design features a new six-speed, paddleshift gearbox, a 50bhp push-to-pass feature, and drive-by-wire throttle control, and will be assembled at Dallara's Indianapolis factory.



Full-time Roush drive for Bayne

Former Daytona 500 winner Trevor Bayne will contest a full-time NASCAR Sprint Cup campaign next season, bringing the famed #6 back to Roush Fenway Racing.

The #6 was used for Jack Roush's first entry into the series in 1988, and enjoyed rich success with Mark Martin, but the team stopped using the number in 2012.

"I'm excited and humbled to be bringing the #6 back to the Sprint Cup," said Bayne, who has previously raced part-time in the series with the Wood Brothers as well as full-time with Roush in Nationwide. "I know what it means to Jack, and our goal is to add to its rich legacy in the sport."

The move has called into question the futures of both Carl Edwards and Greg Biffle with Roush's team.



35 BIG NUMBER
Number of top-level NASCAR wins Jack Roush scored with Mark Martin driving his #6 entry

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Massa: 'Kubica should race'

Felipe Massa says Robert Kubica should bin his rallying ambitions and return to circuit racing.

Massa was critical of the Polish driver's decision to switch to rallying full-time since his accident – which came on a national rally in Italy – in 2011.

"He's a great driver, but I don't think he is doing the right thing," Massa told AUTOSPORT. "I don't think rally is the right thing for him. I think [with] rallying he is risking himself. It's better for him to do DTM, a race that is part of his experience, part of his understanding."

"Rally is very different for us. I know that he is suffering [too much] with his hand to drive in Formula 1, but there are maybe other championships he can do. Especially when you see that he is always crashing [in rallies]. Honestly, if I was him I would not be there."



FERRARO/LAT



DAMS hits jackpot in Monaco

French team DAMS dominated the Monaco Grand Prix support bill, topping every session in GP2 and Formula Renault 3.5.

In GP2 Jolyon Palmer was fastest in free practice and won the first race from pole position, while team-mate Stephane Richelmi took his maiden victory in the sprint race. Norman Nato topped both practice and

qualifying in FR3.5, before leading every lap of the Sunday-morning race.

It wasn't quite the perfect weekend, however, as DAMS was denied a front-row lockout in FR3.5 after Carlos Sainz Jr was given a grid penalty (see p53) and the team was fined €1500 for Palmer's unsafe release, after he clipped a wheel set aside for Richelmi during his pitstop.

Peugeot rules out WRC 208 bid

Peugeot Sport director Bruno Famin has ruled out any chance of a return to the World Rally Championship for the Parisian firm.

Speculation linked the company's 208 T16 to a WRC programme, but Famin has denied that this will happen.

"It would take at least €40m [to beat world champion team Volkswagen] and

we do not have the budget. And if we did, would it be worth it?

Despite Peugeot's rich WRC history, Famin said there wasn't enough value in the rallying's top-flight series.

"Above all," he added, "you would need a promoter who would put the spectacle that's there on TV, but unfortunately nobody gets to see."



Le Mans made safer

The raft of safety improvements to the Circuit de la Sarthe at Le Mans, including moving the barriers clear of the trees and the addition of tyre barriers at Tertre Rouge, will be in place for the Test Day this Sunday.

MORE WEC FOR ZEOD

Nissan's ZEOD RC experimental racer could make further outings in the World Endurance Championship after next month's Le Mans 24 Hours.

The Japanese firm has revealed an interest in the Interlagos and Fuji rounds in October and November.

Nissan global motorsport boss Darren Cox said: "The invite is there from the Automobile Club de l'Ouest [promoter of the WEC]; we are talking about it. Racing on home soil at Fuji is an obvious one, but we'd love to do Brazil – it's a big market for us."

In brief



Alonso will ape di Montezemolo

ALONSO TO LE MANS

Fernando Alonso will make his Le Mans 24 debut this year – but only as honorary starter of the blue riband World Endurance Championship race on June 14-15. He accepted an invitation from the organising body, which said this "shows the strong links that exist between the Automobile Club de l'Ouest and Ferrari".

NO NEW DATE FOR ROC

Organisers of the Race of Champions have abandoned their efforts to reschedule its cancelled 2013 event. It had originally been set to run in Bangkok in December last year, but was called off due to political unrest in Thailand.

SORDO WANTS TO STAY

Dani Sordo says he wants to remain with the Hyundai team for next year's WRC. The Spaniard, who scored the team's first scratch time with the i20 WRC, says he is impressed with the ambition and ability of the Korean firm. Meanwhile, Nino Frison has joined Hyundai as the team's technical director.

OSTBERG CLEARED

Medics in Norway have cleared Mads Ostberg to contest next week's Rally Italia. The Citroen driver fractured his thumb on Rally Argentina earlier this month, but will have recovered in time to be behind the wheel of the DS3 WRC on the Italian island.

MONSTER ITALIAN STAGE

Next week's Rally Italia will include the longest stage of the season so far. The Monte Lerno test will measure 35 miles, despite organisers having considered running it as a 50-miler.

BREATH TESTS FOR BTCC

The British Touring Car Championship has introduced mandatory breath-testing on every day at each event for drivers and senior series officials. There will be 'zero tolerance' and anyone who fails the test will not be able to participate until they pass.

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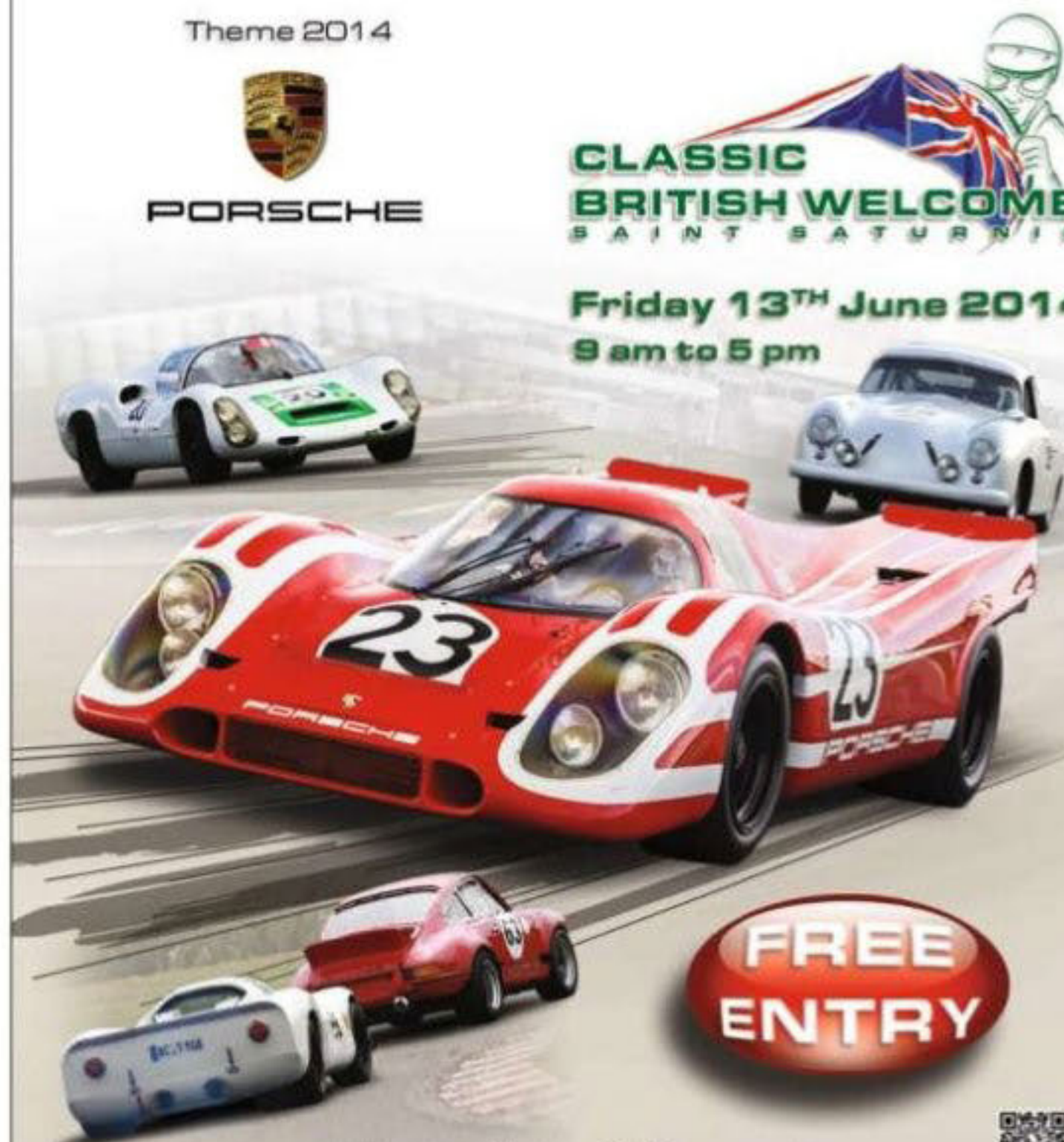
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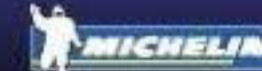
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Brands Hatch





Michael Andretti

The Inside Line

The Andretti Autosport team owner reflects on a successful Indy 500, with four cars in the top six and a podium for his son Marco

Well, it was pretty amazing when, at the end of the Indianapolis 500, I looked up at the pylon to see four of our cars up there in the top six. That was just an amazing team effort.

But the part of the equation that also deserves a lot of props is Honda, especially when you think about where they were last year, and how they came back so strong. They gave us a competitive engine all month. They really turned it around, and we're so proud and happy to be a part of the Honda family now.

Ryan Hunter-Reay originally joined us on a one-off deal in 2010, so to think that we've now won an Indianapolis 500 and a championship together is crazy. When we looked at Ryan, one of the reasons we wanted to have him in our family was that, with the IndyCar Series, you have to be a diverse driver; you have to be able to race on all different types of racetracks, including here at Indianapolis. Ryan was good on all those tracks. That was one of the reasons why we went after him.

We knew he would fit in here. He's been everything we had ever hoped for. It's just been a great relationship. I think we're very close. We're so happy to have him as part of our family. Hopefully he'll be part of our family until he retires.

We're also proud to have delivered an American Indy 500 winner but I'd like to point out that going up against the best in the world, not just the United States, is a big deal. That's why, to me, it does feel more precious when



“I'd stood there with my drivers and said we had this year's winner, but I wasn't sure which one”

an American wins it, because he won in an international field. That's when you feel really proud.

After the race, someone reminded me that a day or two earlier I'd stood there with my drivers and said that we had this year's Indy 500 winner standing with us, but that I wasn't sure which driver it was. As a team we unloaded really good cars, just like we did last year. The big question was how was Honda going to stack up against Chevrolet? When we unloaded and saw that Honda came here with a great engine, I felt like there was no reason why we couldn't repeat what we did last year [*Andretti's Carlos Munoz finished second in 2013 — Ed*], we just had to move up on the podium one more spot — which Ryan did.

I really felt confident because I felt like we had really good race cars and a team that was really ready and prepared to do battle. If James Hinchcliffe hadn't done his thing [*crashing while attempting to run three-wide through Turn 1 on a restart — Ed*], we might have had five right up in the top six. I just had a great feeling because we

have a great team and we were well-prepared.

And Marco, who finished third? As a dad, you want him to be up on top. I can't lie. It would have been so special. But it's special having Ryan here. When it's your kid, it's a different thing. As an owner, I can't be happier with what we had. Marco gave it a heck of a shot. Unfortunately his car just wasn't quick enough there in the end. He drove a really good race, as it seems he always does here. He's one of the best drivers I've ever seen around this place.

Obviously, as both a team owner and a father, it's hard to balance your feelings when your son is in contention for the win. It's a weird feeling because I really was disappointed for Marco. I know you only get that many shots at winning this race. He had a car that was close, just not close enough. Yet I'm so happy and proud of the rest of the team.

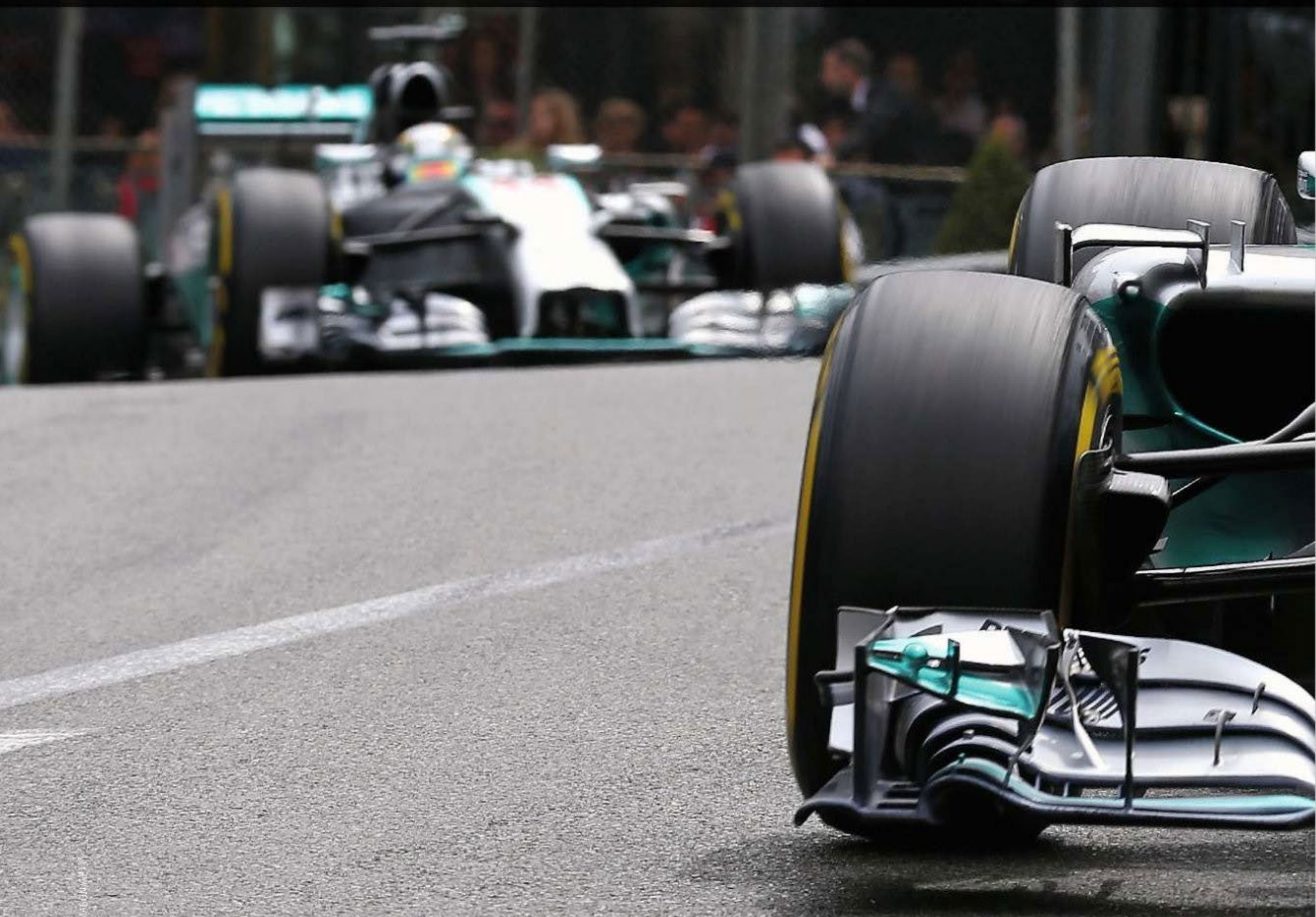
It would have been nice to have him up there, for sure. We had four cars up there at the end. I would have loved to have seen him drink the milk, but I can't complain. ☘

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • RACE HISTORY • TEAM BY TEAM • RESULTS

Rosberg runs riot on streets

He really peeved Mercedes team-mate Lewis Hamilton in qualifying, then Nico Rosberg annoyed him some more by leading from start to finish to equal his dad's tally of GP wins. By **EDD STRAW**



AT A GLANCE



"It is a special win definitely because Lewis had the momentum, and I needed to break that momentum" **ROSBERG**

MONACO GP
Monte Carlo

ROUND 6/19

LAPS 78

WINNER
Nico Rosberg
1h49m27.661s

POLE POSITION
Nico Rosberg
1m15.989s

FASTEST LAP
Kimi Raikkonen
1m18.479s

RACE RATING
★★★★★
About as good as it gets around the narrow streets, with plenty of close racing action

DRIVERS' STANDINGS
1 Nico Rosberg 122pts
2 Lewis Hamilton 118pts
3 Fernando Alonso 61pts



Mirabeau escapade didn't stop Rosberg celebrating his pole



COATES/LAT

QUALIFYING 14:00, 24.05.2014

18



Lewis Hamilton has never been on pole position for the Monaco Grand Prix.

While his victory in 2008 partly makes up for that, for a driver who idolises Ayrton Senna, that must rankle a little. So the circumstances of missing out in 2014 understandably rankle a lot.

While qualifying built to its inevitable crescendo with the final runs in Q3, fate in the form of Nico Rosberg had other ideas. Instead, it was the first runs that proved decisive. Both Mercedes drivers, along with the two Red Bulls and Fernando Alonso, had reached Q3 using only two sets of supersofts, meaning they alone had the tyres for two runs on fresh rubber.

Rosberg's banker lap was extremely good. Only two drivers (the other being Max Chilton) managed to string together their three best sector times in qualifying on the same lap. No

matter what you think about what happened at the end of Q3 (see main report), he deserves praise for that. He credited the quality of that first lap for pushing too hard on his final one.

"My first lap, I really nailed that one and I was really on it," said Rosberg. "I had a mega-banker and I just needed to go for it because I knew Lewis was going to be close. The track was improving ever so slightly so I just had to go for it."

Hamilton was adamant pole position should have been his, and he was quick in the first sector, but never had the chance to finish the lap. Given his pace in sector two and sector three, had he avoided any significant mistakes he probably would have taken that elusive Monaco GP pole.

Both Ricciardo and Vettel had to rely on their banker laps as well, with the Australian 0.163s faster, the majority of that gained in sector one. But the two Ferraris did both improve their times

on their final runs with Alonso beating Raikkonen by seven-tenths.

"This one was probably my best of the year," said Alonso of his qualifying performance. "In Q2, I started to get some pace, I started pushing a little bit harder, and then in Q3 I extracted the maximum. The two laps were good. I was really happy with the balance of the car. We were only one or two tenths away from Vettel, which is a good surprise."

Scuderia Toro Rosso drivers Jean-Eric Vergne and Daniil Kvyat, the latter driving at Monaco for the first time, did a superb job to line up seventh and ninth respectively, although both were compromised, sandwiching the impressive Kevin Magnussen.

Jenson Button, past winner from pole position, failed even to make Q3, accepting that he simply had not been able to extract the same pace from the car as his Danish rookie team-mate.

Williams hopes were stunted by Massa being hit by Ericsson



MASON/GETTY



P30 FULL RESULTS & POINTS



DUNBAR/LAT

THE GRID

| | | | | |
|----|------------|-------------|-----------|-----------|
| 1 | ROSBERG | MERCEDES | 1m15.989s | Supersoft |
| 2 | HAMILTON | MERCEDES | 1m16.048s | Supersoft |
| 3 | RICCIARDO | RED BULL | 1m16.384s | Supersoft |
| 4 | VETTEL | RED BULL | 1m16.547s | Supersoft |
| 5 | ALONSO | FERRARI | 1m16.686s | Supersoft |
| 6 | RAIKKONEN | FERRARI | 1m17.389s | Supersoft |
| 7 | VERGNE | TORO ROSSO | 1m17.540s | Supersoft |
| 8 | MAGNUSSEN | McLAREN | 1m17.555s | Supersoft |
| 9 | KVYAT | TORO ROSSO | 1m18.090s | Supersoft |
| 10 | PEREZ | FORCE INDIA | 1m18.327s | Supersoft |
| 11 | HULKENBERG | FORCE INDIA | 1m17.846s | Soft |
| 12 | BUTTON | McLAREN | 1m17.988s | Supersoft |
| 13 | BOTTAS | WILLIAMS | 1m18.082s | Supersoft |
| 14 | GROSJEAN | LOTUS | 1m18.196s | Supersoft |
| 15 | MALDONADO | LOTUS | 1m18.356s | Soft |
| 16 | MASSA | WILLIAMS | No time | Supersoft |
| 17 | GUTIERREZ | SAUBER | 1m18.741s | Supersoft |
| 18 | SUTIL | SAUBER | 1m18.745s | Soft |
| 19 | CHILTON | MARUSSIA | 1m19.928s | Soft |
| 20 | KOBAYASHI | CATERHAM | 1m20.133s | Supersoft |
| 21 | BIANCHI | MARUSSIA | 1m19.332s | Soft |
| 22 | ERICSSON | CATERHAM | 1m21.732s | Soft |

KEY
+5 5-place grid penalty
P Required to start from pitlane
DNS Did not start



Crucial pole advantage gave Rosberg the lead right from the start

RACE 14:00, 25.05.2014



Did he or didn't he? Whether or not Nico Rosberg had deliberately brought out the yellow flags during the final minute of Q3 to prevent Mercedes team-mate Lewis Hamilton from snatching pole position was the only question that really mattered during the Monaco Grand Prix weekend.

Everyone had an opinion, although Formula 1's big names were wary about voicing their thoughts in public. Except, of course, for Hamilton who made it very obvious that he thought his team-mate and, apparently, former friend committed a professional foul.

Nico Rosberg's drive to victory on Sunday, shadowed for much of the race by the second Mercedes before pulling away in the closing stages thanks to Hamilton getting something caught in his left eye, was

very well-executed. But history will only allow this race to be viewed through the prism of what happened during qualifying.

Some condemned Rosberg for his trip up the Mirabeau escape road, ruining his already-unimpressive final flying lap that led to yellow flags and forced Hamilton, a few seconds behind, to abandon his lap.

Others argued it was an honest mistake. The stewards, for what it is worth, deemed that there was no offence committed, although it's fair to say that it was a challenging case to examine.

THE FACTS

The battle between Rosberg and Hamilton had been tight throughout the weekend. While Hamilton had the edge in the middle sector, which runs from the entry of the Mirabeau right-hander before the hairpin to just

before Swimming Pool, Rosberg was generally stronger in sector one. With the final sector very close, the battle was always going to be tight.

On their first runs in the top 10 qualifying shoot-out, Rosberg had been 59-thousandths of a second faster than Hamilton. He was ahead on the road on his final run, and was pushing hard. After a good run through Ste Devote, he was scruffy and off-line at Massenet/Casino, meaning that by the time he got onto the short straight leading to Mirabeau, he would have known he was down.

Rosberg then locked up and took to the escape road, while Hamilton was forced to abandon his flying lap.

THE CASE FOR THE PROSECUTION

Rosberg had the means, the motive and the opportunity to cause a yellow flag deliberately.

He would have known he was off-line through the left/right combination past the casino and the split times on his dash showed he was down. The prosecution contends that, having moved to the right of the track at the exit of Casino to avoid the hump in the road, when he pulled the car back across he deliberately attempted to destabilise the car with proactive steering movements intended to force him to go off, rather than reacting to what the car was doing.

Rosberg did brake later, his line around the hump was a little different to that of his pole position lap and, once he had sailed up the escape road,

HAMILTON: 'I was on target. I was two-and-a-half tenths up and didn't get to finish it'

he then reversed in a pointless attempt to rejoin the track. Given there was insufficient time to make it back to start/finish in time, there was no reason to do this.

As Hamilton was faster in the first sector – Rosberg's strongest – all the indications are that he would have taken pole and, almost certainly, victory as a result.

"I was on target [for pole]," said Hamilton. "I remember starting the last lap and said 'This is it, this is going to be the lap. I was two-and-a-half tenths up and didn't get to finish it.'"

Rosberg knew where Hamilton was relative to him on the track and that it was highly unlikely that Red Bull drivers Daniel Ricciardo and Sebastian Vettel would have been able to make the front row. Therefore, it was a simple task to put the car off, avoid any damage and guarantee pole.

THE CASE FOR THE DEFENCE

Rosberg was trying hard, very hard on his final lap. At Ste Devote, he had carried prodigious speed and flirted with the barrier on the exit, giving him a great run up Beau Rivage. But at Massenet, he ran a little wide, ▶

One in the eye for Lewis, in more ways than one





Vettel's race didn't last long due to a failed turbo

COATES/LAT

► compromising his line through the right-hander at Casino. Anything he had gained at Ste Devote had been lost, and then some. Rosberg had failed to capitalise on his biggest strength, pace in sector one.

The scruffy run through Casino meant that his trajectory around the hump in the road was a little different, leading to him trying to pull the car back across to take the ideal wide entry into Mirabeau at a fractionally bigger angle.

On-board camera footage showed he did brake later, but that was not the wrong thing to do. He had already taken a big risk at Ste Devote and with the time lost subsequently needed to go for it. So when he braked, the rear was a little unsettled, meaning that Rosberg was struggling to keep the rear in line while shedding speed.

20

ROSBERG: 'I honestly thought it was over when I went off... but in the end first is first'

He attempted to make the corner, but realising that he couldn't, and not wanting to put his car in the wall, he took to the escape road. There, he reversed back onto the circuit to minimise the time the yellow flags were required for.

"I just locked up the outside front, I think it was, or the inside, I'm not sure [it was the inside]," said Rosberg. "That put me off-line. I was still trying to make it but in the last moment I had

to turn out because I was going to hit the tyre wall. It was close but I managed to get into the escape road.

"It's not the way I wanted to go and I honestly thought that it was over when I went off the road. That definitely takes away some of the pleasure of it, but in the end first is first."

THE OFFICIAL VIEW

Rosberg was summoned to the FIA stewards amid suspicions that he had

gone off deliberately to trigger the yellow flags, and guarantee pole in a move reminiscent of Michael Schumacher's at Rascasse in 2006.

He was exonerated, by the four-man stewards panel, including F1 veteran Derek Warwick.

"The stewards examined video and telemetry data from the team and FIA and could find no evidence of any offence related to the Turn 5 incident," read a statement.

Of course, this verdict came after Mercedes top brass had been summoned. Had this been a dispute between two teams, would the verdict have been the same? Perhaps not. It would certainly have led to a more charged political atmosphere.

HOW DID IT COME TO THIS?

The Rosberg versus Hamilton rivalry has become increasingly strained over the course of the first six races of the season. The unique intensity of the title head-to-head, with the pair in their own private battle for victory, means that they currently just have to turn up to finish first and second.

It has emerged that in their scrap during the Bahrain GP, Rosberg used

an aggressive engine mode without authorisation in his attempt to pass. In Spain, it was the other way round, with Hamilton pulling the same trick to ensure he stayed ahead.

Both drivers, Hamilton in particular, appear to be suspicious of the other, creating an atmosphere of distrust. It's perfectly credible that Rosberg might deliberately trigger a yellow flag to secure pole in this atmosphere. But it is equally possible that it was a figment of Hamilton's imagination, an honest mistake rendered as something more sinister through paranoia.

THE CONSEQUENCES

Whatever the reasons for Rosberg's excursion, it earned him a clear run to victory in Sunday's race. A good start laid the foundation for a game of cat and mouse early on, with Hamilton tracking his prey. But this is Monaco, so passing is a near-impossibility.

Inevitably, there was a flashpoint in the race. When Adrian Sutil's Sauber crashed at the chicane on his 24th lap, the two Mercedes drivers were on their 25th and not far off lapping him. So they both saw the remains of the



THOMPSON/GETTY



Sutil's big crash at Nouvelle Chicane brought out safety car



Hamilton gave chase to Rosberg until he got dirt in his eye and fell back

Sauber and the debris shortly after Sutil had gone off, and they would have recognised the possibility of a safety car.

Neither pitted on that lap, and headed into the pits on the next one. Realistically, it would have been difficult for Mercedes to make that call so quickly, especially if it required a quick double stop, which is what happened on lap 26. The highest-placed driver who did dive for the pits was Jenson Button, who was close to 40 seconds behind the two Mercedes at the time.

Hamilton attempted to make the pit call, but the team told him to stay out. He therefore believed that he should have been able to stop on that lap and jump Rosberg into the lead.

"Normally, under the crash we could have come in and I really should have come in, but the team didn't call us in," said Hamilton after the race, having furiously questioned the call over the radio: "We really should have pitted that lap."

When the race got back underway, it was status quo with Hamilton behind Rosberg. There he stayed until, that is, he started to struggle with vision,

often having to drive with his left eye closed thanks to getting dirt in it. Suddenly, there was a third party in what was previously an all-Mercedes gunfight.

Ricciardo closed what had been a 10-second gap very rapidly. On lap 65, Hamilton lost an alarming 2.2s. Even on a tight track like Monaco, there was the very real possibility that Ricciardo might be able to find a way past before Hamilton managed to shed whatever particle that was in his eye and knuckle down to keeping it tight in the final few laps.

Hamilton's struggles did give Rosberg some breathing space. Nico has been heavier on fuel use compared to his team-mate throughout the season and at times was being told his fuel situation was "critical" over the radio.

"The fuel was very critical and caught me off guard a little bit," Rosberg said. "It was a major change that I had to make and, especially with Lewis being so close behind, it was a tough moment because I had to change the driving style completely, use different gears, different lifting and coasting. Everything was

different. But the team managed that well and got me to do what I needed to do."

Rosberg adapted well, so it was an easy victory. It was only his second of the season and first in a straight fight with Hamilton of 2014. His Australian GP victory, remember, had come in the absence of his team-mate who had retired early on with an engine problem.

But the question remained: was this a straight fight?

THE VERDICT


Only Rosberg can be absolutely sure what he did or did not do in the final minute of qualifying. Hamilton, having seen the data, appears absolutely certain he was hard done by and, irrespective of what caused Rosberg's off at Mirabeau, he can legitimately be frustrated at missing out on the chance to make good on his promise to take pole position.

Expert witnesses differ, with some believing that Rosberg made an honest mistake at an unfortunate moment and others considering the curious steering inputs to be a smoking gun. It certainly looked

dubious. But this is not what the trial of Rosberg is really about.

He headed to Monaco having lost the championship lead and been defeated four times on the bounce by Hamilton. The momentum had swung away from him and he desperately needed to win as a statement that, yes, he could cut it up against Hamilton.

If he did deliberately go off, while unsporting, it shows a streak of ruthlessness that makes him a more formidable competitor for the increasingly intense title fight that is to come. If he didn't, then he deserves credit for his strong banker lap and converting the fortunate pole position it gave him into victory. On top of that, he appears to have got under Hamilton's skin.

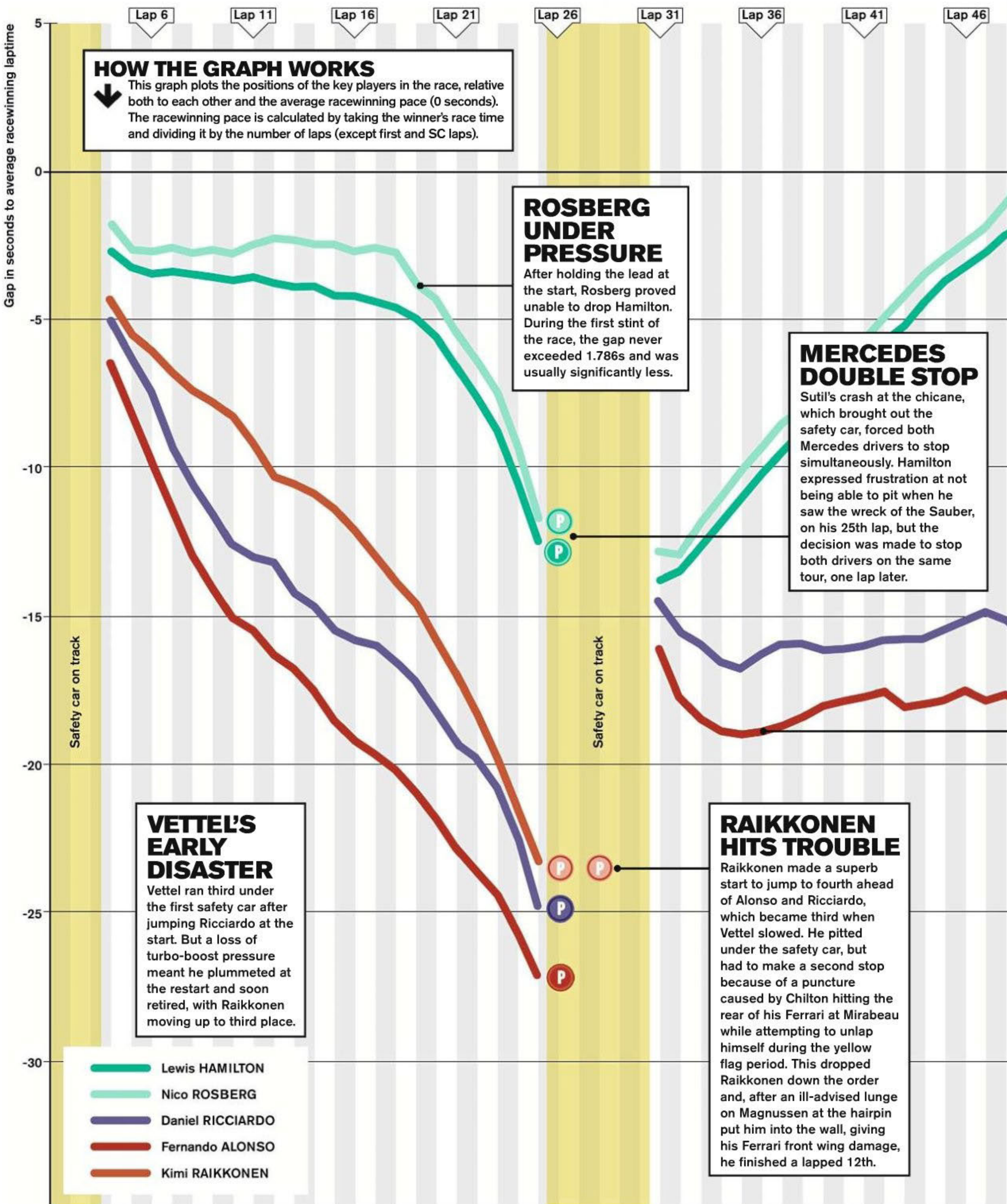
The Monaco GP weekend was not a test of Rosberg's ethics, but of his title credentials. And he passed with flying colours. Hamilton's virtuosity behind the wheel is well-known, he has proved he can win a world title. Rosberg hasn't as yet, but at Monaco he took a big step to showing he has the grit needed to give Hamilton a real run for his money. 

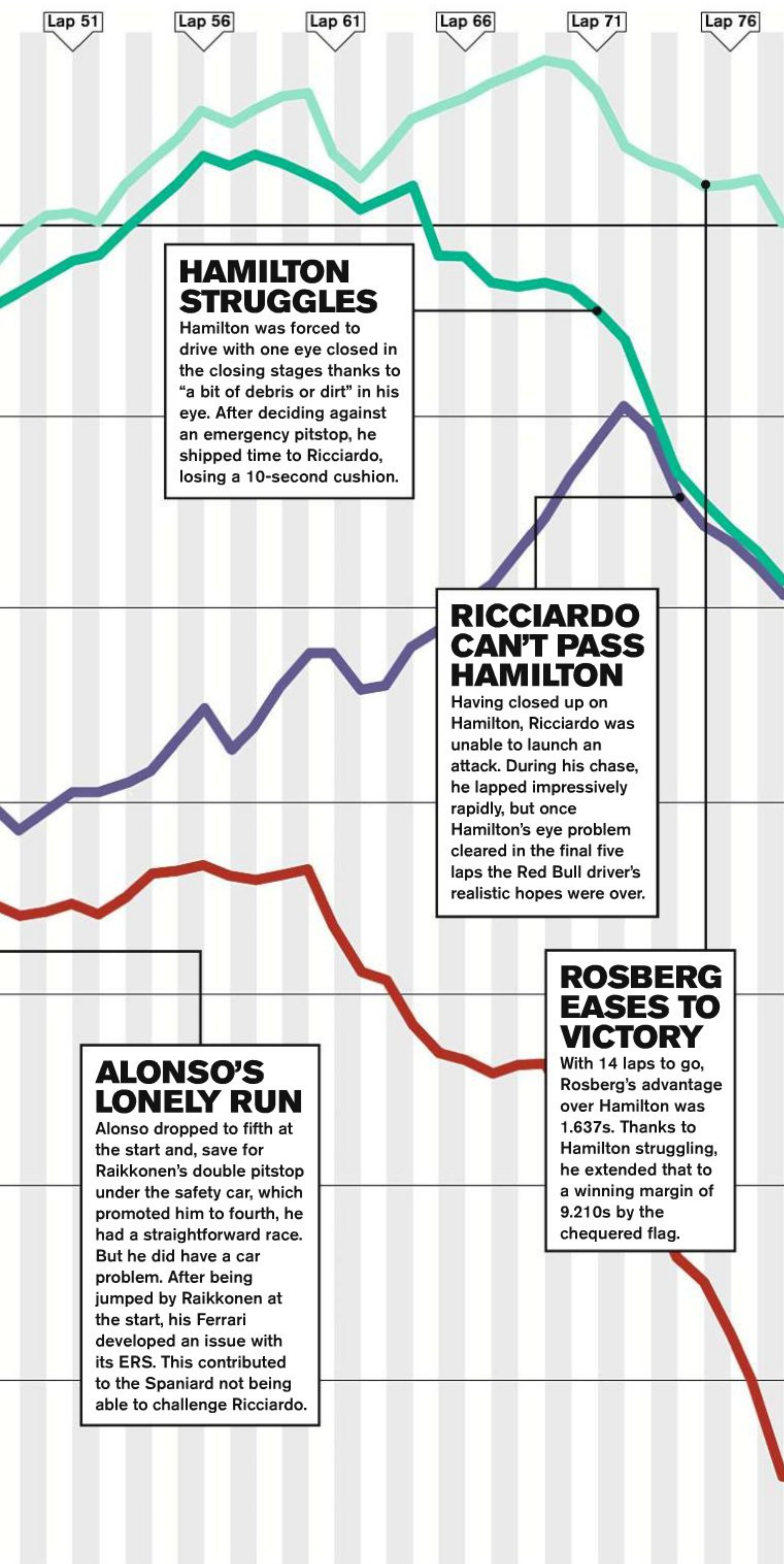
Rosberg celebrates second Monaco win



FERRARO/LAT

HOW THE RACE WAS WON



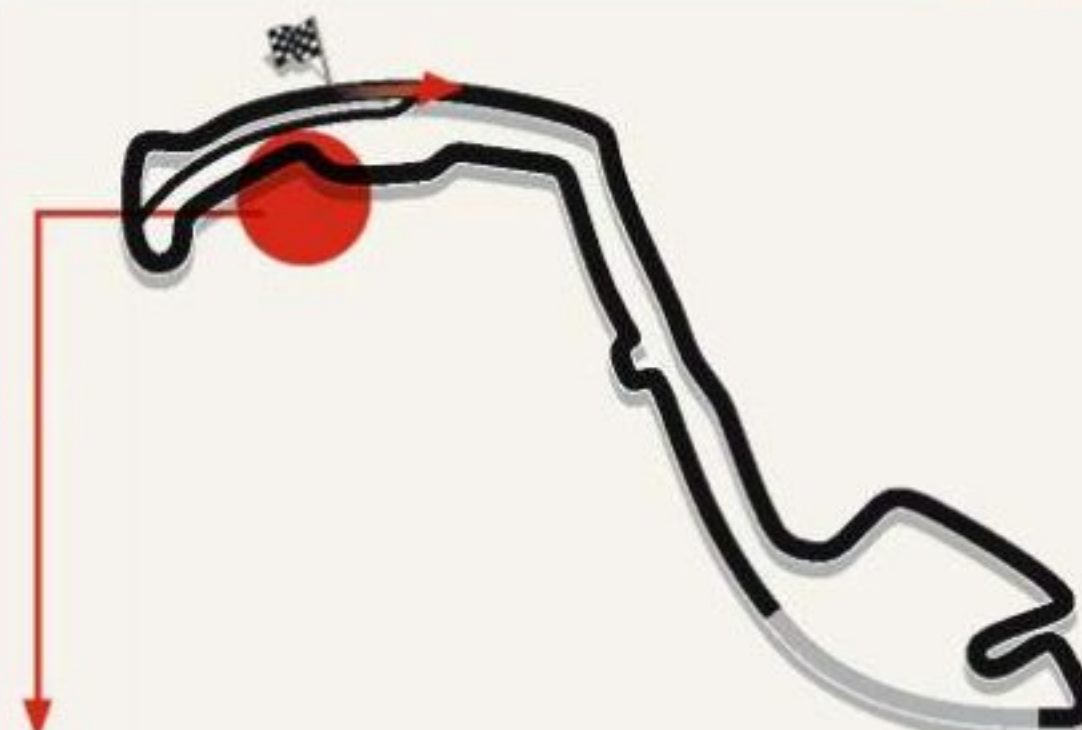


TRACKSIDE VIEW

EDD STRAW **GRAND PRIX EDITOR**

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Two o'clock. The engine notes rise on the grid, not far away across the Swimming Pool, and 20 cars commence their formation lap. Even with the much-derided quiet engines, the sound echoes around the Monaco harbour even when the cars are going slowly. They head through the fast left/right at Swimming Pool, exiting just a metre in front of you, cornering as if on rails. At low speed, there is no hint of what is to come.

A couple of minutes later, the pack comes into view exiting the Nouvelle Chicane, through the fast left-hander at Tabac and then they are upon you. Nico Rosberg coaxes his leading Mercedes through the quick corners, flicking the car beautifully from left to right chased by team-mate Lewis Hamilton, whose style is predictably more exuberant.

There's no time to clock the fact that Sebastian Vettel, third under the safety car, has gone missing as Kimi Raikkonen glides through the corner.

Then comes Daniel Ricciardo. The rear of his Red Bull steps out viciously as he hits the kerb in the middle of the corner. For a fraction of a second, you prepare to step back in

'Even the sound of the much-derided engines echoes around the harbour'

anticipation of an impact that seems inevitable. By the time you've had time to process these thoughts, he has gathered it up and is already on his way to the right/left chicane that follows. That heart-stopping moment is one that will be ingrained in your memory for as long as it still functions.

Monaco has many flaws. In many ways, it's a ludicrous circuit and passing is nigh-on impossible. But nowhere else do you get to see the best drivers in the world working their magic while heading straight for you at high speed.

After watching the early stages of the Monaco GP at the Swimming Pool, you will never accuse the 21st-century F1 driver of having it easy again.



STORIES OF THE RACE

Rounding up the action
from the Monaco GP

EDD STRAW
GRAND PRIX EDITOR



Marussia finally breaks points duck

THE MARUSSIA TEAM CLAIMED ITS FIRST POINTS finish since coming into Formula 1 as Virgin at the start of 2010 thanks to Jules Bianchi's ninth place in Monaco.

Heading into the Monaco GP, it shared the record for most races contested by a team without scoring with Caterham, but after 82 pointless races has now shed that unwanted record.

Bianchi ran competitively throughout the weekend, but was a disappointing 19th in qualifying thanks to a combination of a differential problem and yellow flags. He had demonstrated potential Q2 speed prior to that.

The Frenchman was then hit with a gearbox-change penalty, relegating him to 21st, and then a 5s penalty for starting out of position on the grid. He served that under the safety car at his only pitstop, which was illegal, leading to the penalty being re-issued and 5s being added to his race time. This relegated Bianchi from eighth to ninth, behind Romain Grosjean's Lotus.

Two points were just reward for a strong performance, with Bianchi's opportunistic move on Kamui Kobayashi at Rascasse the highlight. "I was feeling good from the beginning in free practice," said Bianchi. "The team made a bit of progress, but I was really confident with the car and I like Monaco. We improved the car a step in the Barcelona test. It was much more balanced. But now we have to keep our feet on the ground. Without good luck, we won't be able to be in the points so we have to keep working."

MOST F1 STARTS WITHOUT EVER SCORING A POINT

| | |
|----------------|-----|
| Caterham/Lotus | 83 |
| HRT | 56 |
| RAM | 40* |
| Spirit | 23 |
| Forti Corse | 23 |
| Pacific | 22 |

*Includes entries with Brabham, March and Williams cars as well as RAM machinery

The result raises the possibility of Marussia getting a major financial boost. It now has the opportunity to become a so-called 'column 1' team, entitling it to a greater share of the sport's revenues. To qualify, a team needs to finish 10th in the championship twice in a three-year period. Having finished 10th last year, it lies ninth currently.

"It feels like a victory of sorts because it has shown that there is progress," said team president Graeme Lowdon. "The reason why the guys are so happy is we are a small team, so everybody knows that they have contributed."



THOMPSON/GETTY

24



Perez is pushed off
after first-lap shunt

Hulkenberg gives Force India a boost

NICO HULKENBERG CLAIMED HIS THIRD FIFTH place of the 2014 F1 season with a strong run in the Monaco Grand Prix.

While Force India was only a marginal Q3 contender on one-lap speed, its race pace is generally stronger. Hulkenberg ran tenth on the first lap and thanks to others hitting trouble, as well as a bold pass on Kevin Magnussen's McLaren at Portier, climbed to fifth. Having started on soft-compound Pirellis and then pitted under the second safety car, he had to complete 52 laps on the supersofts but was still able to resist pressure from Jenson Button.

"It was a very good weekend for us without any major worries," said deputy team principal Bob Fernley. "We were exactly where we wanted to be, consolidating that fourth place in the championship."

Sergio Perez crashed out on the first lap after contact with Button. The incident was investigated but deemed a racing accident.

Turbo troubles end Vettel's race early

SEBASTIAN VETTEL'S MONACO GP WAS ruined by a turbo problem, which struck while running third under the early safety car period.

The German managed to get ahead of team-mate Daniel Ricciardo off the line having qualified 0.163s behind him. But when the race was restarted he lost power, and headed for the pits. After an initial attempt to get the car working again, he retired after only five laps.

"Off the line, the car was fine," said team principal Christian Horner. "He obviously got a good start and then, literally with a lap before the restart, it failed. We thought we might be able to reset it, but it was actually a mechanical failure."

With Vettel out, Red Bull's hopes rested on team-mate Daniel Ricciardo. The Australian made a slow getaway, dropping from third to fifth place.

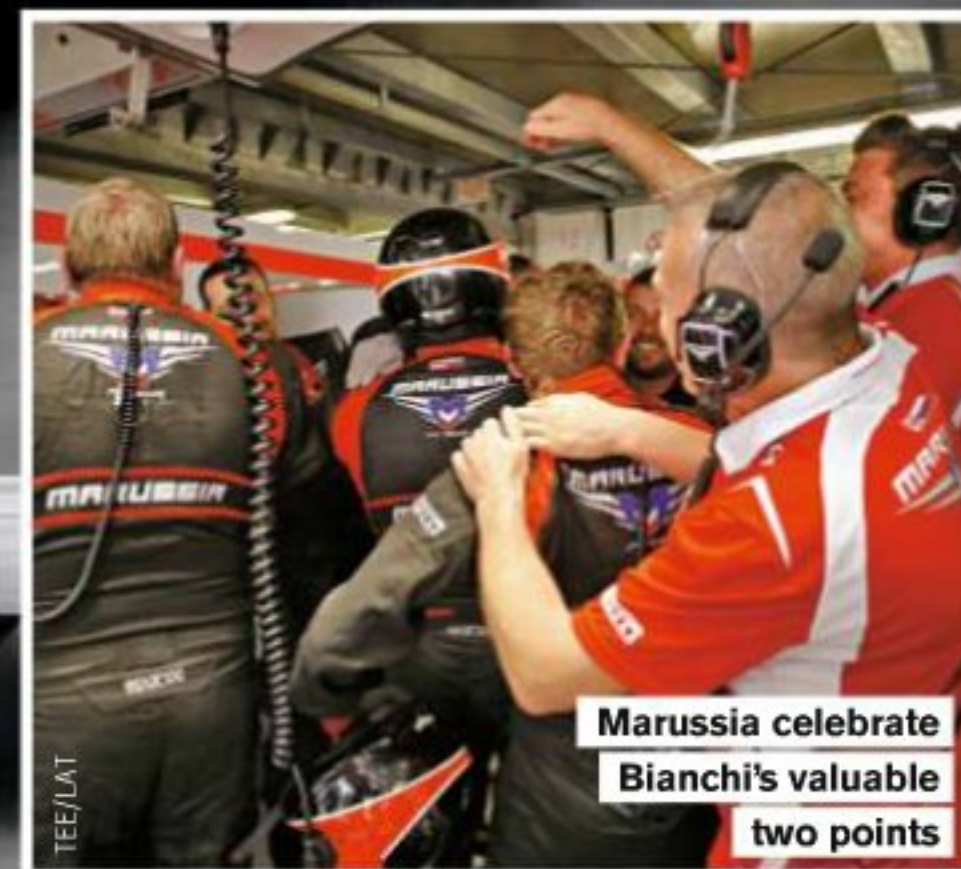
But he was promoted to fourth when Vettel retired and then third when Kimi Raikkonen was forced to make a second pitstop during the second safety car period after sustaining a puncture when he was hit by Max Chilton.

Ricciardo pressed the struggling Lewis Hamilton late on, but couldn't make a move on the Mercedes driver.

"We got close to at least one of the Mercedes at the end, but it's quite hard to pass," he said.



Vettel's promising
Monaco GP ended
after just five laps



Marussia celebrate Bianchi's valuable two points

Bianchi impressed in qualifying and in the race



Both Toro Rossos retired thanks to exhaust problems

Toro Rosso loses double points finish

SCUDERIA TORO ROSSO LOST A LIKELY DOUBLE points finish thanks to exhaust problems that eliminated both cars.

Jean-Eric Vergne and Daniil Kvyat qualified seventh and ninth respectively. In the early stages, they held eighth and ninth places, but the Russian retired after 10 laps when the problem hit. While Vergne dropped down the order thanks to an unsafe release into the path of Kevin Magnussen's McLaren during the second safety car period, which earned him a drivethrough penalty, he would likely have salvaged a top 10 finish had he not then had to stop after 50 laps when he too was hit with the same issue.

"Both cars suffered an exhaust failure," said team principal Franz Tost. "Jean-Eric and Daniil both showed strong performance all weekend, but unfortunately we could not provide them with a car capable of finishing where they would have deserved. We will now investigate the reasons for this failure."

Alonso battles ERS and brake problems

FERNANDO ALONSO'S RUN TO FOURTH IN Monaco looked uneventful, but both at the start and finish of the race he was concerned about car problems.

He suffered a loss of ERS power on the first lap, compromising him as he dropped from fifth to sixth. This problem soon cleared, but he had feared it would force him to retire.

"The electric engine didn't work so I didn't have the power going until Turn 3," said Alonso. "I had a good jump, but I didn't have any more power to keep going [at the start]. I was a little bit worried

I would have to retire after lap one. And then suddenly the electric motor started working."

He then suffered with a problem with the brakes on the left side of his Ferrari.

"At the end, we also had some brake problems," said Alonso. "The car was braking with only the right[-side] brakes so I had to hold the steering to the left. Once you are in that position, you just try to bring the car safely home and get these points."

Alonso still holds third in the championship, but has only half the points of leader Rosberg.

Q&A FERNANDO ALONSO FERRARI DRIVER

Did you have a boring race?

It's never boring in Monte Carlo. Driving here is quite a challenge, you have to focus and concentrate all the way through. A small mistake could ruin your chance of points. We tried to stay focused and with some of the incidents there was the possibility of safety cars, so we were deciding on the radio what to do. There was always some tension.

Was a podium possible?

No, I don't think so. We were not fast enough, fourth was the maximum. The top three showed their potential and that they were faster than me. I'm happy with the weekend in general.



FINNEY/GETTY

Do you expect the updates for the Canadian GP to help Ferrari move forward?

We'll see. We need to work hard and deliver what the expectations are. We bring new parts to every race so far this year. Some of them worked fine, some of them didn't work so we'll just try and make the most of the new parts in Canada.

STORIES OF THE RACE

Raikkonen criticises Chilton for collision

KIMI RAIKKONEN HIT OUT AT MARUSSIA DRIVER

Max Chilton after a clash under the safety car cost him the first podium of his second stint at Ferrari.

Raikkonen ran third after Vettel's early retirement but Chilton hit the rear of his car at Mirabeau while attempting to unlap himself under the safety car, as is standard procedure.

"He was unlapping himself, but I don't know how he expected me to go offline in the tight corner as he was going past me," said Raikkonen. "I don't know what he was thinking, but obviously it destroyed my race."

Raikkonen was also hit with a reprimand for his move on Kevin Magnussen at the Loews hairpin in the closing stages of the race while the pair battled for eighth.

"I tried to overtake on the inside kerb and couldn't make the corner," said Raikkonen. "He moved a little bit to the left and I went over the kerb, but the wall was too close and I had to reverse. I never hit him until I reversed."

Anything that could have gone wrong, did go wrong in that race



Max Chilton
after a difficult
Monaco GP



PHOTOX/BB



COATES/LAT

Massa frustrated
by Q1 shunt

Ericsson penalty after Massa clash

MARCUS ERICSSON WAS CONDEMNED TO A

pitlane start after hitting Felipe Massa's Williams during Q1. Massa let the Swede through at Mirabeau, but Ericsson lost the rear of his Caterham under braking and hit the Brazilian in trying to collect the slide. Both ended up in the wall and took no further part in qualifying. "I just locked up and I couldn't use the escape road because obviously Felipe was there so I had to go into the wall," said Ericsson. "I had to change my line during braking, which was one of the reasons I locked up the rears."

Massa recovered from 16th on the grid to finish seventh in the race, partly thanks to the high attrition. He was frustrated by Ericsson's mistake. "I opened the space for him and he couldn't make the corner," said Massa. "He locked his wheel and went into me. When it's not [Kamui] Kobayashi, it's Ericsson!"

McLaren back in the points after Monaco

MCLAREN ENDED ITS THREE-RACE POINTS drought with an improved performance on the streets of Monaco, with Jenson Button finishing sixth.

The 2009 Monaco GP winner endured a disappointing qualifying, ending up 12th while team-mate Kevin Magnussen was eighth. Button benefitted from others hitting trouble in the race and made good progress. He was 11th at the end of lap one after surviving a clash with Sergio Perez at Mirabeau that put the Force India out – put down to a racing incident by stewards. Troubles for Sebastian Vettel, Jean-Eric Vergne, Daniil Kvyat and Kimi

Raikkonen handed Button four places and he passed his team-mate, who was battling an engine problem, on the start/finish straight on lap 72 to move to sixth.

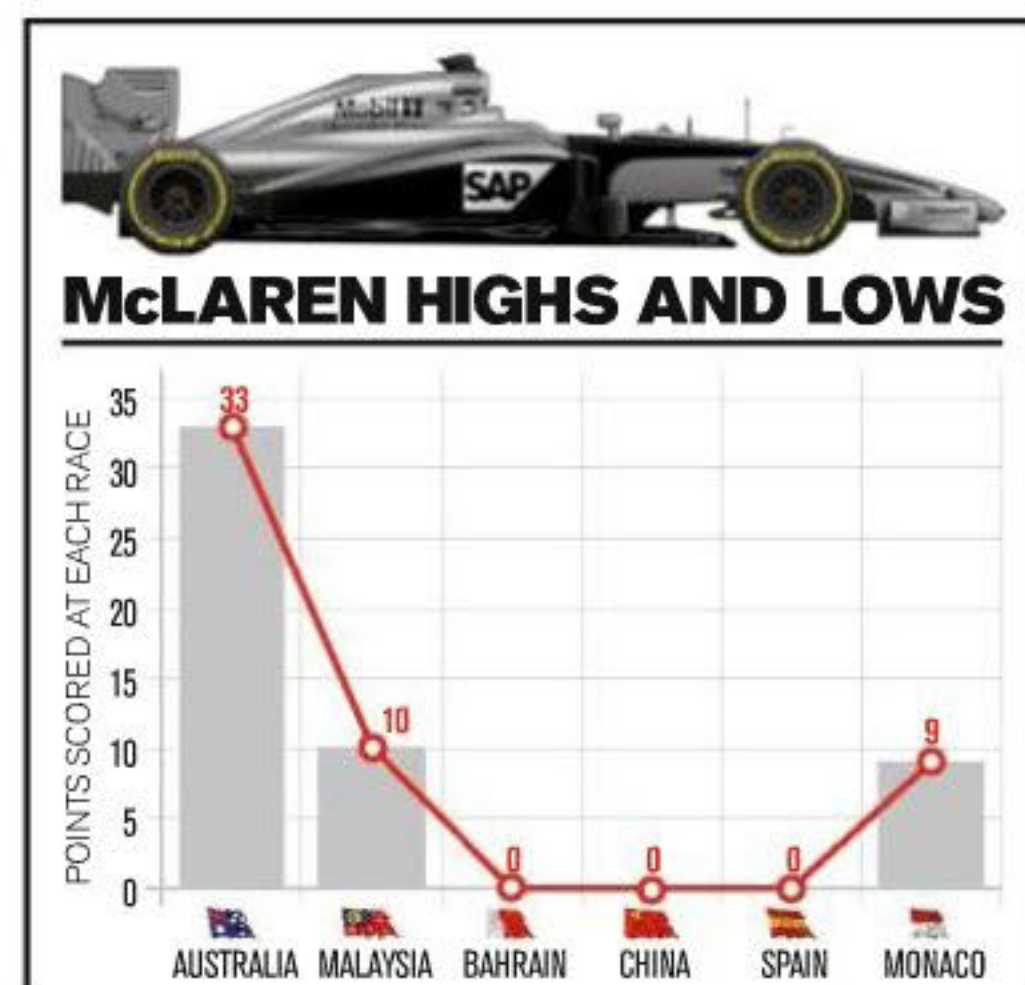
"The race was very messy out there, people making mistakes and cars all over the place," said Button. "It's about staying on around here, keeping up with the pack, looking after the tyres and using them where necessary. It's not a bad result, but I wish I could have pipped [Nico] Hulkenberg at the end there."

Magnussen had a strong weekend and was sixth before he slowed, ending up 10th after being delayed by Raikkonen's late passing move at the hairpin.



Button picked up
places as others
suffered misfortune

STALEY/LAT





Raikkonen's right-rear is deflated after contact from Chilton's Marussia



Maldonado's Lotus pushed off the grid

Empty grid slot leads to penalties

ESTEBAN GUTIERREZ, MAX CHILTON AND JULES BIANCHI were all hit with five-second penalties during the Monaco GP for starting out of position.

The trio were lined up behind Pastor Maldonado in 17th, 19th and 21st positions respectively, but the Venezuelan failed to get away on the formation lap thanks to a fuel pump failure. Gutierrez inadvertently took Maldonado's vacant slot, with the Marussias also lining up out of position. Bianchi served his penalty under the safety car illegally, so had the five seconds added to his race time, relegating him from eighth to ninth.

"Gutierrez took Maldonado's place, Chilton took Gutierrez's place and I stopped on the same row as Kobayashi," said Bianchi. "I wanted to reverse but had no time because as soon as I stopped the first lights switched on."

DRAWING BOARD



Gary Anderson, technical consultant



Mercedes and Red Bull look to monkey seats to increase exhaust downforce

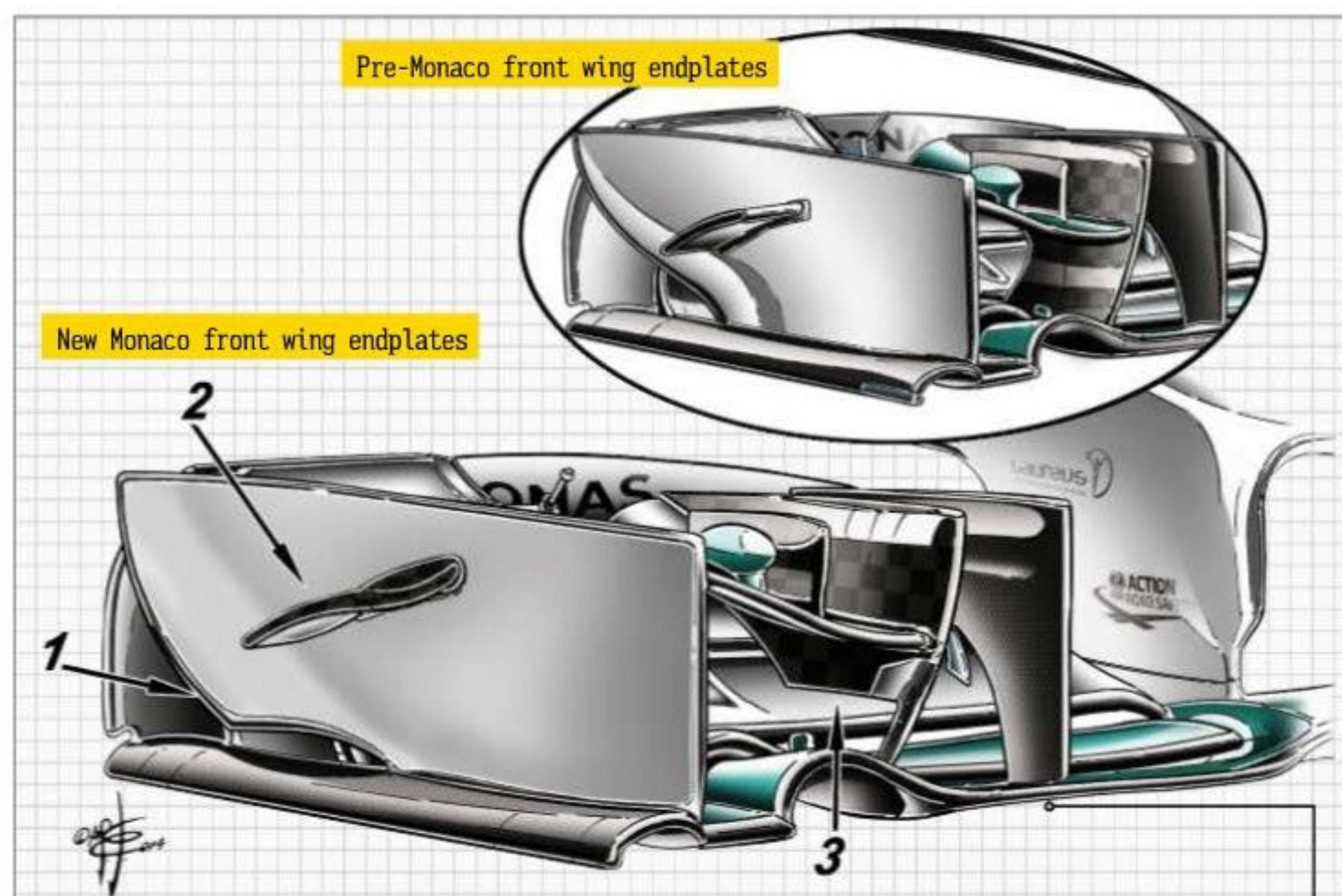
→ Monaco is all about finding downforce. Downforce helps to raise tyre temperatures and, at low speed, also helps to increase traction off the slow corners. A monkey seat at the rear of the car increases downforce by helping the exhaust gases to pull air over its winglets. Whenever the car is moving slowly – as happens more often around Monaco – exhaust gases reach relatively high speeds because of the high engine revs, and this helps the monkey seat to generate even more downforce.

For Monaco, Mercedes (above left) added a horizontal plane above their main two-element monkey seat that sits beneath the rear wing.

The top section has been added to stop the monkey seat affecting the upper wing, which for Monaco is set at the largest depth the regulations allow.

Red Bull (above right) also looked to a monkey seat to increase low-speed downforce. The car previously had a monkey seat underneath the exhaust pipe, but the team introduced one above it as well for Monaco. This change is likely to be Monaco-specific.

This year's restrictive aerodynamic regulations over the rest of the car, and the resulting loss of rear downforce, mean that this is one of the main areas of aerodynamic development, along with the nose and front wing endplate.



New Mercedes front wing endplates

→ The front wing rules have changed this year, making the front wing 150mm narrower overall. The trailing edge at the rear of the endplate (1) was modified in Monaco. Other teams are trying to turn the air outside the front wheel early, but Mercedes is doing it late, to get the airflow here to work with the low pressure area behind the front wheel contact patch and direct the airflow to fill that gap.

Mercedes has had the vane on the outside of the endplate before, but in Monaco it introduced a reprofiled one (2). This is also designed to make the bottom part of the endplate work with the bottom part of the tyre.

Both of these parts are likely to be upgrades that will stay on the car, in contrast to the higher-downforce plane (3) that appears to be Monaco-specific.

TEAM BY TEAM

RED BULL


RED BULL-RENAULT RB10

SEBASTIAN VETTEL

Start 4th Finish DNF
Strategy retired
(supersoft/soft/retired)


DANIEL RICCIARDO

Start 3rd Finish 3rd
Strategy 1 stop
(supersoft/soft)

Red Bull headed to Monaco with high hopes of challenging Mercedes even though it was compelled to replace its clever camera-in-nose concept with orthodox mounting pods heading into the weekend. After a promising Thursday, in qualifying the car didn't quite have the pace and locking out the second row was as good as it got.

Again, Ricciardo looked more at ease with his car on track and he outqualified Vettel, although a slow start meant he lost out to both the German and Raikkonen. Vettel retired early with a turbo problem, while Ricciardo took his second successive podium after Raikkonen was forced to pit for a second time with a puncture.

MERCEDES


MERCEDES F1 W05

NICO ROSBERG

Start 1st Finish 1st
Strategy 1 stop
(supersoft/soft)


LEWIS HAMILTON

Start 2nd Finish 2nd
Strategy 1 stop
(supersoft/soft)

Monaco was cited as the biggest test of the Silver Arrows so far, and this did prove to be the case even though it was for different reasons than those expected. While Red Bull was unable to mount a serious challenge, the relationship between Rosberg and Hamilton became increasingly difficult to manage. When Rosberg went up the Mirabeau escape road at the end of Q3, meaning Hamilton was unable to improve on his second place, the tension rose even more.

Dominant in the race despite Rosberg's fuel consumption problems and Hamilton getting something in his left eye late on, Mercedes managed a fifth consecutive one-two, proving a clean sweep of victories is possible.

FERRARI


FERRARI F14 T

KIMI RAIKKONEN

Start 6th Finish 12th
Strategy 3 stops (supersoft/soft/soft/supersoft)


FERNANDO ALONSO

Start 5th Finish 4th
Strategy 1 stop
(supersoft/soft)

By topping Thursday afternoon practice, Alonso gave the Scuderia something to be happy about but it was always clear that the unusual circumstances of the session flattered the car. But it was the third-best machine in Monaco, as demonstrated by Alonso and Raikkonen lining up fifth and sixth on the grid, the former after what he described as his best qualifying lap of the year.

Alonso's race was compromised by an ERS problem and he finished a lonely fourth. Raikkonen looked nailed on for third before being hit by Chilton under the safety car and having to pit with a puncture, later earning a reprimand for a rash pass on Magnussen at the hairpin.

SAUBER


SAUBER-FERRARI C33

ESTEBAN GUTIERREZ

Start 17th Finish DNF
Strategy retired
(supersoft/soft/retired)


ADRIAN SUTIL

Start 18th Finish DNF
Strategy retired
(soft/supersoft)

The Sauber was vying with the Caterham for the most evil-handling car around the streets of Monaco, and arguably shaded it for just how tricky the C33 was to drive. It was no surprise to see Gutierrez and Sutil failing to make Q2, although a good points haul was on the cards in the race.

After an early clash with Grosjean, Sutil pitted on the first lap and made up good ground before losing it exiting the tunnel and crashing. Gutierrez did everything right and was running eighth late in the race when he clouted the inside barrier at Rascasse and spun. It was an awful and unnecessary way to throw away valuable points for Sauber.

TORO ROSSO


TORO ROSSO-RENAULT STR9

JEAN-ERIC VERGNE

Start 7th Finish DNF
Strategy retired
(supersoft/soft/retired)


DANIIL KVIAT

Start 9th Finish DNF
Strategy retired
(supersoft/retired)

The Monaco weekend promised so much for Toro Rosso but delivered very little. Upgrades, particularly to the mechanical package, improved the performance of the car especially in the slow corners and Vergne was admirably committed from the start of practice. It was no surprise to see him qualifying well, while Kvyat survived wiping out his front wing at the Nouvelle Chicane in Q1 to join him in Q3.

The pair ran eighth and ninth early on, but Kvyat soon retired with an exhaust problem. Vergne was on course for a good result before a cack-handed unsafe release into Magnussen's path in the race earned him a penalty, although he later retired with the same exhaust problem.

WILLIAMS


WILLIAMS-MERCEDES FW36

FELIPE MASSA

Start 16th Finish 7th
Strategy 1 stop
(supersoft/soft)


VALTTERI BOTTAS

Start 13th Finish DNF
Strategy retired
(supersoft/soft/retired)

Buoyed by a strong showing in Spain, Williams was less competitive at Monaco, but this was more down to the struggle to build front tyre temperature than a fundamental lack of pace. Bottas struggled more than Massa with this and the Brazilian looked a good Q3 contender had Ericsson not hit him at Mirabeau while being let past in Q1.

Bottas was denied points by an engine failure, while Massa drove sensibly to finish seventh, with a marathon first stint on supersofts not making a vast amount of difference to his result. Having improved the rear end heading into this weekend, Williams now needs to ensure that it is able to work the front end hard enough.

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

LOTUS



LOTUS-RENAULT E22



ROMAIN GROSJEAN

Start 14th Finish 8th
Strategy 2 stops
(supersoft/soft/supersoft)



PASTOR MALDONADO

Start 15th Finish DNS
Strategy DNS

After the breakthrough in the Spanish GP two weeks earlier, Lotus had a very difficult weekend in Monaco. Both drivers did well to extract what they could from the car, but the struggle to build tyre temperature, a loose rear end and a general lack of pace in the slow corners made life very difficult.

Maldonado's race ended before it began with a fuel pump failure on the dummy grid before the warm-up lap. Grosjean's came close to ending minutes later after a lap-one clash with Sutil that forced him into the pits. But he kept his head while others were losing theirs and was rewarded with an eighth place.

McLAREN



McLAREN-MERCEDES MP4-29



KEVIN MAGNUSSEN

Start 8th Finish 10th
Strategy 1 stop
(supersoft/soft)



JENSON BUTTON

Start 12th Finish 6th
Strategy 1 stop
(supersoft/soft)

There were no major upgrades for McLaren at Monaco, although it did introduce a minor tweak to its front wing endplates. Magnussen caught the eye from trackside during practice, so it was no surprise that he outqualified Button after doing a good job to make Q3.

In the race, Magnussen had his strongest run since his second place in Melbourne and was in the hunt for fifth place before a power unit problem slowed him down. Raikkonen's lunge at the hairpin delayed the Dane further, leaving him an unrepresentative 10th.

Button drove well in the race, surviving the lap one clash with Perez, but couldn't quite mount an attack on Hulkenberg for fifth late on.

FORCE INDIA



FORCE INDIA-MERCEDES VJM07



SERGIO PEREZ

Start 10th Finish DNF
Strategy retired
(supersoft/retired)



NICO HULKENBERG

Start 11th Finish 5th
Strategy 1 stop
(soft/supersoft)

After a productive post-Spanish GP test, during which the team discovered a problem with the floor of Hulkenberg's car that had compromised his performance in the race, Force India looked good during practice in Monaco. Only Perez made Q3, but he was out on the first lap after a clash with Button exiting Mirabeau, meaning Hulkenberg was the team's only hope.

Tenth on lap one, Hulkenberg kept it on the island while others made mistakes to finish fifth. But he did also pull off a fine opportunistic pass on Magnussen at Portier and nurse a set of supersofts to the finish after stopping under the second safety car, so it wasn't all about others hitting trouble.

MARUSSIA



MARUSSIA-FERRARI MR03



MAX CHILTON

Start 19th Finish 14th
Strategy 3 stops (soft/supersoft/supersoft)



JULES BIANCHI

Start 21st Finish 9th
Strategy 1 stop
(soft/supersoft)

The team made progress with better exploiting its Spain upgrade package, although the modified rear brake drums tried by Max Chilton during Friday practice were not used because of concerns about caliper temperatures. Work had to be done to get the best out of the car on the brakes when harvesting energy but practice suggested that Jules Bianchi had the pace to challenge for Q2.

A differential problem, which led to a pre-race gearbox change and grid penalty, stymied him in Q1, but in the race he made amends with a superb drive to ninth place – despite being hit with a 5s penalty for not lining up on the grid properly. Chilton didn't have a great weekend, his safety car clash with Raikkonen the nadir.

CATERHAM



CATERHAM-RENAULT CT05



MARCUS ERICSSON

Start 22nd (pits) Finish 11th
Strategy 2 stops
(soft/supersoft/supersoft)



KAMUI KOBAYASHI

Start 20th Finish 13th
Strategy 2 stops
(supersoft/soft/supersoft)

The Caterham CT05 looked a handful on the streets of Monaco so it was no surprise when Ericsson was caught out late in FP2 when he nosed into the Portier barrier. He was in the wars again in Q1, losing the rear under braking while passing the cruising Massa at Mirabeau, hitting the Williams while he corrected and was slapped with a pitlane start penalty.

Kobayashi was running ahead of Bianchi in the race at one stage, but was ambushed at Rascasse, picking up car damage thanks to Bianchi's robust move that compromised his pace from then on. Given Marussia scored points, the team is now under real pressure to make fast progress.



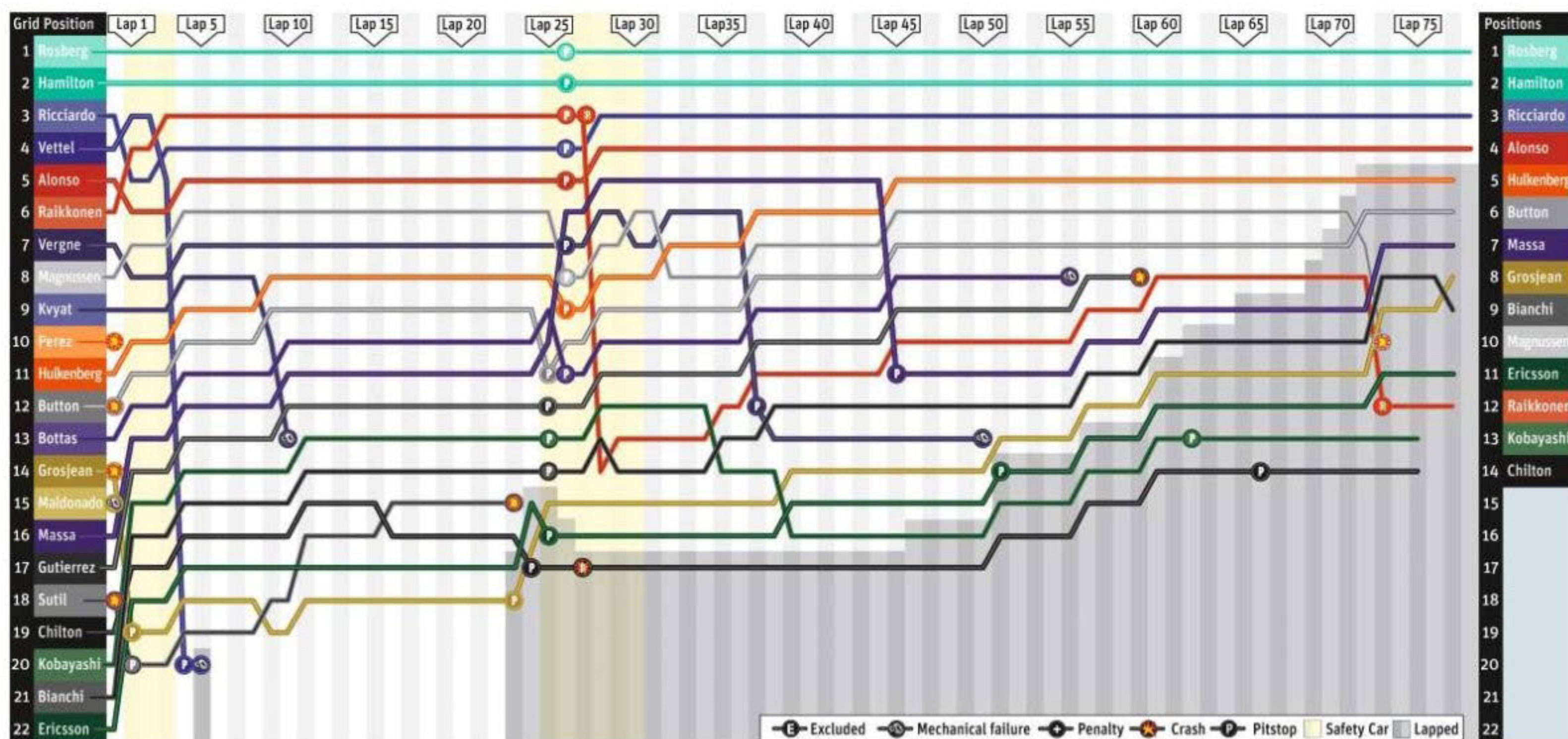
STANDOUT PERFORMANCE

Jules Bianchi

Even before the race, Jules Bianchi was mightily impressive. He looked utterly in command of the Marussia from the start of practice in a way that team-mate Chilton wasn't, and without problems in Q1 he did have the pace to contend for a Q2 spot. Drove excellently in the race, despite the frustration of a penalty for an out-of-position start, with his opportunistic smash-and-grab on Kobayashi at Rascasse the highlight of a drive worthy of his first F1 points.

"It is really positive for me. It has been a really tough start of the season, the first three races were really difficult and I needed a good result like this. And the team did too."

RESULTS



PRACTICE 1: Thursday

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | HAMILTON | 1m18.271s |
| 2 | ROSBERG | 1m18.303s |
| 3 | RICCIARDO | 1m18.506s |
| 4 | ALONSO | 1m18.930s |
| 5 | VETTEL | 1m19.043s |
| 6 | RAIKKONEN | 1m19.467s |
| 7 | BOTTAS | 1m19.494s |
| 8 | PEREZ | 1m19.666s |
| 9 | MAGNUSSEN | 1m19.789s |
| 10 | HULKENBERG | 1m19.856s |
| 11 | BUTTON | 1m20.033s |
| 12 | GUTIERREZ | 1m20.118s |
| 13 | GROSJEAN | 1m20.207s |
| 14 | MALDONADO | 1m20.241s |
| 15 | VERGNE | 1m20.260s |
| 16 | MASSA | 1m20.517s |
| 17 | SUTIL | 1m20.736s |
| 18 | KVYAT | 1m20.914s |
| 19 | BIANCHI | 1m21.310s |
| 20 | ERICSSON | 1m22.063s |
| 21 | KOBAYASHI | 1m22.492s |
| 22 | CHILTON | 1m25.817s |

Weather: 20C, cloudy

PRACTICE 2: Thursday

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | ALONSO | 1m18.482s |
| 2 | HAMILTON | 1m18.901s |
| 3 | VETTEL | 1m19.017s |
| 4 | VERGNE | 1m19.351s |
| 5 | BOTTAS | 1m19.421s |
| 6 | PEREZ | 1m19.668s |
| 7 | HULKENBERG | 1m19.712s |
| 8 | BUTTON | 1m19.721s |
| 9 | RICCIARDO | 1m19.779s |
| 10 | MAGNUSSEN | 1m20.230s |
| 11 | MASSA | 1m20.394s |
| 12 | KVYAT | 1m20.622s |
| 13 | SUTIL | 1m20.811s |
| 14 | MALDONADO | 1m20.977s |
| 15 | GUTIERREZ | 1m21.467s |
| 16 | GROSJEAN | 1m21.700s |
| 17 | KOBAYASHI | 1m21.924s |
| 18 | BIANCHI | 1m21.937s |
| 19 | CHILTON | 1m22.683s |
| 20 | ROSBERG | 1m22.862s |
| 21 | ERICSSON | 1m23.164s |
| 22 | RAIKKONEN | 1m45.509s |

Weather: 20C, drying track

PRACTICE 3: Saturday

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | HAMILTON | 1m16.758s |
| 2 | RICCIARDO | 1m16.808s |
| 3 | ROSBERG | 1m16.874s |
| 4 | VETTEL | 1m17.184s |
| 5 | ALONSO | 1m17.428s |
| 6 | RAIKKONEN | 1m17.448s |
| 7 | PEREZ | 1m17.725s |
| 8 | HULKENBERG | 1m18.074s |
| 9 | VERGNE | 1m18.136s |
| 10 | KVYAT | 1m18.166s |
| 11 | MAGNUSSEN | 1m18.249s |
| 12 | BUTTON | 1m18.262s |
| 13 | BOTTAS | 1m18.430s |
| 14 | MASSA | 1m18.542s |
| 15 | SUTIL | 1m18.598s |
| 16 | GROSJEAN | 1m18.776s |
| 17 | BIANCHI | 1m18.872s |
| 18 | MALDONADO | 1m19.118s |
| 19 | GUTIERREZ | 1m19.149s |
| 20 | KOBAYASHI | 1m20.271s |
| 21 | CHILTON | 1m20.394s |
| 22 | ERICSSON | 1m20.589s |

Weather: 23C, sunny



QUALIFYING TIMES

| POS | DRIVER | QUALIFYING 1 | QUALIFYING 2 | QUALIFYING 3 |
|-----|------------|----------------|----------------|--------------|
| 1 | ROSBERG | 1m17.678s (2) | 1m16.465s (2) | 1m15.989s |
| 2 | HAMILTON | 1m17.823s (3) | 1m16.354s (1) | 1m16.048s |
| 3 | RICCIARDO | 1m17.900s (6) | 1m17.233s (5) | 1m16.384s |
| 4 | VETTEL | 1m18.383s (12) | 1m17.074s (3) | 1m16.547s |
| 5 | ALONSO | 1m17.853s (4) | 1m17.200s (4) | 1m16.686s |
| 6 | RAIKKONEN | 1m17.902s (7) | 1m17.398s (6) | 1m17.389s |
| 7 | VERGNE | 1m17.557s (1) | 1m17.657s (9) | 1m17.540s |
| 8 | MAGNUSSEN | 1m17.978s (8) | 1m17.609s (8) | 1m17.555s |
| 9 | KVYAT | 1m18.616s (16) | 1m17.594s (7) | 1m18.090s |
| 10 | PEREZ | 1m18.108s (9) | 1m17.755s (10) | 1m18.327s |
| 11 | HULKENBERG | 1m18.432s (14) | 1m17.846s | - |
| 12 | BUTTON | 1m17.890s (5) | 1m17.988s | - |
| 13 | BOTTAS | 1m18.407s (13) | 1m18.082s | - |
| 14 | GROSJEAN | 1m18.335s (11) | 1m18.196s | - |
| 15 | MALDONADO | 1m18.585s (15) | 1m18.356s | - |
| 16 | MASSA | 1m18.209s (10) | no time | - |
| 17 | GUTIERREZ | 1m18.741s | - | - |
| 18 | SUTIL | 1m18.745s | - | - |
| 19 | BIANCHI | 1m19.332s | - | - |
| 20 | CHILTON | 1m19.928s | - | - |
| 21 | KOBAYASHI | 1m20.133s | - | - |
| 22 | ERICSSON | 1m21.732s | - | - |

Weather: 24C, sunny

QUALIFYING STATISTICS

| | HEAD TO HEAD |
|-----------|----------------|
| VETTEL | 1 5 RICCIARDO |
| ROSBERG | 2 4 HAMILTON |
| RAIKKONEN | 2 4 ALONSO |
| GROSJEAN | 6 0 MALDONADO |
| MAGNUSSEN | 3 3 BUTTON |
| PEREZ | 2 4 HULKENBERG |
| GUTIERREZ | 4 2 SUTIL |
| VERGNE | 4 2 KVYAT |
| MASSA | 3 3 BOTTAS |
| CHILTON | 2 4 BIANCHI |
| ERICSSON | 1 5 KOBAYASHI |



POLE POSITION TROPHY

| | |
|----------|-----------------|
| HAMILTON | AUS MAL PRC E 4 |
| ROSBERG | BRN MC 2 |



SUPERLICCENCE PENALTY POINTS

| Drivers | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|
| BIANCHI | X | X | X | X | | | | | | | | |
| BOTTAS | X | X | | | | | | | | | | |
| ERICSSON | 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: 78 LAPS - 161.887 MILES

| POS | DRIVER | TEAM | LAPS | TOTAL TIME | FASTEST LAP | PITSTOPS | TIME IN PITS | GRID |
|-----|-------------------|----------------------|------|--------------|-------------|----------|--------------|------|
| 1 | NICO ROSBERG | MERCEDES | 78 | 1h49m27.661s | 1m19.425s | 1 | 24.672s | 1 |
| 2 | LEWIS HAMILTON | MERCEDES | 78 | +9.210s | 1m19.361s | 1 | 27.509s | 2 |
| 3 | DANIEL RICCIARDO | RED BULL-RENAULT | 78 | +9.614s | 1m19.252s | 1 | 26.584s | 3 |
| 4 | FERNANDO ALONSO | FERRARI | 78 | +32.452s | 1m19.727s | 1 | 26.499s | 5 |
| 5 | NICO HULKENBERG | FORCE INDIA-MERCEDES | 77 | +1 lap | 1m20.767s | 1 | 25.714s | 11 |
| 6 | JENSON BUTTON | McLAREN-MERCEDES | 77 | +1 lap | 1m21.047s | 1 | 25.992s | 12 |
| 7 | FELIPE MASSA | WILLIAMS-MERCEDES | 77 | +1 lap | 1m20.314s | 1 | 24.264s | 16 |
| 8 | ROMAIN GROSJEAN | LOTUS-RENAULT | 77 | +1 lap | 1m20.979s | 2 | 51.341s | 14 |
| 9 | JULES BIANCHI | MARUSSIA-FERRARI | 77 | +1 lap | 1m21.254s | 1 | 32.658s | 21 |
| 10 | KEVIN MAGNUSSEN | McLAREN-MERCEDES | 77 | +1 lap | 1m20.657s | 1 | 28.943s | 8 |
| 11 | MARCUS ERICSSON | CATERHAM-RENAULT | 77 | +1 lap | 1m20.911s | 2 | 53.676s | 22 |
| 12 | KIMI RAIKKONEN | FERRARI | 77 | +1 lap | 1m18.479s | 3 | 1m22.862s | 6 |
| 13 | KAMUI KOBAYASHI | CATERHAM-RENAULT | 75 | +3 laps | 1m22.425s | 2 | 50.537s | 20 |
| 14 | MAX CHILTON | MARUSSIA-FERRARI | 75 | +3 laps | 1m20.579s | 3 | 1m36.563s | 19 |
| R | ESTEBAN GUTIERREZ | SAUBER-FERRARI | 59 | spun off | 1m21.146s | 1 | 25.906s | 17 |
| R | VALTTERI BOTTAS | WILLIAMS-MERCEDES | 55 | engine | 1m21.105s | 1 | 25.595s | 13 |
| R | JEAN-ERIC VERGNE | TORO ROSSO-RENAULT | 50 | exhaust | 1m21.083s | 2 | 44.829s | 7 |
| R | ADRIAN SUTIL | SAUBER-FERRARI | 23 | spun off | 1m21.761s | 1 | 33.207s | 18 |
| R | DANIIL KVYAT | TORO ROSSO-RENAULT | 10 | exhaust | 1m22.011s | 0 | - | 9 |
| R | SEBASTIAN VETTEL | RED BULL-RENAULT | 5 | turbo | 1m59.505s | 1 | - | 4 |
| R | SERGIO PEREZ | FORCE INDIA-MERCEDES | 0 | collision | - | 0 | - | 10 |
| DNS | PASTOR MALDONADO | LOTUS-RENAULT | 0 | - | - | 0 | - | 15 |

Weather: 22C, sunny. Winner's average speed: 88.736mph. Fastest lap: Raikkonen 1m18.479s (95.206mph) on lap 75. Lap leader: 1-78 Rosberg. Vergne served drivethrough penalty on lap 37.

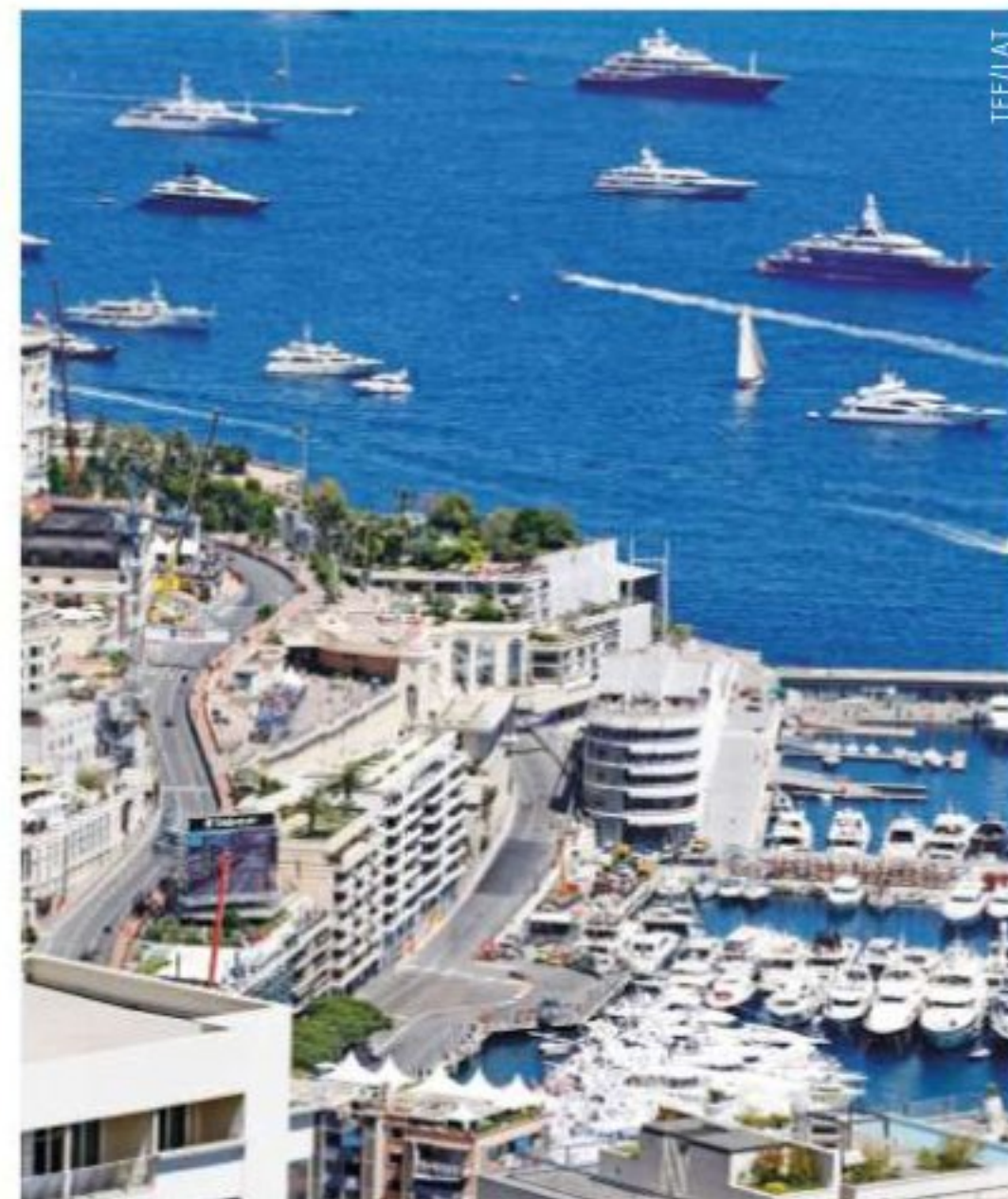
TYRE CHOICE

| STINT 1 | STINT 2 | STINT 3 | STINT 4 |
|------------------|------------------|------------------|------------------|
| Supersoft | Soft | | |
| Supersoft | Soft | | |
| Supersoft | Soft | | |
| Supersoft | Soft | | |
| Soft | Supersoft | | |
| Supersoft | Soft | | |
| Supersoft | Soft | | |
| Supersoft | Soft | Supersoft | |
| Soft | Supersoft | | |
| Supersoft | Soft | | Supersoft |
| Supersoft | Soft | Supersoft | |
| Soft | Supersoft | Supersoft | Supersoft |
| Supersoft | Soft | | |
| Supersoft | Soft | | |
| Supersoft | Soft | | |
| Soft | Supersoft | | |
| Supersoft | | | |
| Supersoft | Soft | | |
| Supersoft | | | |
| Soft | | | |

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

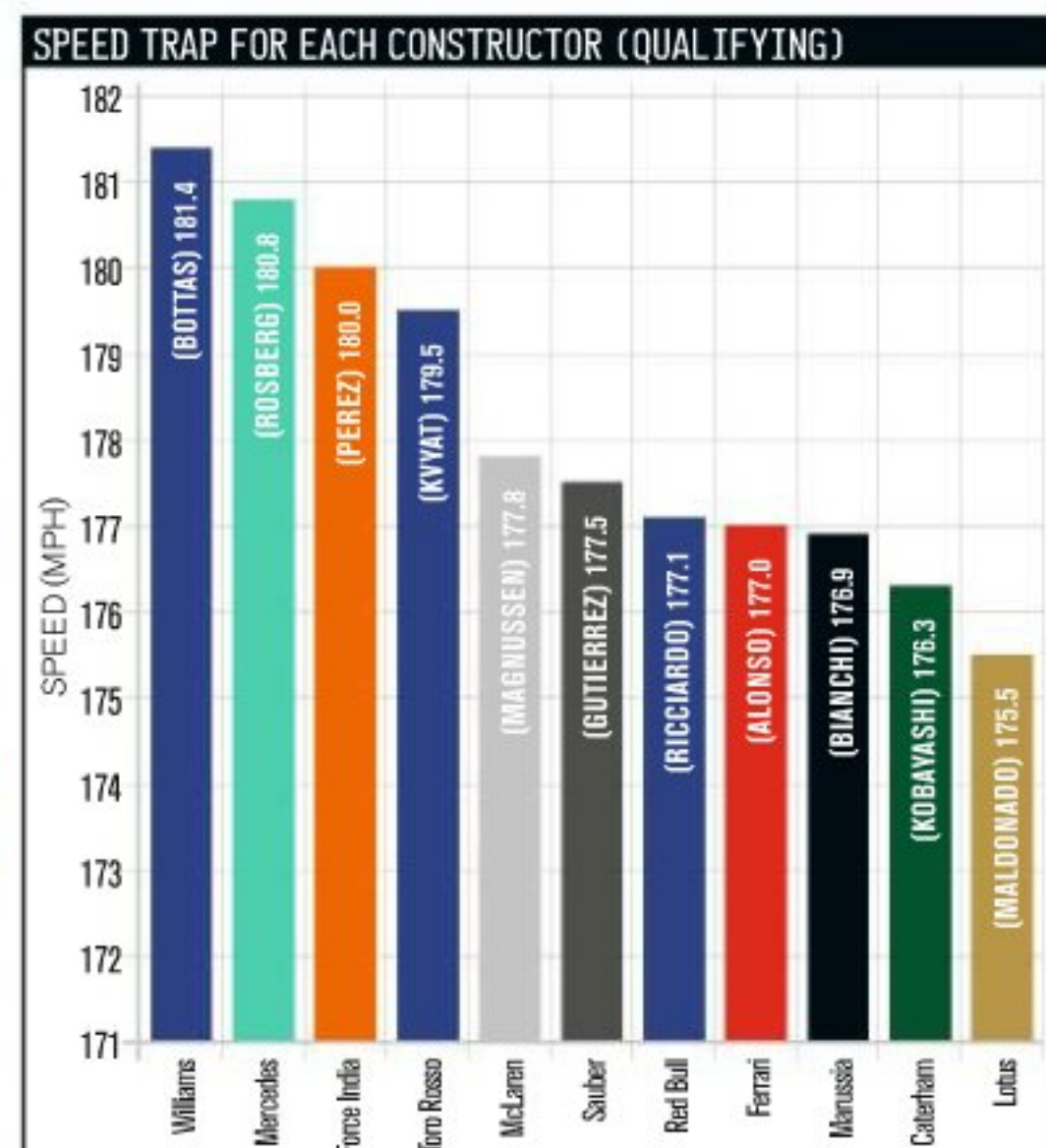
DRIVERS' STANDINGS

| POS | DRIVER | PTS | AUS | MAL | BRN | PRC | E | MC | CDN | A | GB | D | H | B | I | SGP | J | RUS | USA | BR | UAE |
|-----|------------|-----|------------------|------------------|------------------|------------------|------------------|------------------|-----|---|----|---|---|---|---|-----|---|-----|-----|----|-----|
| 1 | ROSBERG | 122 | 1 st | 2 nd | 2 nd | 2 nd | 2 nd | 1 st | | | | | | | | | | | | | |
| 2 | HAMILTON | 118 | ret | 1 st | 1 st | 1 st | 1 st | 2 nd | | | | | | | | | | | | | |
| 3 | ALONSO | 61 | 4 th | 4 th | 9 th | 3 rd | 6 th | 4 th | | | | | | | | | | | | | |
| 4 | RICCIARDO | 54 | ex | ret | 4 th | 4 th | 3 rd | 3 rd | | | | | | | | | | | | | |
| 5 | HULKENBERG | 47 | 6 th | 5 th | 5 th | 6 th | 10 th | 5 th | | | | | | | | | | | | | |
| 6 | VETTEL | 45 | ret | 3 rd | 6 th | 5 th | 4 th | ret | | | | | | | | | | | | | |
| 7 | BOTTAS | 34 | 5 th | 8 th | 8 th | 7 th | 5 th | ret | | | | | | | | | | | | | |
| 8 | BUTTON | 31 | 3 rd | 6 th | 17 th | 11 th | 11 th | 6 th | | | | | | | | | | | | | |
| 9 | MAGNUSSEN | 21 | 2 nd | 9 th | ret | 13 th | 12 th | 10 th | | | | | | | | | | | | | |
| 10 | PEREZ | 20 | 10 th | dns | 3 rd | 9 th | 9 th | ret | | | | | | | | | | | | | |
| 11 | MASSA | 18 | ret | 7 th | 7 th | 15 th | 13 th | 7 th | | | | | | | | | | | | | |
| 12 | RAIKKONEN | 17 | 7 th | 12 th | 10 th | 8 th | 7 th | 12 th | | | | | | | | | | | | | |
| 13 | GROSJEAN | 8 | ret | 11 th | 12 th | ret | 8 th | 8 th | | | | | | | | | | | | | |
| 14 | VERGNE | 4 | 8 th | ret | ret | 12 th | ret | ret | | | | | | | | | | | | | |
| 15 | KVYAT | 4 | 9 th | 10 th | 11 th | 10 th | 14 th | ret | | | | | | | | | | | | | |
| 16 | BIANCHI | 2 | nc | ret | 16 th | 17 th | 18 th | 9 th | | | | | | | | | | | | | |
| 17 | ERICSSON | 0 | ret | 14 th | ret | 20 th | 20 th | 11 th | | | | | | | | | | | | | |
| 18 | SUTIL | 0 | 11 th | ret | ret | ret | 17 th | ret | | | | | | | | | | | | | |
| 19 | GUTIERREZ | 0 | 12 th | ret | ret | 16 th | 16 th | ret | | | | | | | | | | | | | |
| 20 | CHILTON | 0 | 13 th | 15 th | 13 th | 19 th | 19 th | 14 th | | | | | | | | | | | | | |
| 21 | KOBAYASHI | 0 | ret | 13 th | 15 th | 18 th | ret | 13 th | | | | | | | | | | | | | |
| 22 | MALDONADO | 0 | ret | ret | 14 th | 14 th | 15 th | dns | | | | | | | | | | | | | |



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 | 240 | 25 | 43 | 43 | 43 | 43 | 43 | | | | | | | | | | | | | |
| 2 | RED BULL | 99 | 0 | 15 | 20 | 22 | 27 | 15 | | | | | | | | | | | | | |
| 3 | FERRARI | 78 | 18 | 12 | 3 | 19 | 14 | 12 | | | | | | | | | | | | | |
| 4 | FORCE INDIA | 67 | 9 | 10 | 25 | 10 | 3 | 10 | | | | | | | | | | | | | |
| 5 | McLAREN | 52 | 33 | 10 | 0 | 0 | 0 | 9 | | | | | | | | | | | | | |
| 6 | WILLIAMS | 52 | 10 | 10 | 10 | 6 | 10 | 6 | | | | | | | | | | | | | |
| 7 | LOTUS | 8 | 0 | 0 | 0 | 0 | 4 | 4 | | | | | | | | | | | | | |
| 8 | TORO ROSSO | 8 | 6 | 1 | 0 | 1 | 0 | 0 | | | | | | | | | | | | | |
| 9 | MARUSSIA | 2 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | | | | | | | | |
| 10 | SAUBER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |
| 11 | CATERHAM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | |



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FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2014 // ROUND 5+6 // R



Race 1 of the Formula Renault 2.0 ALPS at Austria's Red Bull Ring was certainly incident-packed, even before the end of the first lap. Two formation laps were needed when a car failed to start on the grid, and then a safety car took to the track after a three-car incident at the very first corner. But JD Motorsport's Matevos Isaakyan maintained his concentration to lead from his first ever pole position right to the flag. The Russian succeeded in fending off Nyck de Vries, who in the end had to settle for third, having been passed by his Koiranen GP team-mate George Russell. All three were harried by Fortec Motorsports' Charles Leclerc, who finished fourth.

Twice pole-sitter, twice winner. Matevos Isaakyan completed his impressive weekend double by winning Race 2, again leading from the lights to the flag. Alessio Rovera of Cram Motorsport got the jump on Nyck de Vries at the start to take second place and held it until the end, the Italian being rewarded with second – his first ever podium finish. de Vries again finished on the podium, settling for third for the second time in the weekend, but also counting precious points which strengthened his lead in the Formula Renault 2.0 ALPS championship standings. Charles Leclerc and George Russell again showed well, finishing in fourth and fifth places respectively.



Next Race // Spa-Francorchamps, Belgium // 07-08 June 2014 //
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LPS 2014

RED BULL RING, AUSTRIA



FORMULA RENAULT 2.0

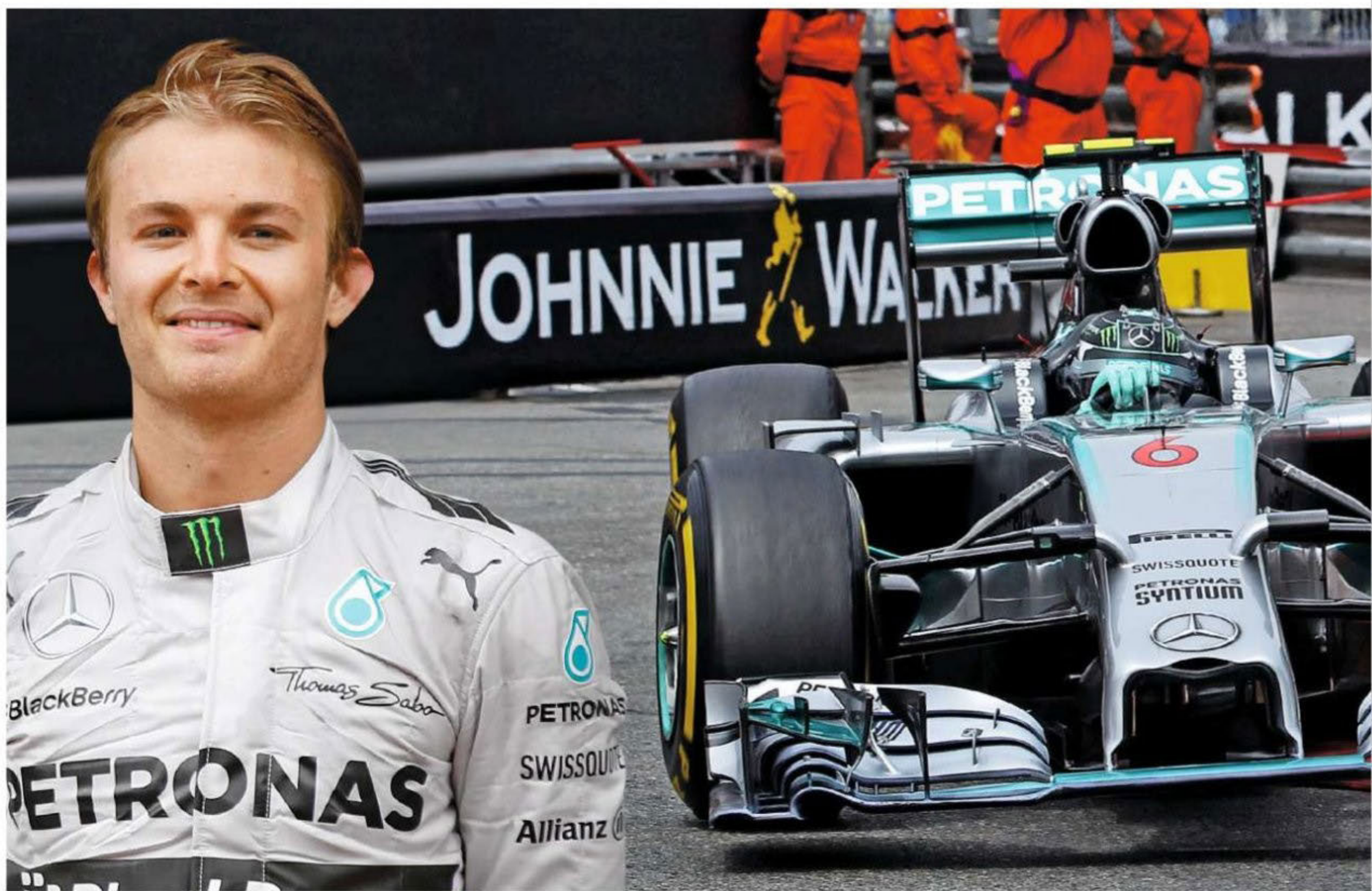
ALPS

At 16 years and one month, Matevos Isaakyan became the youngest ever winner in Formula Renault 2.0 history. In spite of only being able to join free practice at the first round of 2014 in Imola, the young Russian showed huge potential. He finally made his Formula Renault racing debut on the intimidating street circuit of Pau, where he finished a remarkable second. Then, at Red Bull Ring, Isaakyan delivered two impressive pole positions followed by two perfect races. It was a weekend for the young guns: another 16-year-old, the Briton George Russell, finished second in Race 1 and the young Italian Alessio Rovera, also in his debut Formula Renault season, took second in Race 2.

| DRIVER | TEAM | PTS |
|------------------|--------------------|-----|
| Nyck de Vries | Koiranen GP | 130 |
| Matevos Isaakyan | JD Motorsport | 68 |
| George Russell | Koiranen GP | 65 |
| Simon Gachet | Arta Engineering | 62 |
| Charles Leclerc | Fortec Motorsports | 50 |
| Alessio Rovera | Cram Motorsport | 26 |
| Alex Bosak | Prema Powerteam | 24 |
| Andrew Tang | Prema Powerteam | 24 |
| Dario Capitanio | BVM Racing | 23 |
| Sebastien Morris | Fortec Motorsports | 23 |

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Mercedes: We will let warring team-mates fight

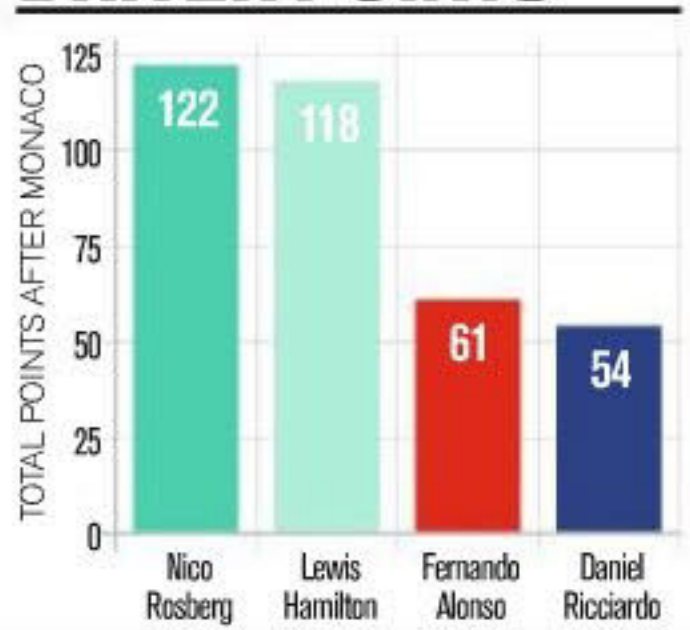
Despite all the uproar in Monaco, Mercedes will still let its drivers go at it. By **JONATHAN NOBLE**

Mercedes is standing by its policy of letting Lewis Hamilton and Nico Rosberg fight all-out for wins, despite the team-mates now being at civil war.

Tensions between the pair boiled over at Monaco when Hamilton suspected that Rosberg had deliberately run off the track in qualifying to bring out yellow flags. The incident prevented anyone knocking him off pole.

Although race stewards cleared Rosberg of any wrongdoing, and Mercedes chiefs believed the German's claims he had not cheated, Hamilton was not convinced. He refused to accept Rosberg's apology and made comparisons between their

DRIVER POINTS



relationship and that of Ayrton Senna and Alain Prost during their troubled time together at McLaren.

After the race, he said he wished the media could study Rosberg's

qualifying telemetry for themselves to see what really happened.

The Monaco incident brought to light how far relations between the pair had broken down – with neither driver talking to each other over the remainder of the weekend.

RISING TENSIONS

Although Rosberg's actions in qualifying proved the catalyst for the relationship breakdown to be blown out in to the public domain, the reality is that tensions have been simmering away in the background for several races.

It emerged in Monte Carlo that Hamilton had gone against a team protocol and unilaterally chosen to use a high-performance engine

setting to hold off Rosberg for victory at the Spanish Grand Prix. His actions only emerged after the race and, insiders have revealed, left Rosberg furious that he had faced what he felt was an unfair situation.

When asked to explain his Spanish GP actions, Hamilton countered with the revelation that Rosberg had done exactly the same thing in Bahrain in his attempts to take the lead.

In a bid to calm the situation, Mercedes laid down orders that neither of them be allowed to use the aggressive settings again unless instructed to by the team. But with suspicions from both drivers about how far the other one was willing to go for victory, it was easy to understand why Hamilton was quick



PHOTO4/XPB

COATES/LAT

to suspect Rosberg had deliberately run off the track in qualifying.

And the situation was not helped by comments that Hamilton made in the build-up to Monaco when he suggested that he was hungrier for the title than his team-mate to win the championship because he had not had such a privileged upbringing.

WHERE IT LEAVES MERCEDES NOW

McLaren racing director Eric Boullier suggested after Monaco that it would be 'impossible' for Mercedes to stop the situation between Hamilton and Rosberg getting out of control.

"It is very early in the season [for this to happen], so I don't know what they have been doing," said the Frenchman. "But it is going to be tough for them going through the rest of the season."

Yet Mercedes chiefs are adamant they can keep the pair in check.

Niki Lauda said: "They have their difficulties but I will help them overcome it in a nice way and they will understand."

KEEP RACING UNTIL IT HURTS THE TEAM

While the situation between Hamilton and Rosberg may be delivering a tense atmosphere in the team, Mercedes can take heart from the fact that it has not yet affected its performance on track (see driver points graph, left).

Monaco delivered its fifth



Wolff and Lauda will let the duo fight, for now

COATES/LAT

consecutive one-two finish and that is why team chiefs are relaxed about their policy of allowing the two drivers freedom to race. However, it has made it clear that the moment their behaviour steps over the line and starts hurting the team's ambition then it will step in hard.

"I think they are probably exploring how far you can step up above the line and what the consequences are," said executive director Toto Wolff about the behaviour of his drivers. "Isn't that normal?"

"You have a chance of winning the championship and as long as it is not detrimental to the team spirit, and as long as it is not underhand, we will handle the situation in the way we did before. The moment it goes in the direction where we believe it is not the spirit of Mercedes-Benz we will act accordingly."

But Mercedes must face the reality that the biggest threat to its dominance comes not from its rivals but from the two sides of its own garage. ❧

THE BREAKDOWN IN THE RELATIONSHIP

AUSTRALIAN GP Rosberg warns on the eve of the weekend that staying friends with Hamilton would be hard.

"It will be tough for a friendship, yes," he explained. "Being team-mates and, if you are fighting for some top results, it gets more and more difficult."

Hamilton though was more optimistic. "Naturally I think we will always maintain that respect and friendship," he said.

MALAYSIAN GP Mercedes takes a one-two finish as the team reveals it has sat down with both drivers to confirm they are free to race hard against each other.

BAHRAIN GP Hamilton beats Rosberg after a thrilling fight in Bahrain, but both men leave unhappy. Hamilton is disgruntled that Rosberg used an aggressive engine setting to boost his chances, while Rosberg is irked after Hamilton squeezed him out at Turn 1 during their battle.



Happy on the surface in Bahrain

ETHERINGTON/LAT

CHINESE GP Rosberg demands clear-the-air talks with Hamilton about what he felt was over-aggressive defending of his lead in Bahrain.

SPANISH GP Hamilton beats Rosberg to record his fourth straight victory but afterwards the German is furious when he finds out his team-mate had gone against team protocol to use a more powerful engine mapping setting. Hamilton is forced to apologise.

MONACO GP Cracks in the relationship appear on the eve of the weekend. Hamilton tells the media that just beating Rosberg is not enough, because he reckoned he should be finishing well clear. Then in an interview with the official F1 website, he suggests he is hungrier for the title than Rosberg because he did not have the privileged upbringing of his team-mate.

The situation boils over after qualifying: Hamilton makes it clear he believes Rosberg deliberately ran off the track on his final Q3 attempt to bring out yellow flags. He vows to deal with Rosberg in the same way that Senna dealt with Prost – although later claims this was a joke.

Hamilton refuses to accept Rosberg's apology, and the pair do not speak to each other for the rest of the weekend.



Nissan

'We can win with radical LMP1 racer'

The Japanese manufacturer is returning to sportscar's top flight, and its bold message to the opposition is that it intends to sweep all before it inside the next two years. By **GARY WATKINS**

Nissan is making bold claims for the all-new LMP1 contender with which it will make its first challenge for outright honours at the Le Mans 24 Hours since 1999. It insists it will employ different technology from that used by its rivals in next year's World Endurance Championship, that the car will look very different and that it's going to claim the biggest prize in motorsport inside two years.

Nissan vice-president Andy Palmer says the car – to be known as the GT-R LM Nismo – that will fly the flag for the Japanese manufacturer in the WEC from next year will not be “a clone of a Toyota, Audi or Porsche”. He is promising a “radically different approach” in terms of the cars energy retrieval systems and its internal combustion engine.

Asked if there are different technological solutions available to those already in use by its future rivals, he says: “Yes, there are, and

even beyond the ones we have chosen there are probably others. We have taken a different approach, stretched the boundaries and certainly given the Automobile Club de l'Ouest [which writes the P1 rule book together with the FIA] a few headaches.”

Palmer suggests that the GT-R LM, which under the rules is allowed two retrieval systems, will use a front-axle “KERS-type solution”, but wouldn't elaborate on the second system or give any clues on the specification of the internal combustion element of its powertrain. The only snippet that Nissan has given so far is that it is almost certain to be powered by petrol, given that the Japanese manufacturer produces diesel road cars in relatively low numbers.

Palmer also believes that the GT-R LM, which will incorporate styling cues from the road-going GT-R muscle car, will have a distinct look.

“I guarantee, 100 per cent, that



Andy Palmer (right) with members of his team

your grandmother will be able to tell the difference,” he says.

Incorporating elements of the GT-R's styling will not hinder the P1 car's performance, according to Nissan global motorsport boss Darren Cox.

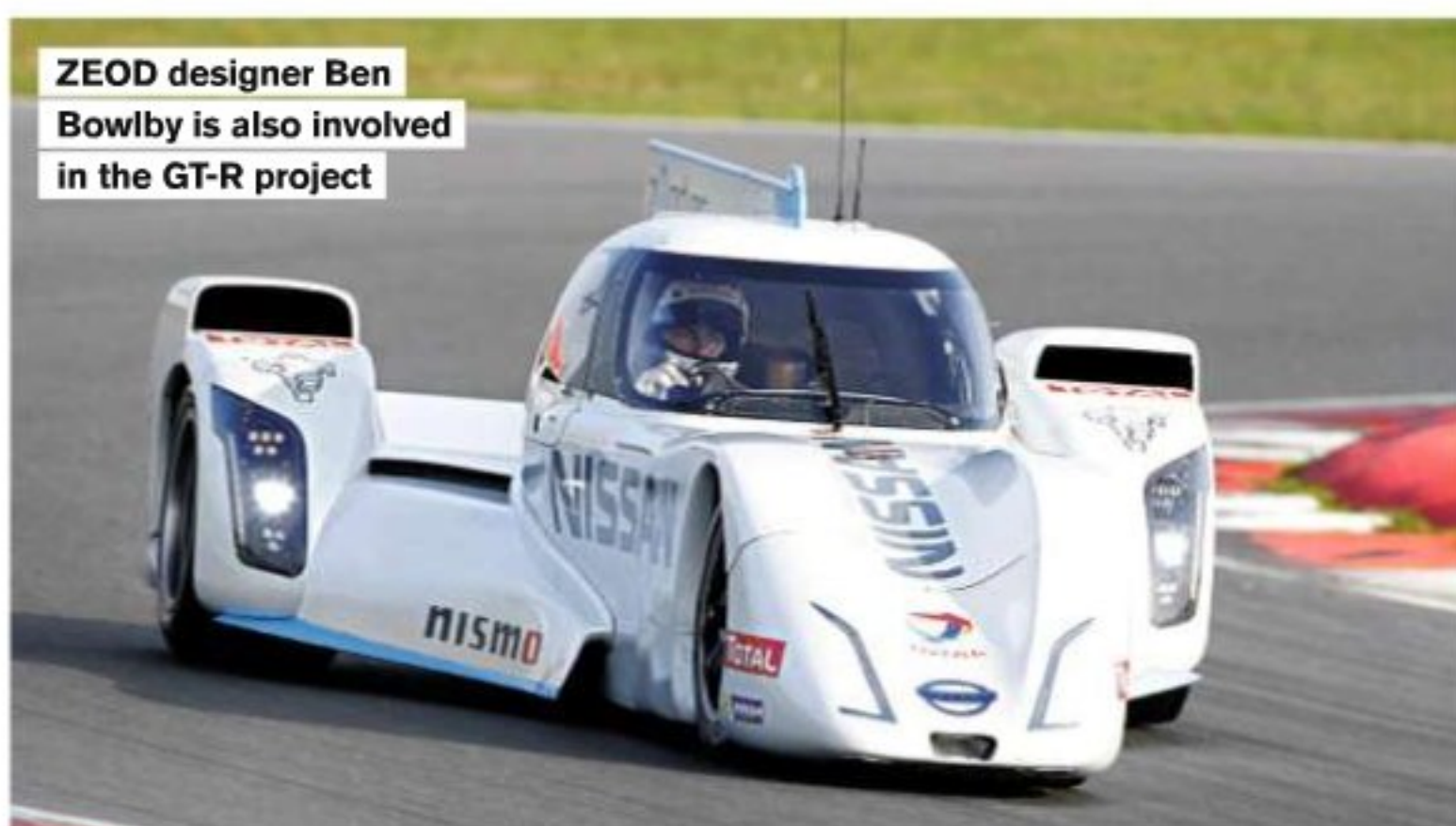
“The GT-R is not the smallest of cars on the road, so it is not going to be based on that shape,” he

says. “It will be recognisable as a GT-R, however.”

Nissan's announcement of its intentions in London last week wasn't a shock. An LMP1 entry in 2015 was a condition of the marque being granted the ‘Garage 56’ entry in 2014 for its ZEOD RC experimental racer, and the company admitted as long ago as October of last year that it



Nissan has already had success with its GT3 programme



ZEOD designer Ben Bowlby is also involved in the GT-R project



Sportscar racing's big players Porsche, Audi and Toyota are the target

"We have taken a different approach, stretched the boundaries and certainly given the ACO a few headaches"

Andy Palmer, Nissan vice-president

had already started planning the project, undertaking simulations and, in Cox's words, "spending money".

The biggest shock was the confidence of Palmer, who stated that the GT-R LM would win at Le Mans in the initial two-year life span of the project in 2015-16.

"We are aiming to win – no, we are going to win – in a very different, a very innovative and a very Nissan way," he says. "We are facing a big challenge from highly respected rivals on a global stage, but for the

record, Messrs Audi, Porsche and Toyota, we are coming to spoil your party, rain on your parade.

"To come in and win in the first year would need a combination of luck and technical prowess; to win in 2016 is not an unreasonable ask."

Palmer admits that Nissan probably doesn't have the same budget as that of Audi or Porsche. "We are certainly not spending at the level that I understand the Germans to be spending," he explains. "But it depends on the talent you put in the team: we are clearly backed by a lot of the technology that the company has in terms of energy recovery."

Cox put Nissan's budget as at least a match for that of Toyota.

The advanced stage of the project was also surprise. Nissan revealed that the first car is scheduled to be testing in October, which would put it on a par with Audi and ahead of Toyota at the same stage of their 2014 projects last year. The company has also revealed that the

engine has been running on the test bench for three months.

All the major technical decisions were taken upon the sign-off of the project in March, ahead of the start of Nissan's financial year in April.

"I knew what we wanted to do nine months ago," says Palmer. "But could we be competitive and could we win? We've been running models for those nine months. It was March before we had enough data to say, 'Yes, we can be credible in 2015 and we can win this thing in 2016.'"

Nissan is only committed to the WEC and LMP1 up until the end of the current energy based regulations introduced for this season. But it's likely it will continue into 2017 should the rules continue to evolve in a direction that allows Nissan to trumpet its technological credentials.

"It depends on how innovative the ACO allows us to be," says Palmer. "As long as the ACO continues to evolve its rule book in a way that is interesting, why not continue?"

NISSAN IN LMP1 THE FACTS

Details of the new programme are still on the thin side. Here's the current situation.

WHAT NISSAN HAS TOLD US

- It will contest the full WEC next year with two cars and that it is likely to have three at Le Mans in June.
- The GT-R LM will result from a global programme incorporating Nissan expertise in Japan, Europe and the USA. Engine development is led by its in-house motorsport arm, Nismo, in Japan.
- The schedule is for the car to be up and running in October this year.

WHAT WE KNOW, BUT ISN'T CONFIRMED

- The GT-R LM will use petrol rather than diesel, the only two fuels allowed under the new P1 rulebook.
- The monocoque and other key carbon-composite components are being made at Dan Gurney's All-American Racers organisation in California.
- Ben Bowlby, the designer of the Nissan DeltaWing and the ZEOD RC, and his small team in Indianapolis, are involved in the project.

WHAT WE DON'T KNOW

- The engine configuration, nor the specification of its hybrid systems.
- Who is going to run the team, although Nissan is understood to have already employed a high-profile team principal or manager from outside the world of sportscar racing. Darren Cox has suggested a European-based operation is not a necessity given the global nature of the WEC calendar and the lack of testing opportunities in Europe.
- Who is going to drive, although Nissan has admitted that it wants to tap into its pool of factory drivers in Japan for Le Mans and is working with the organiser of Super GT to ensure that there is no date clash with either its races or the 24 Hours.

GP2

Monaco (MC)

May 23-24



Round 3/11

RESULTS

RACE 1: 40 LAPS, 83.015 MILES

| | | |
|---|--------------------|--------------|
| 1 | JOLYON PALMER (GB) | 1h38m31.193s |
|---|--------------------|--------------|

| | |
|---------------------------|--|
| DAMS; Grid: 1st-1m20.774s | |
|---------------------------|--|

| | | |
|---|------------------|---------|
| 2 | MITCH EVANS (NZ) | +0.427s |
|---|------------------|---------|

| | |
|-----------------------------------|--|
| Russian Time; Grid: 2nd-1m21.188s | |
|-----------------------------------|--|

| | | |
|---|------------------|---------|
| 3 | FELIPE NASR (BR) | +0.653s |
|---|------------------|---------|

| | |
|-------------------------------|--|
| Carlin; Grid: 18th-1m22.381s* | |
|-------------------------------|--|

| | | |
|---|------------------------|---------|
| 4 | JOHNNY CECOTTO JR (VV) | +2.175s |
|---|------------------------|---------|

| | |
|------------------------------|--|
| Trident; Grid: 4th-1m21.361s | |
|------------------------------|--|

| | | |
|---|----------------------|---------|
| 5 | SERGIO CANAMASAS (E) | +2.884s |
|---|----------------------|---------|

| | |
|-------------------------------|--|
| Trident; Grid: 12th-1m21.926s | |
|-------------------------------|--|

| | | |
|---|----------------|---------|
| 6 | ARTHUR PIC (F) | +6.187s |
|---|----------------|---------|

| | |
|-------------------------------------|--|
| Campos Racing; Grid: 14th-1m22.207s | |
|-------------------------------------|--|

| | | |
|---|-------------------|---------|
| 7 | RIO HARYANTO (RI) | +8.718s |
|---|-------------------|---------|

| | |
|---------------------------------------|--|
| Caterham Racing; Grid: 5th-1m21.433s* | |
|---------------------------------------|--|

| | | |
|---|------------------------|---------|
| 8 | STEPHANE RICHELMI (MC) | +9.594s |
|---|------------------------|---------|

| | |
|---------------------------|--|
| DAMS; Grid: 3rd-1m21.444s | |
|---------------------------|--|

| | | |
|---|--------------------------|---------|
| 9 | ADRIAN QUAIFE-HOBBS (GB) | +9.785s |
|---|--------------------------|---------|

| | |
|-----------------------------|--|
| Rapax; Grid: 17th-1m22.277s | |
|-----------------------------|--|

| | | |
|----|------------------|----------|
| 10 | TIO ELLINAS (CY) | +10.187s |
|----|------------------|----------|

| | |
|-------------------------------------|--|
| MP Motorsport; Grid: 19th-1m22.681s | |
|-------------------------------------|--|

Winner's average speed: 50.557mph. Fastest lap: Palmer, 1m23.008s, 90.017mph.

* - 3-place grid penalty for impeding in qualifying.

RACE 2: 30 LAPS, 62.261 MILES

| | | |
|---|----------|------------|
| 1 | RICHELMI | 43m17.087s |
|---|----------|------------|

| | |
|-----------|--|
| Grid: 1st | |
|-----------|--|

| | | |
|---|-----------|---------|
| 2 | CANAMASAS | +2.179s |
|---|-----------|---------|

| | |
|-----------|--|
| Grid: 4th | |
|-----------|--|

| | | |
|---|----------|---------|
| 3 | HARYANTO | +8.295s |
|---|----------|---------|

| | |
|-----------|--|
| Grid: 2nd | |
|-----------|--|

| | | |
|---|---------|----------|
| 4 | CECOTTO | +25.320s |
|---|---------|----------|

| | |
|-----------|--|
| Grid: 5th | |
|-----------|--|

| | | |
|---|-----|----------|
| 5 | PIC | +25.753s |
|---|-----|----------|

| | |
|-----------|--|
| Grid: 3rd | |
|-----------|--|

| | | |
|---|-------|----------|
| 6 | EVANS | +25.973s |
|---|-------|----------|

| | |
|-----------|--|
| Grid: 7th | |
|-----------|--|

| | | |
|---|--------|----------|
| 7 | PALMER | +26.587s |
|---|--------|----------|

| | |
|-----------|--|
| Grid: 8th | |
|-----------|--|

| | | |
|---|--------------|----------|
| 8 | QUAIFE-HOBBS | +26.956s |
|---|--------------|----------|

| | |
|-----------|--|
| Grid: 9th | |
|-----------|--|

| | | |
|---|----------------------|----------|
| 9 | STEFANO COLETTI (MC) | +28.473s |
|---|----------------------|----------|

| | |
|--------------------------------|--|
| Racing Engineering; Grid: 20th | |
|--------------------------------|--|

| | | |
|----|------------------|----------|
| 10 | CONOR DALY (USA) | +28.721s |
|----|------------------|----------|

| | |
|----------------------------------|--|
| Venezuela GP Lazarus; Grid: 13th | |
|----------------------------------|--|

Winner's average speed: 86.309mph. Fastest lap: Ellinas, 1m22.807s, 90.230mph.

All drivers in Dallara-Mecachrome GP2/11.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|--------|-----|---|----------|----|
| 1 | PALMER | 103 | 6 | RICHELMI | 32 |
|---|--------|-----|---|----------|----|

| | | | | | |
|---|------|----|---|----------|----|
| 2 | NASR | 57 | 7 | HARYANTO | 26 |
|---|------|----|---|----------|----|

| | | | | | |
|---|---------|----|---|----------|----|
| 3 | CECOTTO | 49 | 8 | VANDORNE | 25 |
|---|---------|----|---|----------|----|

| | | | | | |
|---|------|----|---|-------|----|
| 4 | LEAL | 48 | 9 | EVANS | 24 |
|---|------|----|---|-------|----|

| | | | | | |
|---|-----|----|----|-----------|----|
| 5 | PIC | 40 | 10 | CANAMASAS | 22 |
|---|-----|----|----|-----------|----|

TEAMS

| | | | | | |
|---|------|-----|---|---------------|----|
| 1 | DAMS | 135 | 4 | CAMPOS RACING | 40 |
|---|------|-----|---|---------------|----|

| | | | | | |
|---|--------|-----|---|----------------|----|
| 2 | CARLIN | 105 | 5 | ART GRAND PRIX | 33 |
|---|--------|-----|---|----------------|----|

| | | | | | |
|---|---------|----|---|-------|----|
| 3 | TRIDENT | 71 | 6 | RAPAX | 28 |
|---|---------|----|---|-------|----|

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.

Richelmi squeezes
out Haryanto



Palmer survives a long, good Friday

A red flag and two safety cars caused Jolyon Palmer some problems, but he held his nerve. By CHARLES BRADLEY



IN A RACE THAT TOOK LONGER TO COMPLETE THAN most grands prix, Jolyon Palmer dominated Friday's Monaco feature event, in spite of a series of obstacles that often bordered on the chaotic.

DAMS racer Palmer began his weekend by taking pole position by almost half a second in the stronger of the split sessions, while Caterham's Rio Haryanto – fastest in the other group – was given a penalty for impeding, promoting Mitch Evans (Russian Time) onto the front row.

Evans gambled on the supersoft tyre for the start, the only frontrunner to do so, and their extra grip launched him past a wheel-spinning Palmer into the lead. Following a brief safety car to retrieve Facu Regalia's stranded machine on lap one, Evans led until his tyres went off and Palmer made his bid. A decisive lunge down the inside at Ste Devote on lap 11 gave Palmer the

lead, just moments before red flags were required as the track became blocked at the Loews hairpin.

Rene Binder committed the cardinal sin of hitting his Arden team-mate Andre Negrão into a spin. The entire field became jammed, necessitating the red flag, with some cars overheating and lapsing into safe mode – including third-placed Stephane Richelmi, who required a push start to get him back to the grid.

A lengthy delay ensued as the race order was sorted out and most took the chance to change tyres – including Evans ditching his spent supersofts. "Passing Mitch before the red flags was important," admitted Palmer, as Evans said: "The red flags turned everything upside down."

This tyre switch wouldn't count as their mandatory pitstops, however, so early stopper Felipe Nasr, who started down in 18th after crashing in practice and also getting an impeding penalty, was now at a great advantage. It meant that the frontrunners couldn't now cruise, as they'd need a gap of at least 20s over Nasr to pit and rejoin in front. Even Sergio Canamasas and Adrian Quaife-Hobbs, who were way back in the running order, were threats for the points.

"It required qually laps, to pull out that big gap," said Palmer of the race's middle phase, "and then we got another safety car..."

Julian Leal clattered the Nouvelle Chicane tyrewall as he tried an overambitious pass of Raffaele Marciello, and this forced the hand of those yet to stop. Palmer pitted but clipped the wheel being prepared for team-mate Richelmi as he rejoined, which bounded across the pitlane just in front of Johnny Cecotto Jr.

This delayed Richelmi severely, and raised questions over a penalty for Palmer (this would

Richelmi's first GP2
victory came on
his home streets



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PORSCH SUPERCUP MONACO (MC), MAY 25 RD 2/9

Giermaziak keeps chasing Eng at bay

KUBA GIERMAZIAK SUSTAINED RACE-LONG PRESSURE from Philipp Eng to win the Monaco round of the Porsche Supercup on the morning of the Principality's grand prix.

The Pole, who admitted to feeling "stressed" before the start having taken a "critical" pole position, never got his lead above 0.8 seconds throughout the 16 laps, but crucially he didn't give the Austrian a single chance to attempt an overtake. By the closing stages of the race, Giermaziak was the slowest car in the top 10, but as the field lined up nose-to-tail behind him there was still no way for anyone to make any progress.

The leader had initially got the better of Eng as they traded fastest laps in the early stages, and their pace took them away from third-placed Michael Ammermuller. The ex-Red Bull junior then started to close back in as Giermaziak's pace slowed, and it wasn't long before the group of cars being led by fourth-placed Connor de Phillippi got back in contact with the leaders after falling away in the middle of the race.

De Phillippi had his mirrors full of Ben Barker throughout, and by the chequered flag Giermaziak's pace had slowed to such an extent that the top five cars crossed the finish line covered by less than three seconds. However, this being Monaco, there was little the frontrunners could do beyond hoping for mistakes from each other – mistakes that never came. The only change of position in the top 10 came courtesy of ex-single seater racer Earl Bamber, who passed Klaus Bachler for ninth at the start.

Giermaziak said the victory was a result of his Lechner squad working into the night on setup the day before, while Eng's second consecutive



Giermaziak kerb-hops through Swimming Pool

runner-up finish allowed him to take the championship lead from Barcelona winner Bamber.

● Glenn Freeman

RESULTS

1 Kuba Giermaziak (Lechner Racing Team), 16 laps in 26m28.051s; 2 Philipp Eng (Team Project 1), +0.790s; 3 Michael Ammermuller (Lechner Racing Team); 4 Connor de Phillippi (Forch Racing by Lukas); 5 Ben Barker (Lechner Racing Team); 6 Sven Muller (Team Project 1); 7 Robert Lukas (Forch Racing by Lukas); 8 Christian Engelhart (Konrad Motorsport); 9 Earl Bamber (Fach Auto Tech); 10 Klaus Bachler (Konrad Motorsport).

Points 1 Eng, 36; 2 Giermaziak, 28; 3 Barker, 28; 4 Bamber, 27; 5 Engelhart, 22; 6 de Phillippi, 19.



Palmer held firm despite safety cars and a red flag delay

be dealt with via a team fine). Two drivers didn't pit: Stoffel Vandoorne took the lead and Simon Trummer ran between Palmer and Evans in third on the road. Nasr was next up, his strategy rocketing him up from 15th to a net third, but he had been too mired in traffic to rise any higher.

Vandoorne would pit four laps later, but now Palmer had a new threat: Stefano Coletti. Renowned for blowing hot-and-cold, Coletti was absolutely molten as he carved his way towards the front. He passed Canamasas at Mirabeau and then Nasr at Anthony Noghes on successive laps, and repeated the Nasr lunge on Evans to take third.

Now there was just Trummer, yet to stop, between him and Palmer, who appeared to be struggling on this long run on supersofts. With no idea of when Trummer would stop, Coletti tried his lunge up the inside of the final corner, but Trummer blithely turned in and the collision sent them both sailing into the barriers.

That left Palmer to hold off Evans to the finish, admitting after it was a "difficult race, so much chaos!" while Evans added: "I was closing at the end there, but Jolyon has been flawless all weekend and deserves it."

Nasr's podium was "as good as I could do" after over 30 laps on his tyres, ahead of Cecotto – who passed Trident team-mate Canamasas at Mirabeau – Arthur Pic, Haryanto and Richelmi.

Saturday's sprint race was far more straightforward. Richelmi's pitstop delay had the flip side of handing him reversed-grid pole, and he just held off Haryanto into Ste Devote. As Haryanto was forced wide on the exit, Canamasas nipped past him on the right-hand side as they chased up Beau Rivage. Canamasas, one of the pre-red flag stoppers on Friday, leaned

Coletti was a star but only scored a handful of points



on the fresh soft tyres he had available as many around him were on rubber that had already been used in the previous day's event.

Behind them, Nasr 'Rosberg-ed' out of fourth at Mirabeau, going straight on with a puncture after first-corner contact most likely from Pic, promoting Cecotto, Pic, Evans and Palmer.

Canamasas exerted all the pressure in the world on Richelmi for the lead, never less than 0.8s behind across the opening 14 laps, but the Monegasque stuck to his task. A safety car period gave him respite, as backmarker Artem Markelov had rearranged his car and the barriers at Ste Devote, but Canamasas hounded Richelmi again after the restart.

Canamasas straightlined the Nouvelle Chicane on lap 21 to prove how hard he was trying, but in

the final laps Richelmi broke his resolve and pulled away to a 2.2s victory. "I had old tyres whereas he had new tyres," said Richelmi, who won his first GP2 race in three years of trying. "I just had to look ahead and not in the mirrors otherwise you can panic."

For Canamasas it was his first podium in the series, and he missed the opening round in Bahrain, the Spaniard admitting: "I have to say that he managed [the pressure] well."

Behind them, Haryanto was a lonely third, while fourth-placed Cecotto had no less than 17 cars jammed behind his gearbox in the closing laps. The only driver doing any regular overtaking, through, was that man Coletti, who spectacularly surged up from 20th to ninth to grab the fastest lap bonus points from Palmer.

Awesome day for Hunter-Reay

It took a 'lawnmower' move for the lead for Ryan Hunter-Reay to overcome three-time winner Helio Castroneves to become the first home-grown Indy victor since 2006. By **MARK GLENDENNING**

40



ABBOTT/LAT

AT A GLANCE



"Second doesn't really count here. I was going for it. I was going to do anything I could to win this race" **HUNTER-REAY**

INDIANAPOLIS 500
Indianapolis Motor Speedway

ROUND 5/19

LAPS 200

WINNER
Ryan Hunter-Reay
2h40m48.2305s

POLE POSITION
Ed Carpenter
231.067mph

FASTEST LAP
Juan Pablo Montoya
39.9661s

RACE RATING
★★★★★ A grandstand finish to a hard-fought race with the winner in doubt until the final yard of bricks

DRIVERS' STANDINGS
1 Ryan Hunter-Reay 274pts
2 Will Power 234pts
3 Helio Castroneves 220pts



INDY 500 Indianapolis (USA)

May 25

Round 5/15



RESULTS

200 LAPS, 500 MILES

| | | |
|-----------|--|--------------------------|
| 1 | RYAN HUNTER-REAY (USA) | 2h40m48.2305s |
| | Andretti Autosport Dallara-Honda; Grid: 19th-229.719mph | |
| 2 | HELIO CASTRONEVES (BR) | +0.0600s |
| | Team Penske Dallara-Chevrolet; Grid: 4th-230.649mph | |
| 3 | MARCO ANDRETTI (USA) | +0.3171s |
| | Andretti Autosport Dallara-Honda; Grid: 6th-230.544mph | |
| 4 | CARLOS MUNOZ (CO) | +0.7795s |
| | Andretti-HVM Dallara-Honda; Grid: 7th-230.146mph | |
| 5 | JUAN PABLO MONTOYA (CO) | +1.3233s |
| | Team Penske Dallara-Chevrolet; Grid: 10th-231.007mph | |
| 6 | KURT BUSCH (USA) | +2.2666s |
| | Andretti Autosport Dallara-Honda; Grid: 12th-230.782mph | |
| 7 | SEBASTIEN BOURDAIS (F) | +2.6576s |
| | KVSH Racing Dallara-Chevrolet; Grid: 17th-229.847mph | |
| 8 | WILL POWER (AUS) | +2.8507s |
| | Team Penske Dallara-Chevrolet; Grid: 3rd-230.697mph | |
| 9 | SAGE KARAM (USA) | +3.2848s |
| | Ganassi/Dreyer & Reinbold/Kingdom Dallara-Chevrolet; Grid: 31st-228.436mph | |
| 10 | JR HILDEBRAND (USA) | +3.4704s |
| | Ed Carpenter Racing Dallara-Chevrolet; Grid: 9th-228.726mph | |
| 11 | ORIOLE SERVA (E) | +4.1077s |
| | Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 18th-229.752mph | |
| 12 | SIMON PAGENAUD (F) | +4.5677s |
| | Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 5th-230.614mph | |
| 13 | ALEX TAGLIANI (CDN) | +7.6179s |
| | Sarah Fisher Hartman Racing Dallara-Honda; Grid: 24th-229.148mph | |
| 14 | JACQUES VILLENEUVE (CDN) | +8.1770s |
| | Schmidt Peterson Motorsports Dallara-Honda; Grid: 27th-228.949mph | |
| 15 | SEBASTIAN SAAVEDRA (CO) | +8.5936s |
| | KVAFS Racing Dallara-Chevrolet; Grid: 32nd-228.088mph | |
| 16 | JAMES DAVISON (AUS) | +9.1043s |
| | KV Racing Dallara-Chevrolet; Grid: 28th-228.865mph | |
| 17 | CARLOS HUERTAS (CO) | +12.1541s |
| | Dale Coyne Racing Dallara-Honda; Grid: 21st-229.251mph | |
| 18 | RYAN BRISCOE (AUS) | +13.3143s |
| | Chip Ganassi Racing Dallara-Chevrolet; Grid: 30th-228.713mph | |
| 19 | TAKUMA SATO (J) | +13.7950s |
| | AJ Foyt Racing Dallara-Honda; Grid: 23rd-229.201mph | |
| 20 | JACK HAWKSWORTH (GB) | +13.8391s |
| | Bryan Herta Autosport Dallara-Honda; Grid: 13th-230.506mph | |
| 21 | MIKHAIL ALESHIN (RUS) | -2 laps |
| | Schmidt Peterson Motorsports Dallara-Honda; Grid: 15th-230.049mph | |
| 22 | JUSTIN WILSON (GB) | -2 laps |
| | Dale Coyne Racing Dallara-Honda; Grid: 14th-230.256mph | |
| 23 | MARTIN PLOWMAN (GB) | -4 laps |
| | AJ Foyt Racing Dallara-Honda; Grid: 29th-228.814mph | |
| 24 | PIPPA MANN (GB) | -7 laps |
| | Dale Coyne Racing Dallara-Honda; Grid: 22nd-229.223mph | |
| 25 | TOWNSEND BELL (USA) | 190 laps-accident |
| | KV Racing Dallara-Chevrolet; Grid: 25th-229.009mph | |
| 26 | TONY KANAAN (BR) | 177 laps-running |
| | Chip Ganassi Racing Dallara-Chevrolet; Grid: 16th-229.922mph | |
| 27 | ED CARPENTER (USA) | 175 laps-accident |
| | Ed Carpenter Racing Dallara-Chevrolet; Grid: 1st-231.067mph | |
| 28 | JAMES HINCHCLIFFE (CDN) | 175 laps-accident |
| | Andretti Autosport Dallara-Honda; Grid: 2nd-230.839mph | |
| 29 | SCOTT DIXON (NZ) | 167 laps-accident |
| | Chip Ganassi Racing Dallara-Chevrolet; Grid: 11th-230.928mph | |
| 30 | JOSEF NEWGARDEN (USA) | 156 laps-accident |
| | Sarah Fisher Hartman Racing Dallara-Honda; Grid: 8th-229.893mph | |
| 31 | CHARLIE KIMBALL (USA) | 149 laps-accident damage |
| | Chip Ganassi Racing Dallara-Chevrolet; Grid: 26th-228.953mph | |
| 32 | BUDDY LAZIER (USA) | 87 laps-electrical |
| | Lazier Partners Racing; Grid: 33rd-227.920mph | |
| 33 | GRAHAM RAHAL (USA) | 44 laps-electrical |
| | Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 20th-229.628mph | |

Winner's average speed: 186.571mph. Fastest lap: Montoya, 39.9661s, 225.201mph.

CHAMPIONSHIP

| | | | | | |
|----------|--------------------|------------|-----------|-----------------|------------|
| 1 | HUNTER-REAY | 274 | 6 | MUNOZ | 160 |
| 2 | POWER | 234 | 7 | MONTOYA | 152 |
| 3 | CASTRONEVES | 220 | 8 | BOURDAIS | 143 |
| 4 | PAGENAUD | 211 | 9 | DIXON | 132 |
| 5 | ANDRETTI | 192 | 10 | WILSON | 123 |

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WHEN RYAN HUNTER-REAY AND HELIO CASTRONEVES sit down to watch a replay of the 2014 Indianapolis 500, both of them will keep rewinding back to the same moment.

It's lap 197, and Castroneves is leading the Andretti car into Turn 3. Castroneves is running low, easily down low enough to be reasonably certain that he hasn't left more than a car's width plus one millimetre to his inside. Hunter-Reay, mindful that he's three laps from the end of the Indy 500, decides that even a small gap is still a gap and goes for it, mowing the grass at 220mph as he takes the lead from the Brazilian.

There would be another two lead changes before the chequered flag, but in a finish that was so delicately balanced, this was the move that swung the momentum in Hunter-Reay's favour. Less than two minutes later, he led Castroneves out of Turn 4 for the final time and crossed the bricks to become the first American winner at Indy since Sam Hornish Jr in 2006. The 0.006s margin between them was the second-closest in history.

Team owner Michael Andretti held no doubts regarding the manoeuvre's importance.

"I think that was the move that won the race," he said. "I think that caught Helio completely off guard and threw off his plan for the rest of the race. I think that was the move that did it."

Castroneves admitted that he was taken by surprise. "I thought I didn't leave any room, but he

[Hunter-Reay] found it," he said. "We were trying to do stuff that, normally [at] over 220 miles an hour, you don't do. It was a great testament that the car was able to hold on in those types of circumstances. When you have two experienced drivers battling like that, it's a great show. But I did everything I could to stop Hunter-Reay."

The late sprint finish was the by-product of IndyCar's decision to throw a red flag when Townsend Bell crashed with nine laps remaining; the series opting to take the delay and then try for a green finish rather than ending the race under yellows for the third year in succession.

Briefly, it had been a three-way fight for the lead: Marco Andretti was also in the mix, and the intensity of the battle was reflected in the fact that he was very nearly walled by his team-mate at Turn 3. "I think if it wasn't the Indy 500, I'd be pretty mad at Ryan," he said.

Fast as he was, he lacked the last scrap of speed possessed by his two rivals and his threat dulled in the final few laps. Michael Andretti later put the speed difference between Marco and Hunter-Reay in the final stint down to his son running a fraction more wing.

"I was close, but we never really dominated the way Ryan and Helio did," said Marco. "The only way we had a shot [at the win] would have been if those two got together. Every time we got to the front, we got shuffled back."



Hinchliffe sent Carpenter into the wall after a restart

Hunter-Reay's bold move
on Castroneves gave him
the lead at crucial moment



Shortly before his trip into the wall, which was the result of handling problems caused by one hit too many, Bell was looking like a potential surprise package. The KV driver spent the afternoon picking his way through the field to plant himself squarely among the frontrunners entering the last stint, but he found himself involved in the only multi-car incident of the afternoon.

He was fighting polesitter Ed Carpenter for second on a restart when James Hinchcliffe decided to join the scrap on the inside and attempted to go three-wide through the first corner.

It didn't work. All three cars bounced off each other, and while Bell somehow managed to press on, the other two were flicked up the track, into the wall, and out of the race. Carpenter, who felt with some justification that he'd just been robbed of a chance to get his face onto the Borg Warner trophy, was livid with Hinchcliffe.

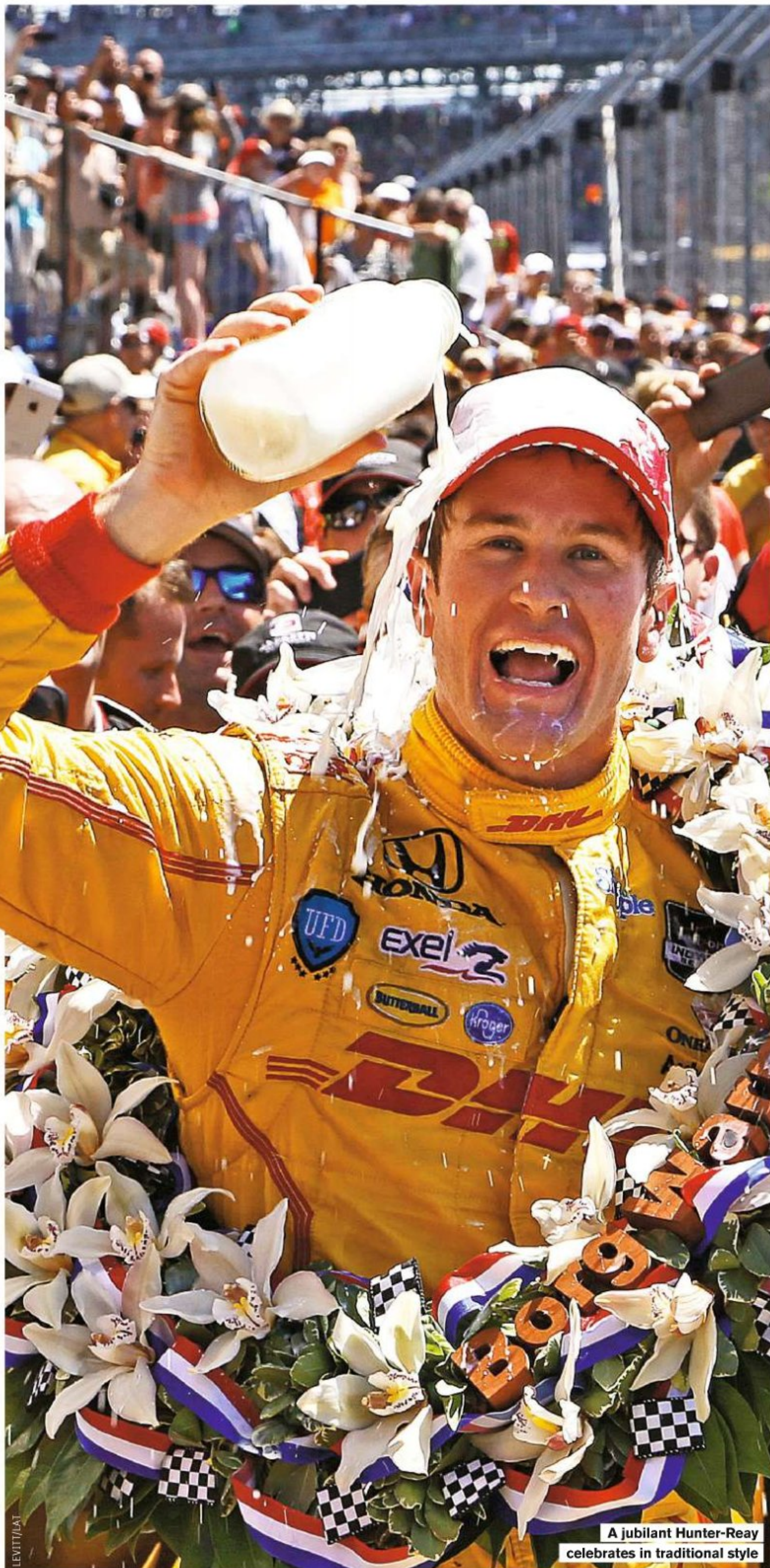
"Townsend and I would have been fine," he said. "It was when Hinch decided to make it three-wide that it became more than we could handle. I told him it's a good thing he had a concussion last week or I'd have punched him in the face."

Hinchcliffe was somewhat contrite.

"I honestly don't think [Bell] knew we were three-wide," he said. "I was the last guy there so I have to take a portion of the blame, for sure. Partly my fault. Partly Townsend's fault. One hundred percent not Ed's fault."

Before all of the cautions came along to mix things up, an extraordinarily long stretch under greens forced the drivers to rely on car speed and racecraft to make progress. The entire first half of the race ran caution-free – indeed, it was the fastest first 125 miles in the race's history.

Hunter-Reay had also been strong during this phase, but another driver making good early progress was Juan Pablo Montoya. ▶



A jubilant Hunter-Reay
celebrates in traditional style



► The Colombian was routinely stretching his fuel two or three laps longer than anyone else, while still running fast enough to move forward through the field. With the second-last stops having been completed and Montoya's extraordinary fuel mileage becoming increasingly apparent, he was beginning to look like a genuine threat for the win as he crept towards the leaders.

"There was a point we felt he was probably going to win the race because he had done enough that he was going to have to do one less pit stop than us," Michael Andretti admitted. "We didn't want to tell [Ryan] that."

He didn't need to. As Montoya was leaving the pits at the end of that stop, he hit the wrong button on his steering wheel while trying to reset the fuel and ended up getting caught speeding in pitlane, forcing him to pit again for a drive-through penalty that plunged him back into the middle of the pack. Just to rub salt into Penske's wounds, team-mate Will Power had been penalised for exactly the same thing two laps earlier. The fact that Montoya was able to climb back into the top five at the end was a sign of what might have been.

In recent years, the form team at 16th and Georgetown has been Ganassi, but for the most part, the 98th edition of the 'Greatest Race in the World' will be one it would rather forget. Dario Franchitti did a solid job behind the wheel of the pace car at the start of the race, but things quickly went south after the green flag waved.

Ryan Briscoe was forced to pit for repairs immediately after the start following contact with Jacques Villeneuve, and by the time he rejoined he was a lap down. With the help of the yellows he later got back onto the lead lap and was making reasonable progress through the middle of the

pack before dropping back again, this time with some help from a compatriot.

"I got a run on Power, and he basically drove me to the grass and chopped me and broke my front wing," he said. "It was dangerous driving, and I can't believe he didn't get a penalty or anything. We got it right up to eighth, and then a dumb move from Power killed our race."

It speaks volumes that all three of his full-time team-mates would have traded places with him. Last year's race winner Tony Kanaan lost a mountain of time to gearbox problems in the pits that ended his prospects early on, and Charlie Kimball and Scott Dixon eliminated themselves in single-car accidents.

Both told a similar story. Kimball: "The thing just rotated". Dixon: "It started to slide, I tried catching it — and there was no catching it."

Perversely, the best-placed Ganassi-affiliated driver of the day wasn't even driving a 'proper' Ganassi car. Indy Lights champion Sage Karam, who was making his debut at the highest level in a machine run by Dreyer & Reinbold, eased himself into the race from near the rear of the grid and finished an excellent ninth. Not bad for someone who missed his high school prom because of practice for the 500 last week.

Somewhere amongst all this, almost unnoticed, Carlos Munoz was being quietly awesome. The young Colombian had put himself on the map at this race last year when he qualified on the front row, on his debut, and then held his nerve to finish second. He started from further back this time around, and was so low-key during the afternoon that you could be forgiven for not noticing that he was even in the race until he popped up as the '4' in an Andretti Autosport 1-3-4.

"I think I was missing a bit of speed, but I tried to give everything," he said. "I pushed hard."

Munoz often talks about how much he learns from his team-mates at Andretti Autosport, but it's tempting to think that almost everyone in the field could learn something from Hunter-Reay. A death-or-glory drive in Baltimore two years ago set him up to become a series champion, and there are maybe three other drivers in the field who have the particular mindset and skill needed to pull off the move that he made on Castroneves on Sunday.

The approach isn't foolproof: just go back and look at how it worked out for him at Long Beach. But this time, it made him an Indy 500 winner. 🏆



IN THE PADDOCK

MARK GLENENNING
INDYCAR CONTRIBUTOR

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I DON'T REMEMBER THE LAST TIME I WAS as disappointed by a DNF in a race as I was when I glanced at a screen on Sunday night and saw Kurt Busch's car trailing plumes of smoke as he dropped out of NASCAR's 600-miler at Charlotte with an engine failure.

Busch's quest for the Indy/Charlotte double captured the imagination of the IndyCar side of the equation to an extent far beyond what I was expecting, and judging from my Twitter feed during Sunday afternoon, there was just as much intrigue over in Stock Car land. Charlotte Motor Speedway went so far as to show the Indy 500 on its jumbo-tron TV, which, I'm told, is unprecedented.

For Busch's exploit to be truly successful, there was a delicate balance to be struck. If he came into IndyCar and became an immediate frontrunner, NASCAR fans would immediately write the series off as uncompetitive. If he were thrashed senseless, nobody from NASCAR would ever consider trying the double again. Why put yourself through all that just to be made to look stupid?

As it transpired, Busch was perfect. He was fast, he measurably improved through the month (and even through the race), and with a sixth place, he did himself proud. I hope to see him in an IndyCar at IMS again — and I hope he brings a couple of friends with him.



I can't even believe it... This is just the most fantastic team for what they've given me. My dream has come true today and I'm a proud American boy, that's for sure.... I hope the fans loved it because I was on the edge of my seat.



Andretti Autosport's
Ryan Hunter-Reay on
winning the Indy 500



NASCAR's Busch finished an impressive sixth at Indy

Busch delighted with Indy side of 'double' bid

KURT BUSCH WAS DENIED HIS opportunity to become only the second driver to complete the full 1100 miles across both the Indianapolis 500 and the NASCAR Charlotte 600, although he said that he was thrilled at how the IndyCar side of the adventure had panned out.

Busch finished an outstanding sixth at Indy before jumping into a helicopter for the 600-mile trip to Charlotte for the Sprint Cup race; a journey he covered in just over 90 minutes. He started from

the back and completed just over 400 miles before his engine failed.

"It was great to race in traffic and feel the stock car right after driving an IndyCar, and it's a day I'll never forget," he said. "And I can't let the mood here with the car dampen what happened in Indy today."

Busch said that he felt that he'd actually underperformed in the IndyCar and that the car he'd been given was capable of achieving much more, but team boss Michael Andretti had nothing

but praise for the 2004 Sprint Cup champion's performance.

"When he started feeling confident, he started picking people off," Andretti said. "He told me in the end he thought he had a car capable of doing better, but [he's] a rookie driver. I said, you have nothing to be ashamed of."

"It was a pleasure having him on our team. I think everybody on the team really liked having him on. Maybe we'll do it again sometime."

Leaders back red flag decision

INDYCAR'S DECISION TO THROW a red flag and go for a restart at the end rather than finish the race under a caution period was the right one, according to those fighting for the lead.

"It was a frustrating time for us at that point as a competitor," said Michael Andretti. "Having said that, I understood why it was done. In the end it really worked out well."

Helio Castroneves agreed: "It did

catch me by surprise. [But] it was the right decision, to be honest. It broke the rhythm, but it gave everybody a nice, clean race. It was definitely the right thing to do."

It is the second time that Andretti Autosport and Hunter-Reay have benefited from a late red rather than a finish under yellows: at the 2012 finale at Fontana, a red flag and restart helped Hunter-Reay to win the series title.



Hunter-Reay benefited from the red flag



New Dallara Lights chassis unveiled

Indy deal for '15 Lights champion

THE 2015 INDY LIGHTS CHAMPION

will earn a guaranteed three-race IndyCar program for 2016, including a start in the 100th edition of the Indianapolis 500.

The deal was announced to coincide with the public unveiling of the new Dallara IL15 Indy Lights chassis at IMS last week. The IL15 will replace the current Lights car, which has been in service since 2002.

Following an initial shakedown at Varano in mid-July, testing of the new car will begin at Mid-Ohio in August.

Key elements of the IL15 package have been previously confirmed, with engines to be supplied by AER, and Cooper tyres having been introduced this season. The car will carry a six-speed paddle-shift system, a 50bhp push-to-pass feature, and drive-by-wire throttle control.

BUDDY WELL PLEASED

Buddy Lazier, who won the Indy 500 in 1996, declared himself pleased with his 2014 campaign despite retiring with an electrical problem. "The car was really good," he said. "[Retiring] hurts more when you have potential, and we had potential."

MANN'S WHEEL DRAMA

Pippa Mann's mysterious reduction in pace during the Indy 500 was the result of a wheel not being properly secured after her second stop. The problem was compounded when she returned to the pits and the Coyne crew was unable to get the wheel off. She eventually finished 24th, her second-best result in the Indy 500.

RAHAL IS FIRST OUT

Graham Rahal was the first DNF in the race when his RLL car developed an electrical problem after 44 laps. "I don't think the car was right to start with," said Rahal. "And then the engine kept shutting off. It was unsafe to continue."

HOPE FOR HILDEBRAND

JR Hildebrand is hoping for further opportunities with Ed Carpenter Racing after a solid outing at Indy. Hildebrand was running towards the front of the pack before his day was ruined by a tyre problem. "I'd love to get into a full-time deal with this team," said Hildebrand, who also described his 10th place as "disappointing".

NEWGARDEN WOES

Josef Newgarden was keen to look ahead to this weekend's Detroit double-header after a day at Indy that included running out of fuel, and then getting punted out of the race by Martin Plowman. "It was a horrible day," said the SFHR driver. "We had a good car, so we'll go to Detroit and try to be better."

JV WANTS ANOTHER GO

Jacques Villeneuve (below) says that he is motivated to return to Indianapolis next year after finishing 14th on Sunday. "I definitely want to come back because 14th isn't good enough," said the 1995 winner. "But we ended up on the lead lap and stayed off the wall, so that's acceptable after being away for so long."



LEVITT/LAT

NASCAR SPRINT CUP CHARLOTTE (USA), MAY 25 RD 12/36

Johnson bides his time to win 600-miler

JIMMIE JOHNSON INSISTED HE HAD never been worried. In a year when victories are everything, the reigning NASCAR Sprint Cup champion had no wins to his name as the halfway point of the pre-Chase season neared.

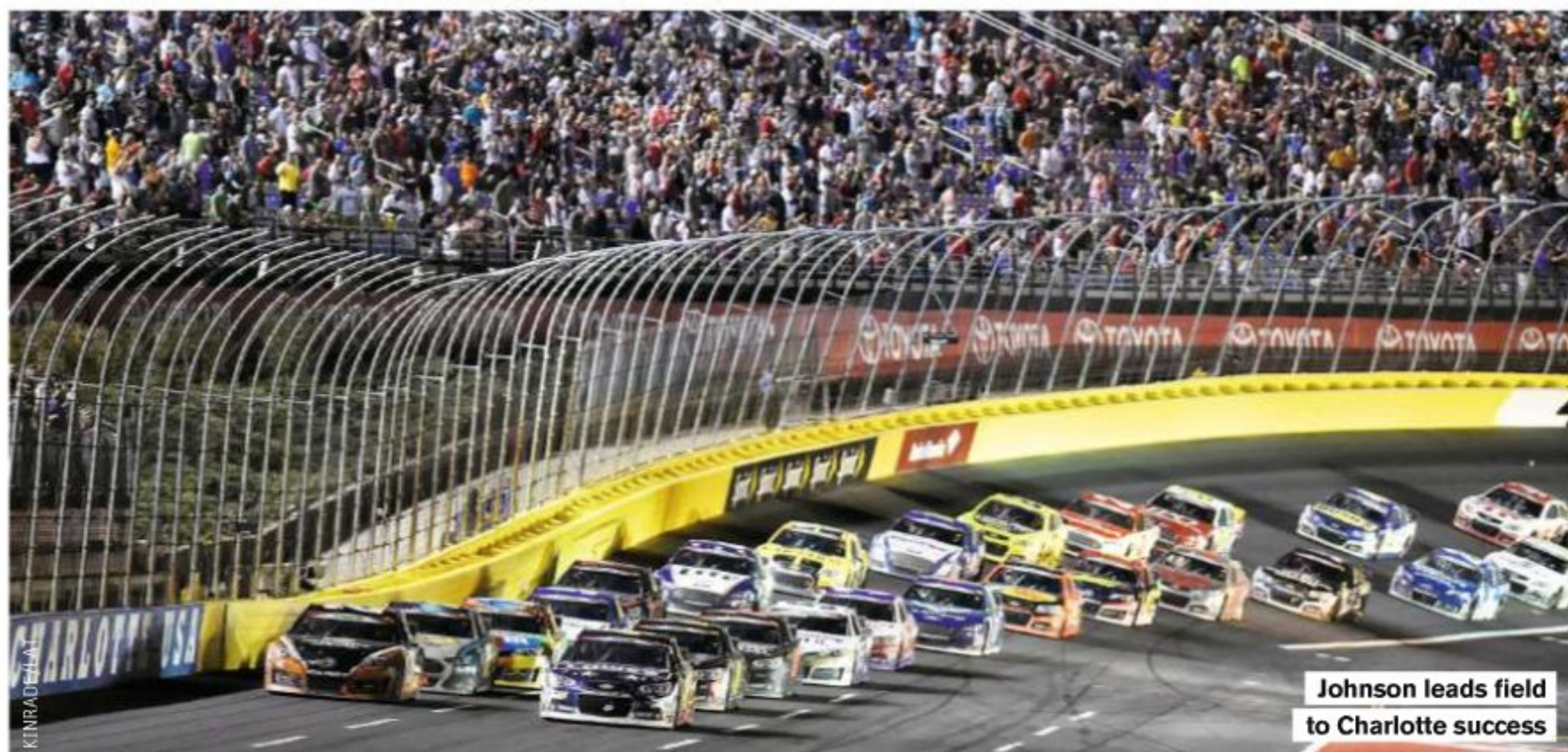
But as excited as the media and his rivals might have been getting about that statistic, Johnson remained totally unflustered, certain he was bound to win at some point before September.

The inevitable victory came in the 600-mile Charlotte night race on Sunday night. Johnson also took pole and led the most laps, but had strong opposition from Kevin Harvick and Matt Kenseth in particular.

Although Kenseth was the first of the three to reach the front as they cleared those on differing strategies after the last caution, the speed with which Johnson's Hendrick Chevrolet appeared on his tail was ominous, and the move for the lead came with eight laps to go.

Harvick also slipped past Kenseth before the flag, but blamed poor pitstops for his failure to stay on terms with Johnson all night.

Had an incident for Alex Bowman not brought out that last yellow, Carl Edwards would've pulled off a



Johnson leads field to Charlotte success

surprise win thanks to his pit strategy. He chose to get back in sync under the caution rather than risk restarting on old tyres with everyone behind him on four new Goodyears, and ended up fourth, fending off Jamie McMurray.

Jeff Gordon also tried a tactical gamble, emerging up front by only changing two tyres at the last stops, but he was quickly elbowed back to

seventh behind Brian Vickers.

Kurt Busch made it to Charlotte in time to start from the back, but preferred the Indy 500 half of his double expedition, as an engine failure ended his night.

The same happened to his Stewart-Haas team-mate Danica Patrick after she had qualified fourth and run second.

● Connell Sanders Jr

RESULTS

1 Jimmie Johnson (Chevrolet SS), 400 laps in 4h07m27s; 2 Kevin Harvick (Chevy), +1.272s; 3 Matt Kenseth (Toyota Camry); 4 Carl Edwards (Ford Fusion); 5 Jamie McMurray (Chevy); 6 Brian Vickers (Toyota); 7 Jeff Gordon (Chevy); 8 Paul Menard (Chevy); 9 Kyle Busch (Toyota); 10 Brad Keselowski (Ford). **Points 1 Gordon, 432;** 2 Kenseth, 421; 3 Kyle Busch, 408; 4 Edwards, 408; 5 Earnhardt Jr, 394; 6 Johnson, 388; 7 Logano, 378; 8 Vickers, 365; 9 Keselowski, 361; 10 Newman, 361.

FORMULA ACCELERATION 1 NURBURGRING (D), MAY 24-25 RD 3/8

Honours even at the 'Ring

NIGEL MELKER AND MIRKO BORTOLOTTI shared the victories in the third Formula Acceleration 1 round at the Nurburgring.

Poleman Melker made an awful start to Saturday's race, but the battle for the lead on the first lap cost Bortolotti even more, as he slumped to 10th after clashing with Alessio Picariello at the chicane.

Picariello now led but made his mandatory pitstop too early, so his tyres weren't ready, forcing him to stop again. Richard Gonda briefly led, but Melker passed him after the pitstops to cruise home well clear of Bortolotti, who also managed to pass Gonda.

Melker's joy didn't last into race

two, as his clutch failed before the start. Sergio Campana led initially before being passed by Gonda on the opening lap.

Bortolotti started fourth, and worked his way into the lead, passing Gonda to win by 2s.

RESULTS

Race 1 1 Nigel Melker, 18 laps in 29m07.011s; 2 Mirko Bortolotti, +8.754s; 3 Richard Gonda; 4 Alessio Picariello; 5 Armando Parente; 6 Luis Michael Dorrbecker. **Race 2 1 Bortolotti**, 27 laps in 43m59.853s; 2 Gonda, +2.067s; 3 Sergio Campana; 4 Picariello; 5 Sebastian Balthasar; 6 Jimmy Eriksson. **Points 1 Bortolotti, 123;** 2 Melker, 103; 3 Balthasar, 53; 4 Gonda, 52; 5 Parente, 40; 6 Campana, 31.



Bortolotti topped race two podium



Russian Isaakyan impressed in the Alps

FORMULA RENAULT ALPS SPIELBERG (A), MAY 24-25 RD 3/7

Isaakyan turns the tables

RUSSIAN TALENT MATEVOS ISAAKYAN ended Nyck de Vries's 100 per cent record in Formula Renault ALPS with a double win in Austria.

A spate of track-limits penalties promoted Isaakyan to pole for both races, and the JD Motorsport-run driver, who was forced to miss the opening ALPS round because he hadn't yet turned 16, took advantage to lead them all the way.

Briton George Russell was denied two poles due to being adjudged to have crossed the Turn 8 white line by less than a centimetre. He lost out to Koiranen team-mate de Vries at the start of race one, but lunged past him with a terrific move with two laps to go.

Italian Formula Abarth champion Alessio Rovera was Isaakyan's closest challenger in race two, and was right in his wheeltracks at the end. Behind him, de Vries emerged at the head of a massive dust-up with Charles Leclerc and Russell.

● Julian Carax

RESULTS

Race 1 1 Matevos Isaakyan, 16 laps in 25m57.031s; 2 George Russell, +2.253s; 3 Nyck de Vries; 4 Charles Leclerc; 5 Luke Chudleigh; 6 Alessio Rovera. **Race 2 1 Isaakyan**, 18 laps in 27m44.629s; 2 Rovera, +0.569s; 3 de Vries; 4 Leclerc; 5 Russell; 6 Alex Bosak. **Points 1 de Vries, 130;** 2 Isaakyan, 68; 3 Russell, 65; 4 Simon Gachet, 62; 5 Leclerc, 50; 6 Rovera, 26.



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F3 CUP

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enge update



Radical European Masters had a fantastically sunny second round a few weekends ago at Brands, but saw Viidas drop down to second place after originally taking top spot in the opening rounds. Keen, in the Radical SR3 Challenge, now leads and EUROV8SERIES Baldan moved up into the top 5 after a great weekend in Mugello.

The Sunoco 200 racers have made a great start and with more rounds coming up, who knows what the future holds for the Sunoco Challengers!



Next eligible races

Sunoco Whelen Challenge

Radical SR3 Challenge 7/6
Britcar Endurance 7-8/6
EUROV8 21-22/6
Radical European Masters 5-6/7

Sunoco 200 Challenge

Radical Clubmans 7/6
Britcar Trophy 7-8/6
GT Cup 7-8/6
Radical Clubmans 14-15/6



www.sunocowhelenchallenge.com



| | | |
|--------------|------------------|-------|
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| 3 P. Belshaw | Radical SR3 | 72.50 |
| 4 N. Baldan | EUROV8 | 66.67 |
| 5 B. Ellis | Radical SR3 | 65.00 |



www.sunoco200challenge.com



| | | |
|-------------|------------------|--------|
| 1 T Sowery | F3Cup | 113.00 |
| 2 S Burgess | Radical Clubmans | 112.50 |
| 3 O Kruger | Radical Clubmans | 112.50 |
| 4 S Balfe | GT CUP GTO | 106.00 |
| 5 D Walley | GT CUP GTB | 101.50 |

*standings correct as of 23/6



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INDY LIGHTS INDIANAPOLIS (USA), MAY 23 RD 5/10

Chaves gets revenge to win Freedom fight

TWELVE MONTHS AGO, GABBY CHAVES led the Freedom 100 Indy Lights field out of the final corner at Indianapolis Motor Speedway and then looked on aghast as Peter Dempsey stepped out of his slipstream at the last moment to steal the win by an agonisingly close 0.0026s.

He found redemption last weekend by pulling an almost identical move to deny Matthew Brabham victory, although in comparison with the year before, the gap between the pair was a relative blow-out at 0.0050s. Those final inches to the finish line were the only part of the race that the Colombian led, but the win was critical not only for Chaves' peace

of mind, but also for his title hopes, which were reignited after a disastrous two races on the Indy road course a fortnight earlier.

"Now I know how [Dempsey] did it last year," he said. "We had a rough weekend last time, so to bounce back at the biggest race of the year... there's nothing better."

While Chaves left it late to make his move, the battle for the lead had been in flux right through the race. Brabham had been a contender from the start, but the constant slipstreaming forced him to share the lead with polesitter Luiz Razia and Zach Veach. The latter ended up beating Razia out of the final podium

spot, and finished the weekend equal on points with Chaves.

The race was interrupted by just one caution period, which was triggered on lap 14 when Chase Austin crashed heavily at Turn 1. Austin, making his first appearance of the season, was taken to a nearby hospital where a medical assessment revealed a broken wrist.

● Mark Glendenning

RESULTS

1 Gabby Chaves, 40 laps in 41m46.9680s; 2 Matthew Brabham, +0.0050s; 3 Zach Veach; 4 Luiz Razia; 5 Jack Harvey; 6 Juan Garcia.
Points 1 Chaves, 264; 2 Veach, 264; 3 Razia, 257; 4 Harvey, 237; 5 Brabham, 232; 6 Alex Baron, 209.

GT MASTERS LAUSITZ (D), MAY 24-25 RD 3/8

Merc and BMW share the honours

HTP MERCEDES DRIVERS MAXI BUHK/ Maxi Gotz and Schubert BMW pairing Claudia Hurtgen/Dominik Baumann were the winners at Lausitz.

On Saturday, Buhk made a great start to move from sixth to second behind Corvette driver Daniel Keilwitz before the first corner. A quicker pitstop meant Gotz took the lead, as Oliver Gavin lost time taking over from Keilwitz and then dropped back to fifth with a spin. A great recovery drive allowed Gavin to finish third, behind Herberth Porsche duo Robert Renauer and Norbert Siedler.

In race two, Jeroen Bleekemolen's Callaway Corvette beat polesitter Baumann's BMW off the line, but Baumann passed him on the second lap for BMW's first win of the season.

Rene Rast and Kelvin van der Linde came second in their Abt Racing Audi R8, while Jaap van Lagen, who shared



the Schutz Motorsport Porsche with Martin Ragginer, came third to extend his drivers' championship lead.

World Rally champion Sebastien Ogier shared an Audi with Markus Winkelhock, finishing 13th and eighth.

● Rene de Boer

RESULTS

Race 1 1 Maxi Gotz/Maxi Buhk (Mercedes SLS AMG GT3), 43 laps in 1h00m12.194s; 2 Robert Renauer/Norbert Siedler (Porsche 911 GT3 R), +13.841s; 3 Oliver Gavin/Daniel Keilwitz

(Chevrolet Z06.R GT3); 4 Claudia Hurtgen/Dominik Baumann (BMW Z4 GT3); 5 Luca Ludwig/Alon Day (Merc); 6 Martin Ragginer/Jaap van Lagen (Porsche). **Race 2 1 Hurtgen/Baumann**, 44 laps in 1h01m00.087s; 2 Kelvin van der Linde/Rene Rast (Audi R8 LMS ultra), +2.694s; 3 Ragginer/van Lagen; 4 Sebastian Asch/Philipp Frommenwiler (Porsche); 5 Jan Seyffarth/Maro Engel (Merc); 6 Max Sandritter/Jens Klingmann (BMW). **Points 1 Van Lagen**, 106; 2 Rast/van der Linde, 100; 3 Hurtgen/Baumann, 82; 4 Buhk/Gotz, 60; 5 Kevin Estre, 50; 6 Siedler/Renauer, 36.



NASCAR NATIONWIDE

Chip Ganassi's 21-year-old protégé Kyle Larson scored his second victory of the season at Charlotte last Saturday in his Turner Scott Motorsports-run Chevy. Brad Keselowski held off poleman Kyle Busch for second. Erstwhile points leader Chase Elliott suffered a suspension failure, and drops to third in the championship behind Regan Smith and Elliott Sadler.

PRO MAZDA

Garett Grist led from lights to flag to secure his first series win at Indy Raceway Park on Saturday night. The Andretti driver finished ahead of fellow Canadian Scott Hargrove, while Spencer Pigot wrestled a deflating front-right tyre to narrowly deny Nicolas Costa third.

USF2000

Rookie Aaron Telitz earned the first US F2000 win of his career at Indy Raceway Park on Saturday night. Telitz started from sixth and worked his way through the field to beat Austin Cindric, son of Penske team president Tim, with Victor Franzoni rounding out the top three.

GERMAN F3

With a pair of wins and a fourth place at Lausitz, Lotus/Motorpark driver Markus Pommer extended his points lead, as his Dutch team-mate Indy Dontje scored a brace of second places. Van Amersfoort Racing's Brit Sam MacLeod won the first race and came third in the other two.

BRAZILIAN F3

Lukas Moraes scored his maiden win in the wet seventh round from lights to flag at Interlagos. Rookie Renan Guerra won race two, followed by class B leader Vitor Baptista and Pedro Piquet, the latter continuing to lead the point standings despite a quiet weekend.

BRAZIL TOURING CARS

Defending champion Ricardo Mauricio increased his points lead by winning the third round at Interlagos. Sharing his Honda Civic with invited driver Max Wilson, Mauricio won a tough battle with the Toyota Corolla of Allam Khodair, who had ex-F1 driver Ricardo Zonta with him.

SUPER TC2000

Franco Vivian led all the way to score his first Super TC2000 win at Rosario in Argentina driving a Chevrolet Cruze. Toyota's Matias Rossi started alongside Vivian on the front row for the final but was never in contention for the win, and Agustin Canapino's Peugeot completed the podium. Former Sauber F1 driver Norberto Fontana (Cruze) continues to lead the points after finishing eighth.

FR3.5 Monaco (MC)

May 25

Round 3/9



RESULTS

RACE 1: 30 LAPS, 62.250 MILES

| | | |
|--|--------------------------|-------------------------|
| 1 | NORMAN NATO (F) | |
| DAMS; Grid: 1st-1m23.209s | | |
| 2 | MARCO SORENSEN (DK) | +0.790s |
| Tech 1 Racing; Grid: 3rd-1m24.262s | | |
| 3 | JAZEMAN JAAFAR (MAL) | +12.228s |
| ISR; Grid: 2nd-1m23.301s | | |
| 4 | CARLOS SAINZ JR | +13.268s |
| DAMS; Grid: 4th-1m23.873s* | | |
| 5 | OLIVER ROWLAND (GB) | +13.960s |
| Fortec Motorsports; Grid: 5th-1m23.666s | | |
| 6 | ZOEL AMBERG (CH) | +20.962s |
| AVF; Grid: 7th-1m23.702s | | |
| 7 | PIERRE GASLY (F) | +21.395s |
| Arden Motorsport; Grid: 8th-1m24.828s | | |
| 8 | WILL STEVENS (GB) | +31.911s |
| Strakka Racing; Grid: 9th-1m23.924s | | |
| 9 | ROBERTO MERHI (E) | +38.853s |
| Zeta Corse; Grid: 10th-1m24.925s | | |
| 10 | MEINDERT VAN BUUREN (NL) | +50.019s |
| Pons Racing; Grid: 12th-1m25.107s | | |
| 11 | MARLON STOCKINGER (RP) | +55.954s |
| Lotus (Gravity-Charouz); Grid: 13th-1m24.328s | | |
| 12 | OLIVER WEBB (GB) | +1m00.594s |
| Pons Racing; Grid: 17th-1m24.776s | | |
| 13 | MATIAS LAINE (FIN) | +1m00.803s*** |
| Strakka Racing; Grid: 16th-1m25.834s | | |
| 14 | LUCA GHIOTTO (I) | +1m00.874s |
| International Draco Racing; Grid: 20th-1m26.153s | | |
| 15 | PIETRO FANTIN (BR) | +1m03.676s |
| International Draco Racing; Grid: 11th-1m23.944s | | |
| 16 | WILL BULLER (GB) | +1m04.448s*** |
| Arden Motorsport; Grid: 15th-1m24.365s | | |
| 17 | BEITSKE VISSER (NL) | +1m14.137s |
| AVF; Grid: 19th-1m25.469s | | |
| 18 | ANDREA RODA (I) | -1 lap |
| Comtec Racing; Grid: 22nd*-1m29.698s | | |
| 19 | ROMAN MAVLANOV (RUS) | -1 lap*** |
| Zeta Corse; Grid: 14th-1m25.714s | | |
| 20 | SERGEY SIROTKIN (RUS) | 6 laps - spun |
| Fortec Motorsports; Grid: 6th-1m24.675s | | |
| 21 | MATTHIEU VAXIVIERE (F) | 1 lap - accident damage |
| Lotus (Gravity-Charouz); Grid: 18th-1m26.072s | | |

Fastest lap: Nato, 1m23.601s, 89.365mph. * - 2-place grid penalty for impeding another car in qualifying; ** - See 'In Brief'; *** - 10-second penalty (track limits)

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|---------|----|----|-------------------|----|
| 1 | SAINZ | 74 | 6 | NIKOLAY MARTSENKO | 36 |
| 2 | ROWLAND | 59 | 7 | AMBERG | 32 |
| 3 | GASLY | 51 | 8 | STOCKINGER | 30 |
| 4 | STEVENS | 44 | 9 | NATO | 26 |
| 5 | MERHI | 38 | 10 | SIROTKIN | 25 |

TEAMS' CHAMPIONSHIP

| | | | | | |
|---|--------|-----|---|---------|----|
| 1 | DAMS | 100 | 4 | STRAKKA | 45 |
| 2 | FORTEC | 84 | 5 | LOTUS | 40 |
| 3 | ARDEN | 63 | 6 | ZETA | 38 |

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



Nato celebrates maiden victory



Nato leads as Rowland (I) and Sainz do battle

Nato rules as title rivals dice between the walls

AS NORMAN NATO ROCKETED AWAY TO COMPLETE a perfect weekend for himself and DAMS on the streets of Monte Carlo, his team-mate Carlos Sainz was engaging in a potentially critical moment in the 2014 Formula Renault 3.5 championship fight.

Sainz had caught a wild slide as he took second gear pulling away from the line, and it had been enough for his title rival Oliver Rowland to slide up the inside into Sainte Devote to take fourth place. The Spaniard had squeezed the Briton onto the kerb, though, meaning Rowland's car bounced, nearly collected Jazeman Jaafar just ahead and then ran wide. That gave Sainz an opportunity to get back alongside on the run up to Massenet.

Somehow, in a snapshot of driving that other junior racers would do well to take lessons from, the pair stayed wheel to wheel as the walls jinked left and right on the climb, and then contested both the Massenet and Casino Square bends still side by side. Eventually, Sainz won the battle, which helped him extend his championship lead by two points.

After the race, the drivers exchanged (friendly) hand gestures on the slowing down lap, and sought each other out to discuss what Sainz said they agreed was "the best thing we've ever done".

"Ninety-five per cent of the time we wouldn't have completed that first lap," said Rowland. "I braked as late as I could, and the whole time I could see his wheel next to me. I was thinking, 'Come on, mate, you can't get through here.' I tried to scare him a bit, but he wasn't having it. He was on the dirty part of the track on the outside, and he still found grip. I told him he must have learned that from his dad [World Rally champion Carlos Sr]."

Both drivers knew the significance of these first few corners in terms of the title race.

"My main objective after trying to get on the podium was to finish in front of Oliver," said Sainz. "After the race, we had a laugh about it and we shook hands. It was really clean - a nice fight. We were both oversteering at Massenet. I think we were both doing a bit of rallying."

"There is a level of respect, a level of professionalism, and I feel really glad about

this. Around Monaco, the easiest thing is to get it a bit wrong and crash."

That was the end of the excitement for the two. While Sainz launched several attacks on Jaafar for third, there was no way through, and Rowland was on his tail for much of the race after struggling in the early laps. Sainz's penalty from qualifying (see story right) left him frustrated not to extend his gap in the standings by more, while Monaco rookie Rowland was pleased that the damage was limited.

"It's only two points difference, it's like we didn't even come here really," he said. "We've got some strong tracks coming up, so I'm feeling good."

With Sainz out of the race-winning picture, DAMS had missed out on an opportunity to crown a superb weekend (which included two GP2 wins) with a one-two in FR3.5. But Nato didn't miss a beat out front, keeping 2013 Monaco runner-up Marco Sorensen at bay throughout to take his first win, having topped practice and qualifying, too.

"Everything was perfect," said the winner. "I just had to manage the race, I didn't even try to set quick lap times. I just focused on Marco and getting to the end. I knew that would be enough."

Sorensen's delight that he and his team, Tech 1, had turned around a tricky start to the season with a prestigious podium was tempered by the fact that he had been second here last year.

"I'm happy because of how bad the start of the season was," said the Dane. "But last year felt amazing to be P2, and this year I'm a bit sick of it. I hope this can be a turning point for us - we did a good job this weekend."



Sainz extended his points lead

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IN THE PADDOCK

GLENN FREEMAN
ONLINE EDITOR

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AS MANY A SUPPORT RACE ON THE Monaco Grand Prix bill has shown in the past, desperation often takes over whenever two Formula 1 aspirants go side by side between the barriers here.

Not for Carlos Sainz Jr and Oliver Rowland, though. On the opening lap of the race last weekend, with crucial points and a potential psychological edge at stake, this season's Formula Renault 3.5 title protagonists gave each other just enough room all the way from Sainte Devote up to Casino Square.

It was the sort of close, fair racing we don't see enough of in the junior ranks, and their exchange was a credit to both of them. It showed a great amount of respect and trust between the two. It was also great that they were able to smile about it afterwards and congratulate one another on the part they played in the moment of the event.

Sure, it was only around 15 seconds of action in a 40-minute race, but had either driver taken liberties with the other's space there would have been no handshakes or jokes afterwards.

Driving standards in the junior categories regularly grab the headlines for all the wrong reasons, but FR3.5's current top two drew attention to the F1 ladder for all the right ones on Sunday.



Rowland knew when to back out of fight

ROLL OF HONOUR

Formula Renault 3.5 has raced 10 times on the streets of Monaco. Here is the list of winners.



2005 Christian Montanari • 2006 Pastor Maldonado • 2007 Alvaro Parente • 2008 Charles Pic • 2009 Oliver Turvey • 2010 Daniel Ricciardo • 2011 Daniel Ricciardo (above) • 2012 Sam Bird • 2013 Nico Muller • 2014 Norman Nato

Sainz fumes over losing front-row starting slot

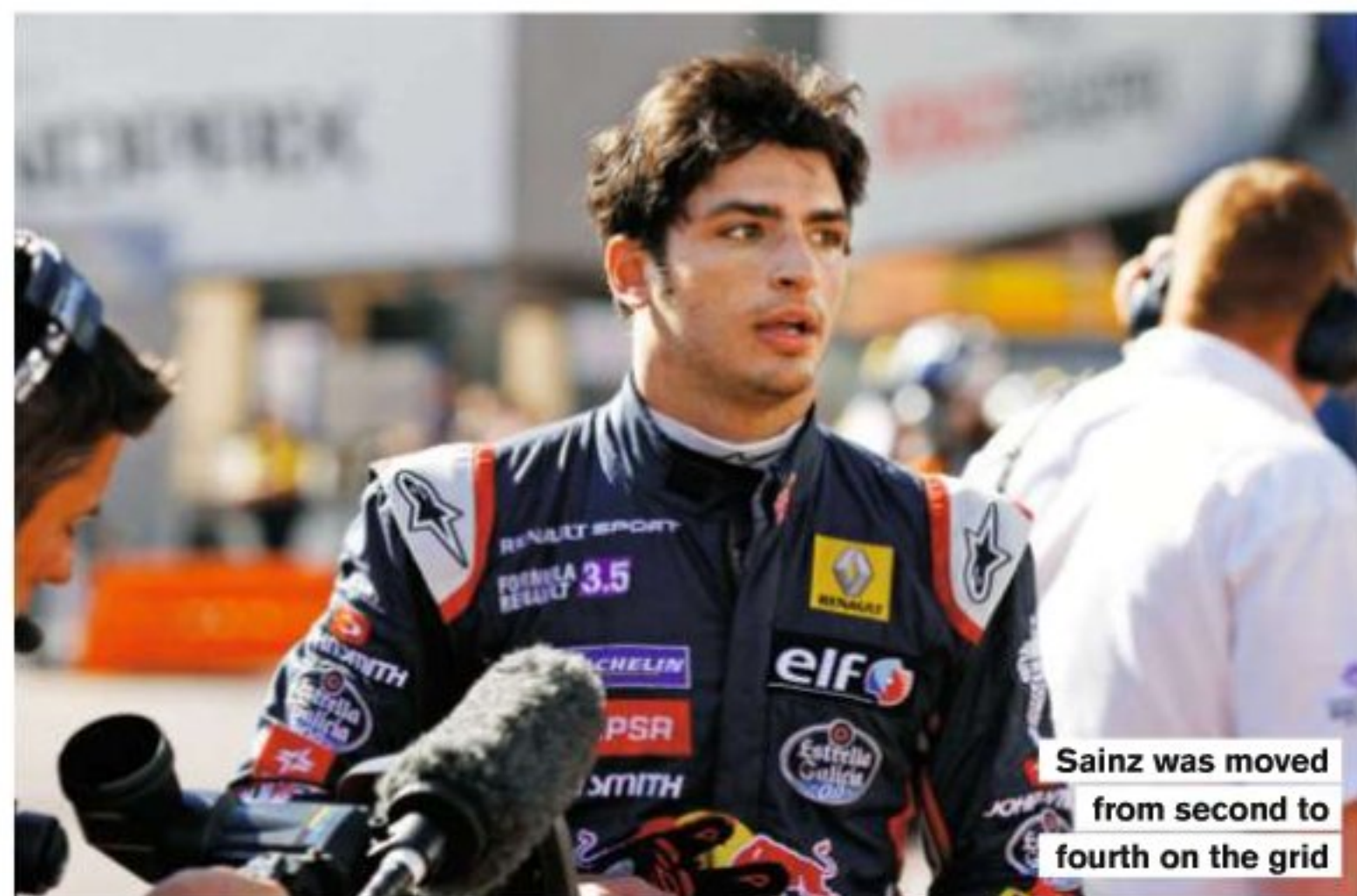
FORMULA RENAULT 3.5 POINTS

leader Carlos Sainz Jr believes he was unfairly punished for impeding Pierre Gasly in qualifying, resulting in a grid penalty that cost him his front-row qualifying position.

The Spaniard slowed in qualifying after seeing yellow flags at Massenet, followed by white flags signalling that a car – Roman Mavlanov's damaged Zeta machine – was travelling slowly ahead. However, the yellow flags were removed just after Sainz passed them, meaning Gasly was on a hot lap when he caught his Red Bull stablemate.

Sainz, who was given a two-place grid penalty, told AUTOSPORT: "When you see a yellow flag at Monaco you don't know what is around the next corner. There could be a guy stopped there. So I really slowed down, and I looked ahead to see what was going on. Then they showed the white flags, so I imagined whoever had crashed was now going slow in the next section. I assumed Pierre saw the same flags, so I thought I couldn't be impeding him."

Yellow-flag safety was a big topic in 2013 when Stoffel Vandoorne crashed at



Sainz was moved from second to fourth on the grid

Sainte Devote as marshals recovered another car, and Sainz was disappointed to be penalised for his cautious approach.

"I might have been too careful, but this is after three days of briefings telling us to really slow down," he said. "You have to be

ready to stop the car here. It was unlucky that the yellow flag went in after I passed, and I just have to take the penalty. The frustrating thing is that we've lost a chance to make a bigger difference in the championship this weekend."

Stevens is on the hunt for qualifying pace



Stevens needs tyre solution

CATERHAM FORMULA 1 JUNIOR
Will Stevens' Formula Renault 3.5 title hopes are hanging in the balance as he and Strakka Racing continue to struggle for single-lap performance in qualifying.

Strakka has been plagued by tyre warming issues, which usually prevent its drivers getting the best from their Michelins in qualifying trim. While the car is good in race spec,

Stevens admitted last weekend that time is running out to find a solution, after he was only eighth in Monaco.

"This was always going to be the worst track for us, because you don't have any high loads in corners to build temperature," Stevens told AUTOSPORT. "We've got to do something about it. To win a series you need to be able to dominate it, and at the moment we can't do that."

MARTSENKO MISSING

Nikolay Martsenko missed the Monaco weekend due to attending the funeral of a close friend. Comtec Racing had run a one-car operation in the first two rounds of the season, but was represented in Monaco by Andrea Roda in its second car.

RODA BACKED UP

FR3.5 newcomer Andrea Roda was unfortunate enough to have to start a 21-car race from the 22nd grid position due to the series' split qualifying system for Monaco. Roda was slowest in the first group of qualifying, which ended up determining all of the positions for the even-numbered grid slots.

COPYCAT CRASHES

Zeta Corse team-mates Roberto Merhi suffered near-identical accidents in qualifying on Saturday. Both cars slid wide into the barriers at Massenet.

LONELY SORESENSEN

Monaco podium finisher Marco Sorensen (below) believes his Tech 1 team is being held back by only running one car so far this season. "Even if you have a slower team-mate, you can learn things from comparing with him," said the Lotus Formula 1 junior driver.



Nato: I'll judge progress at Spa

MONACO RACE WINNER NORMAN

Nato believes he will only be able to tell if he has turned his 2014 season around at this weekend's Spa round.

The Frenchman took his maiden victory in Monaco, having topped free practice and qualifying. However, following a troubled opening two rounds, he believes there could still be work to do to regularly join DAMS team-mate Carlos Sainz Jr at the front.

"This week, I will be in the workshop trying to understand the first two races," Nato told AUTOSPORT. "We have to work to make sure this can continue on normal circuits. We'll find out at Spa."

Championship leader Sainz said: "It's good that Norman can be up there with us. Having two cars at the front will give us better data to find the last couple of tenths each weekend."

Blancpain Silverstone (GB)

May 25

Round 2/5



RESULTS

84 LAPS, 307.496 MILES

| | | |
|-----------|--|---------------------|
| 1 | S KANE (GB)/A MEYRICK (GB)/G SMITH (GB) | 3h01m31.895s |
| 2 | K KORJUS (EST)/K ESTRE (F)/A SOUCEK (E) | +1.274s |
| 3 | C RAMOS (BR)/M BASSENG (D)/L VANTHOOR (B) | +28.649s |
| 4 | E SANDSTROM(S)/S ORTELLI (MC)/G GUILVERT (F) | +29.487s |
| 5 | L WOLF (D)/S AFANASIEV (RUS)/S DUSSELDORP (NL) | +45.974s |
| 6 | H PRIMAT (CH)/N VERDONCK (B)/B SCHNEIDER (D) | +47.901s |
| 7 | G DEMOUSTIER (F)/A PREMAT (F)/A PARENTE (P) | +1m02.468s |
| 8 | N McMILLEN (USA)/F STRAUSS (D)/A BUNCOMBE (GB) | +1m41.571s |
| 9 | J NASH (GB)/F STIPLER (D)/C MIES (D) | -1 lap |
| 10 | S JELLEY (GB)/A AL HARTHY (OM)/M CAINE (GB) | -1 lap |
| 11 | J OSBORNE (GB)/M POOLE (GB)/R ABRA (GB) | -1 lap |
| 12 | M CERRUTI (I)/S COMANDINI (I)/E AMOS (I) | -1 lap |
| 13 | E CLEMENT (F)/B LARICHE (F)/N ARMINDO (F) | -1 lap |
| 14 | A RIZZOLI(I)/S GAI (I)/F CASTELLACCI (I) | -1 lap |
| 15 | A LECLERC (F)/D TAPPY (GB)/J D'AMBROSIO (B) | -1 lap |
| 16 | M BRONISZEWSKI (PL)/A BONACINI (I)/G PETROBELLI (I) | -1 lap |
| 17 | A HOWARD (GB)/A MACDOWALL (GB)/D LLOYD (GB) | -1 lap |
| 18 | A SMITH (GB)/A McCAIG (GB)/O BRYANT (GB) | -1 lap |
| 19 | S TANDY (GB)/J FANNIN (GB)/J APPLEBY (GB) | -1 lap |
| 20 | S AKSENOV (RUS)/M FAISCA (P)/K CHIYO (J) | -1 lap |
| 21 | CF CHENG (PRC)/S ZHENG (PRC)/A COUTO (MO) | -1 lap |
| 22 | A AL FAISAL (SA)/H HAUPT (D)/A SIMONSEN (S) | -1 lap |
| 23 | P WILSON (GB)/S LEONARD (GB)/J ADAM (GB) | -1 lap |
| 24 | E DERMONT (F)/F PERERA (F) | -1 lap |
| 25 | A DANYLIW (CDN)/S KNAF (NL)/A SONVICO (I) | -2 laps |

Winners' average speed: 101.7mph. Fastest lap: Parente, 2m01.799s, 108.2mph. There were 43 starters.

CHAMPIONSHIP: PRO

| | | | | | |
|----------|-------------------------------|-----------|-----------|------------------------------|-----------|
| 1 | KORJUS/ESTRE/SOUCHEK | 33 | 6 | PRIMAT/VERDONCK | 18 |
| 2 | D'STIER/PREMAT/PARENTE | 31 | 7 | WOLF/AFANASIEV/D'DORP | 14 |
| 3 | MEYRICK/SMITH/KANE | 31 | 8 | M BUHK | 10 |
| 4 | S'STROM/ORTELLI/G'VERT | 30 | 9 | LECLERC/TAPPY/D'AMB | 9 |
| 5 | RAMOS/BASSENG/VTHOOR | 27 | 10 | SCHNEIDER | 8 |

CHAMPIONSHIP: PRO-AM

| | | | | | |
|----------|------------------------------|-----------|----------|----------------------------|-----------|
| 1 | COMANDINI/AMOS | 40 | 4 | S COLOMBO | 25 |
| 2 | McMILLEN/S'SS/B'COMBE | 35 | 5 | ABRA/POOLE/OSBORNE | 18 |
| 3 | RIZZOLI/GAI/C'LLACCI | 28 | 6 | SMITH/McCAIG/BRYANT | 16 |

POINTS SYSTEM EXPLAINED
25-18-15-12-10-8-6-4-2-1 to top 10 finishers in each class.



Big field gets under way

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FORIX



M-Sport Bentley came through to win

Late victory echoes Bentley boys' spirit

A BENTLEY VICTORY DIDN'T LOOK VERY LIKELY 22 laps into Sunday's Silverstone round of the Blancpain Endurance Series. Guy Smith was steering his Continental GT3 into the pits to take a drive-through penalty, while the ART McLaren team occupied the top two positions and appeared to be running away with this one. Yet two hours later, Steven Kane swept past the best of the French team's MP4-12Cs to take the lead and an historic victory for the Bentley.

Smith was one of eight cars to be penalised for improving its time in the first sector when yellow flags were on display, and dropped from third behind the two ART McLarens started by Alvaro Parente and Kevin Estre down to seventh. "I thought that was it," admitted Smith.

However, the Brit and his team-mates Andy Meyrick and Kane drove a forceful and faultless race, coupled with a dramatically-improved performance from the M-Sport team in the pits, to give the new Continental GT3 a victory in only its fifth outing.

A quick turnaround by the M-Sport team promoted Meyrick to fifth after the first round of pitstops, which became second, between the two ART cars, by the end of his stint.

After the second pit sequence, Kane was just over 20s behind the leading ART machine, #99 started by Estre with Andy Soucek now at the wheel. That gap was down to just under 16s in the space of seven laps, which meant he had the pace to catch the McLaren in the final couple of laps.

The safety car which was deployed with 45 minutes to go would make Kane's life a lot easier. Soucek, who had taken over his mount from Kevin Korjus, played the restart to perfection and was more than six seconds up after the first flying lap, but it wouldn't be enough.

Kane relentlessly caught the McLaren and made his move when Soucek went wide at Luffield with seven laps to go, powering past through Woodcote.

The British trio were quick to stress M-Sport's role in their victory. "We weren't quick in the pits at Monza, and we have all been up to

M-Sport to practise pitstops," explained Smith. "We've been filming what we have been doing, and trying different things."

The Bentley was also the fastest car around the 3.66-mile Silverstone Grand Prix Circuit, or it was during a stint. An ART McLaren was potentially quicker over one lap, but it didn't look after its tyres through an hour-long session.

Estre had no complaints about ending up in second place. "We did the perfect race today; we couldn't have done anything more," he said. "They were just quicker than us."

The #98 McLaren in which Parente had led from the start ended up a distant seventh. Gregoire Demoustier lost the lead and then a total of more than 30s to Korjus in the middle hour, while Alexandre Premat spun at the restart and fell away struggling with tyre degradation.

Audi took the final place on the podium after another stirring performance from Laurens Vanthoor in the best of the WRT R8 LMS ultras.

The Belgian had qualified only 10th, and then Marc Basseng was penalised for the same reason as Smith. Cesar Ramos subsequently got the car up to eighth before Vanthoor climbed aboard.

The Belgian lost almost as much as he gained from the safety car in heavy traffic after the restart in his pursuit of the third-placed Sainteloc Audi driven by Gregory Guilvert. He was more than two seconds behind with three laps to go, but managed to sneak past into Vale on the final lap.



Smith, Meyrick and Kane took the top spot

GARY WATKINS
SPORTSCAR
CONTRIBUTOR

@gazzasportscars



SHAME ON YOU IF YOU'RE A FAN of endurance racing and weren't at Silverstone last Sunday. You missed history being made by one of the most important marques in the collective psyche of British sportscar racing. And, given the spartan crowd, I suspect I'm talking directly to a lot of you.

But then if I was a punter, would I have bothered to make the trip to Northamptonshire last weekend? Probably not, because the Blancpain Endurance Series is lacking something right now.

The Blancpain event didn't attract a large audience



It doesn't lack quantity, because 44 cars are more than enough, nor quality. What it is missing, however, is a decent sprinkling of cars in the Pro class driven by a trio of top-line drivers. Look at WRT, HTP and ART, the frontline teams in the series along with Bentley: none of them has what you might describe as a great driver line-up. There's an obvious weak link in each of their cars, with

the possible exception of the #99 ART McLaren that came second at the weekend.

And that's the problem for the BES. People won't pay to watch – live or on the TV – pro-am racing. It's something that the championship needs to overcome if it is to grow into the 'world's greatest GT series', as it was rather presumptuously proclaimed in the run-up to Silverstone.

The economic reality of the BES is that even the best-funded teams need to bring in paying drivers to join their on-loan factory stars, such as Laurens Vanthoor and Stephane Ortelli from Audi, and Alvaro Parente and Kevin Estre from McLaren.

I'm not entirely sure how to change that state of affairs, but until it happens, BES will remain some way short of the world's best.

Triple Eight eyes Sprint

THE TRIPLE EIGHT BMW SQUAD may join the 2015 Blancpain Sprint Series.

The British team, now in its second year of sportscars, is evaluating racing in the BSS, rather than the Blancpain Endurance Series in which it made its international GT debut at the weekend.

Team boss Ian Harrison said: "The BSS is something we are interested in. We would want to go with two pros, and the budgets are British GT-plus, which is achievable."

Triple Eight will also take part in the Nurburgring 1000Km BES round this September and the Gulf 12 Hours in Abu Dhabi in December.



Triple Eight may switch to Blancpain sprint events



HTP will have third Merc at 24 Hours

HTP to field extra car for Spa

TWO-THIRDS OF THE WINNING HTP Mercedes driver line-up from last year's Spa 24 Hours could return to the event piloting an additional entry from the team.

Maximilian Buhk and Maximilian Gotz, team-mates in the Blancpain Sprint Series and ADAC GT Masters, are not scheduled to take part in the Blancpain Endurance Series blue-riband event, but the German team is working to field

the extra car alongside its two regular Pro-class entries.

But Buhk and Gotz wouldn't be reunited with Bernd Schneider, their partner at Spa last year. He took the seat filled by Buhk in the #84 SLS AMG at Monza for Silverstone and will also drive that car at Spa.

Team boss Norbert Bruckner said HTP was "thinking outside the box" when it came to a potential team-mate for Buhk and Gotz.



GT CORSE ARE GENTS

The GT Corse Ferrari pairing of Frank Schmickler and Alexander Matteschul won the Gentlemen Trophy class, despite two drive-through penalties in the opening hour. The Germans only dropped to third after their double misdemeanour and came back to take a 10-second win over the AF Corse Ferrari 458 Italia shared by Peter Mann, Filipe Barreiros and Francesco Guedes.

FAISCA IN RJN SHUNT

The second RJN Nissan needed major front-end surgery after Miguel Faisca crashed heavily in the wet at the exit of the Becketts complex during Friday's test for bronze drivers. The Portuguese, winner of the European GT Academy last year, was on an installation lap at the time.

ADAM TO REJOIN AMR

Aston Martin factory driver Jonny Adam will return to the Beechdean AMR driver line-up for the Spa 24 Hours after competing with the new Leonard AMR Aston team at Silverstone. Adam will share the Beechdean V12 Vantage with his British GT partner and team boss Andrew Howard, fellow factory driver Stefan Mucke and Daniel Lloyd, who joined the squad last weekend.

AF LAMBO IS NO-SHOW

The Belgian AF International Lamborghini team again failed to join the series, despite appearing on the pre-event entry list with a solo Gallardo. That reduced the final entry from 45 to 44 cars.

BIG NUMBER

83

Is the number of years since a factory-entered Bentley last won a major endurance race on British soil. The October 1931 victory was claimed by Jack Dunfee and Cyril Paul

driving a 6.5-litre Speed 6, the famous 'Old Number One', complete with single-seater bodywork, in the BRDC 500-mile Race.

Safety car alters outcome for MP

THE LATE SILVERSTONE SAFETY car in last weekend's Blancpain Endurance Series race was both good and bad news for the MP Motorsport Aston Martin squad. It as good as wiped out any chance of victory the Vantage V12 shared by Richard Abra, Joe Osborne and Mark Poole may have had in Pro-Am, but it effectively ensured they would finish second.

Abra had quickly moved up to second in class behind Alex Buncombe's RJN Nissan GT-R Nismo during the opening stint, and then Osbourne built a lead of almost a minute when he went up against Nick McMillen in the Japanese car. However, it



Nissan squad beat MP to class honours

was always going to be tough for amateur Poole to hang onto the lead. The safety car robbed MP of its cushion, and Florian Strauss, the final Nissan driver, moved into the lead inside two laps of the restart.

Yet the safety car also worked in MP's favour because it had left all but the top two runners a lap down.

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Morris kept O'Keeffe
at bay in his mirrors



FORMULA RENAULT NEC SILVERSTONE (GB) MAY 24-25 RD 2/7

Morris eyes the big prize

SEB MORRIS TOOK HIS MAIDEN WIN in modern Formula Renault with a superb drive under pressure from Lotus F1 Junior Callan O'Keeffe in Sunday's Northern European Cup race at Silverstone.

The Wrexham lad – sporting a black eye after a shunt with a doorknob while fetching a midnight glass of water – played his trump card with pole position in a rainstorm-hit second qualifying session.

Morris initially led Fortec team-mate Ben Barnicoat, but O'Keeffe had terrific momentum exiting Luffield on the third lap. A brusque move by Barnicoat pincer O'Keeffe towards the pitwall, and resulted in a punctured right-rear tyre for the Brit.

O'Keeffe – driving with a broken thumb sustained in the Eurocup opener at Aragon – then hunted down Morris, but although it was

close he could not make a move.

The win made up for Morris's Saturday race. He lay fifth, and defended the position from Steijn Schothorst by swerving the Dutchman onto the grass on the Wellington Straight, before Schothorst completed a brilliant move into the Brooklands left-hander a few laps later. Morris was then passed by Barnicoat, and spun while trying to retaliate.

Up front, Swiss Levin Amweg narrowly headed ART Junior Team co-equipier Aurelien Panis after jumping the polesitting Frenchman off the line. Third was Jake Hughes, the Formula 4 champion making a massive step forward from a disastrous Monza opener, with Gustav Malja next.

The vagaries of the wet qualifying left this quartet in grid positions 10-13 for race two. Amweg was left fuming after a clash with Malja on lap one, Panis also retired with damage, but Hughes calmly worked his way through to fifth after getting put on the grass early on.

One place ahead of him, fellow Brit Matthew Graham continued his good form with fourth, behind Schothorst, who now takes the series lead.

● Marcus Simmons

RESULTS

Race 1 1 Levin Amweg, 11 laps in 22m06.495s; 2 Aurelien Panis, +0.548s; 3 Jake Hughes; 4 Gustav Malja; 5 Steijn Schothorst; 6 Ben Barnicoat. **Fastest lap** Amweg 1m59.805s (109.99mph). **Race 2** 1 Seb Morris, 13 laps in 26m08.325s; 2 Callan O'Keeffe, +0.459s; 3 Schothorst; 4 Matthew Graham; 5 Hughes; 6 Ryan Tveit. **FL** Barnicoat 1m59.822s (109.98mph). **Points** 1 Schothorst, 72; 2 Louis Deletraz, 62; 3 Morris, 57; 4 Ukyo Sasahara, 49; 5 Amweg, 47; 6 Barnicoat, 47.

LAMBORGHINI'S STONE
(GB) MAY 24-25 RD 2/6

Two wins to Mul over

DUTCH SOLOIST JEROEN MUL TOOK a double Lamborghini Super Trofeo win from a strong field.

The ex-Porsche Supercup racer made an early pitstop to get himself out of the early squabbles in race one. After the stops, he enjoyed a battle with Edoardo Piscopo, who was sharing with Milos Pavlovic, until the Italian spun down to second.

Piscopo spun again in race two, but Pavlovic completed a fine recovery to fourth, right behind Gerhard Tweraser and ex-GP3 man Giovanni Venturini.

● Marcus Simmons

RESULTS

Race 1 1 Jeroen Mul, 22 laps in 51m13.856s; 2 Milos Pavlovic/Edoardo Piscopo, +10.438s; 3 Giovanni Venturini; 4 Andrea Palma; 5 Alberto di Folco; 6 Andrea Amici/Roberto Tanca.

Race 2 1 Mul, 23 laps in 50m34.007s; 2 Sandro Bickel/Gerhard Tweraser, +32.891s; 3 Venturini; 4 Piscopo/Pavlovic; 5 di Folco; 6 Alberto Cerqui/Andrea Ceccato.

BRITISH FORMULA 3 SILVERSTONE (GB) MAY 24-25 RD 2/7

Exchange student Kirchhoffer scores brace

MARVIN KIRCHHOFFER SHOWED HIS class with an emphatic double win on a one-off British Formula 3 outing at Silverstone.

The German joined Fortec Motorsport in order to learn the track for July's GP3 round, and took two very different victories.

The first of those wins came in bizarre style, although there was no doubting that Kirchhoffer deserved it. He was leading team-mate Martin Cao in the reversed-grid race when rain began falling. Lap times slowed ultimately by almost half a minute before the red flags were finally shown... with just three of the seven starters remaining!

Kirchhoffer's other victory came courtesy of another blistering start. It was his debut – and therefore his first taste of the starting system in an F3 car of this spec – so his getaways were impressive, and he put the hammer down early on. His lap times, indeed, were comfortably quicker than the class of 2013 managed in the same fixture last year.

Far behind, Cao held off Matt Rao in a Fortec 1-2-3, the Chinese racer extending his points lead with his sixth second place in six races!

The opening race had gone to



Kirchhoffer enjoyed
his British F3 debut

another interloper: Russian Formula Renault racer Egor Orudzhev joined Carlin for this event, and was supreme in the wet conditions as he drove away from Cao and Kirchhoffer.

But Orudzhev's weekend came undone when he clattered into Andy Chang at Copse at the beginning of race two, earning a grid penalty for the finale. He was hunting down Cao and Rao in that race when the left-rear suspension failed at Chapel Curve.

● Marcus Simmons

RESULTS

Race 1 1 Egor Orudzhev (Dallara-VW F308), 11 laps in 30m09.587s; 2 Martin Cao (D-Mercedes F312), +8.697s; 3 Marvin Kirchhoffer (D-M F312); 4 Andy Chang (D-M F312); 5 Martin Rao (D-M F312); 6 Camren Kaminsky (D-M F313). **FL** Orudzhev 2m18.429s (95.20mph). **Race 2** 1 Kirchhoffer, 11 laps in 22m33.747s; 2 Cao, +4.274s; 3 Peter Li (D-V F308); no other finishers. **FL** Kirchhoffer 1m55.496s (114.10mph). **Race 3** 1 Kirchhoffer, 16 laps in 30m59.299s; 2 Cao, +13.288s; 3 Rao; 4 Kaminsky; 5 Chang; no other finishers. **FL** Kirchhoffer 1m55.268s (114.32mph). **Points** 1 Cao, 90; 2 Rao, 58; 3 Chang, 57; 4 Kirchhoffer, 54; 5 Kaminsky, 50.

WTCC

Salzburgring (A)

May 6



Round 5/12

RESULTS

RACE 1: 15 LAPS, 39.525 MILES

| | | |
|----|------------------------|------------|
| 1 | YVAN MULLER (F) | 20m56.737s |
| 2 | TOM CORONEL (NL) | +3.840s |
| 3 | JOSE MARIA LOPEZ (ARG) | +4.276s |
| 4 | SEBASTIEN LOEB (F) | +5.427s |
| 5 | TIAGO MONTEIRO (P) | +12.403s |
| 6 | TOM CHILTON (GB) | +12.945s |
| 7 | MEHDI BENNANI (MA) | +13.566s |
| 8 | GABRIELE TARQUINI (I) | +14.868s |
| 9 | NORBERT MICHELISZ (H) | +15.672s |
| 10 | GIANNI MORBIDELLI (I) | +16.184s |

Winner's average speed: 113.222mph. Fastest lap: Lopez 1m43.777s, 114.893mph.

* - includes five-place grid penalty

RACE 2: 17 LAPS, 44.795 MILES

| | | |
|----|--------------------------|------------|
| 1 | LOPEZ | 51m59.898s |
| 2 | TARQUINI | +1.683s |
| 3 | MONTEIRO | +2.554s |
| 4 | MICHELISZ | +3.651s |
| 5 | CORONEL | +3.908s |
| 6 | MORBIDELLI | +4.466s |
| 7 | LOEB | +4.758s |
| 8 | BENNANI | +5.418s |
| 9 | RENE MUNNICH (D) | +10.074s |
| 10 | MIKHAIL KOZLOVSKIY (RUS) | +15.288s |

Winner's average speed: 51.692mph. Fastest lap: Lopez, 1m23.864s, 113.122mph.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|----------|-----|----|------------|----|
| 1 | LOPEZ | 179 | 6 | MORBIDELLI | 60 |
| 2 | MULLER | 138 | 7 | CORONEL | 58 |
| 3 | LOEB | 134 | 8 | MICHELISZ | 54 |
| 4 | MONTEIRO | 96 | 9 | CHILTON | 54 |
| 5 | TARQUINI | 74 | 10 | VALENTE | 47 |

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.



Lopez spun out in practice at speed

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MULLER AND LOPEZ BATTLE AT THE 'RING



Muller leads the field in race one

A 220 KM/H PRACTICE SPIN AT THE SALZBURGRING'S fearsome Fahrerlagerkurve appeared to have rattled championship leader Jose Maria Lopez. The Argentinian had subsequently qualified not just slowest of the three Citroens, but also behind the customer Chevrolets of Tom Coronel and shock polesitter Gianni Morbidelli.

A mistake in the opening race, running down an escape road at the Turn 1 Schikane, also indicated an unsteadiness previously unseen in the former TC2000 champion's driving this year. Lopez's points lead would shrink to 16 at the hands of race one victor Yvan Muller, before fortune in the Versailles stable's in-house battle dramatically swung back to the WTCC upstart's favour.

"I have to admit that things are going 300 per cent better than I thought they would at the start of the year," said Lopez after taking his third victory of the season in race two. "I did lose confidence after my spin in the high speed corner. We approach it at 250km/h, but in some ways I did well as I was the only one who kept it out of the wall."

The comment was a reference to the double whammy of crashes suffered by the Campos Chevrolet team's relatively inexperienced pairing of Hugo Valente and Dusan Borkovic on Saturday.

"I think it could have been a good circuit for Chevrolet, and maybe we could have finished right behind the Citroens," said Valente after being ruled

out of contention for the race. The young Parisian had been second fastest in Friday's test and further weight to his words was added when Hungaroring winner Morbidelli, almost incredulously, broke Citroen's 2014 pole run.

After recording a stunning fastest time in the Q3 'super-pole' shoot-out, torment followed for Superstars refugee Morbidelli when he received a post-qualifying penalty for a yellow flag infringement in the Q1 segment of the session.

Morbidelli's five-place grid-drop handed pole to Muller. Front-row starter Sebastien Loeb in the third C-Elisee rubbed doors with Coronel through Turn 1, before being aggressively squeezed onto the kerbs on the exit.

Slovakia-Ring winner Loeb's subsequent loss of momentum demoted him to fourth behind Lopez, who successfully slipstreamed Coronel for P2 before the final corner on the opening lap. Lopez had closed the gap on leader Muller to within a second when on lap eight he produced a rare lapse.

"It was my second mistake of season," explained Lopez of his escape-road diversion. "The first was in practice at the high-speed corner. I was under no pressure, thinking 'I have a nice second place so there's no need to push Yvan.' But then another part of you thinks 'Let's go for it!' and I just missed my braking at the first chicane."

Lopez was unable to recover second from Coronel in the remaining seven laps. Behind Loeb, factory Honda racer Tiago Monteiro led a six-car train for fifth, the gaggle being covered by just 3.7s at the flag.

Monteiro's factory JAS Honda team-mate Gabriele Tarquini lined-up on pole for the reversed-grid race. The four Hondas occupied the top-four positions on the grid. Monteiro survived contact with both customer cars when sandwiched at Turn 1 as he moved up to second. The scrapes were inconsequential to the destruction taking place further back and a stoppage was required.

On the restart, the Honda drivers' relative straightline speed disadvantage left them vulnerable to the flying Lopez.

The Argentinean passed Tarquini for the lead five laps from home, to extend a 41-point lead in the drivers' standings.



Muller (centre) would be less happy in race two

IN THE PADDOCK

PETER MILLS
WTCC CONTRIBUTOR

@Peter_Autosport



YVAN MULLER'S FORTHRIGHT VIEWS on his race two start-line accident caught many by surprise. After running with two wheels on the grass down the Salzburgring's narrow pit-straight, the Frenchman's attempt to rejoin the road resulted in a chain-reaction crash involving the Ladas of James Thompson and Rob Huff. Muller sustained substantial damage to his C-Elysee after colliding first with Thompson and then, heavily, with Salzburgring's inside wall. That much was unequivocal.

What was harder to gauge was the possible culpability of Citroen team-mate Jose Maria Lopez in squeezing Muller off the road away from the line. Television replays of the accident revealed little, and the Argentinian was certainly convincing post-race that he was unaware Muller was on the grass.

"I didn't feel any touch from Yvan at the start," said Lopez, "as I was busy trying to pass [Tom] Chilton who had a worse getaway from the me. If Yvan has a problem of course we'll talk about it. He is a friend and I am happy to work with him."

For Muller, though, the matter was clear cut: "I got squeezed at the start by Jose, and because I didn't want to have contact with a team-mate I went onto the grass. If Jose says he didn't see me, okay, next time I don't see him. I went into the wall [after contact with Thompson's Lada, when rejoining the track] because my rear-right wheel was broken – I couldn't do anything."



Muller's race two was ended by shunt

BIG NUMBER

220

km/h speed at which Jose Maria Lopez spun in Turn 9 during practice

Shipping troubles scupper Sonoma's US round

LOGISTICAL DIFFICULTIES HAVE caused the cancellation of this year's American round of the World Touring Car Championship scheduled for September 14. The Sonoma event will be replaced by a third race in China at Guandong International on October 5-6.

"There used to be two rotations per

week from Portland to Shanghai. We were informed two weeks ago by the shipping company that one of the two rotations will not happen," explained Eurosport Events COO Francois Ribeiro. "This meant we would have to wait until the Sunday after Sonoma to leave the United States. In a best-case scenario we would arrive in

Shanghai on the Thursday before the race.

"Given the need to get through customs and allow time for possible delays, on trans-continental shipping a 24 hour delay is not uncommon, it would put the Shanghai round in danger. That was not an option."

The decision to hold an extra race in China brings forward an existing plan from the WTCC to increase its presence in Asia for 2015.

"We looked at our options. In 2015 we were already planning three events in China – Macau, Shanghai and one other," continued Ribeiro. "We are the only FIA world championship that can offer a manufacturer three rounds in the world's number one and fastest-growing car market. By having a race in Guandong it means we're just one year ahead of our strategic schedule and it sends a strong signal to possible incoming manufacturers."

The WTCC's return to the United States in 2015 is considered unlikely.

WTCC is unlikely to return to USA in '15



Campos gets car back on track

CAMPOS BOSS JOAN ORUS praised the efforts of his team in enabling Hugo Valente to take the start of both races after the Frenchman

sustained heavy damage to his Cruze in a practice crash.

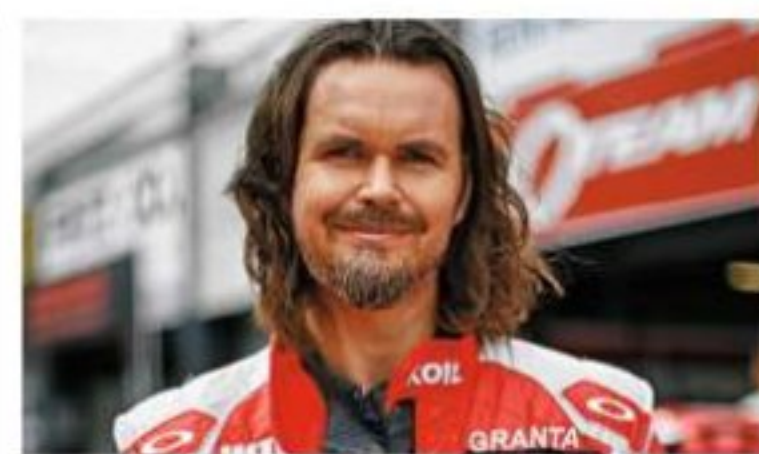
"We had 15 members working overnight, welding and fixing carbonfibre pieces," said Orus.

Both Valente and team-mate Dusan Borkovic, who also crashed at Turn 9 on Saturday, required early pitstops for further attention.

"The problem is we don't have a warm-up anymore," continued Orus. "If we had a warm-up on race day I think we could have solved everything."



Campos worked hard to get Valente racing



THOMPSON PUNISHED

James Thompson (above) has been retrospectively stripped of his results from the Hungaroring and Slovakia-Ring rounds, after a seal was found broken on his Lada's engine oil sump without authorisation. A Lada spokesman said the work was carried out in a post-Slovakia test.

CHILTON CHASSIS FEAR

Tom Chilton fears his ROAL Motorsport Chevrolet Cruze may have incurred chassis damage, after a wheel fell off under safety car conditions in race two. The Briton was on the receiving end of contact from Dusan Borkovic and Morbidelli at the opening corner.

TARQUINI CLEARED

Gabriele Tarquini was exonerated of a yellow-flag infringement in qualifying, after producing evidence from practice that he was capable of going quicker. The Italian would go on to score his highest finish of the season in race two.

ENGSTLER'S HOME WIN

Franz Engstler pleased 300 guests from his title sponsor by claiming a double Yokohama Trophy victory at the Salzburgring on his 'home' track. The German was able to lap 0.5s than his 2013 times owing to improvements to his BMW's balance.

Morbidelli slams penalty call

SALZBURGRING POLE WINNER

Gianni Morbidelli's satisfaction at ending Citroen's 2014 pole position monopoly was cut short by the imposition of a post-qualifying five-place grid penalty for a yellow flag infringement.

The transgression was judged to have occurred in the opening Q1 segment of qualifying, not on Morbidelli's pole lap, when the Munnich Motorsport driver failed to slow for TC2 competitor John Filippi's crawling SEAT Leon.

"It was Filippi just parking before Turn 6," said Morbidelli, who hit out at the penalty, including a €3000 fine. "I was very clear and very honest to the [race officials]. 'If you want I can come here and say bullshit that I braked, but how can I brake there?' In my opinion, there was no risk. It was very tough to beat the Citroen, because they are so strong. To give me a €3000 fine and a grid penalty..."

"Probably I cannot go to the restaurant now for the next three weeks."



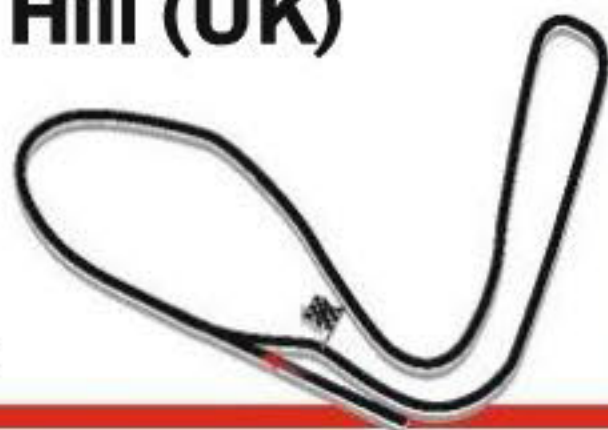
Morbidelli questioned severity of penalty

World RX

Lydden Hill (UK)

May 24-25

Round 2/12



The winner flanked by Larsson (left) and Jordan

RESULTS

FINAL: 6 LAPS

| | | |
|---|------------------------------|-----------|
| 1 | ANDREAS BAKKERUD Ford Fiesta | 4m25.428s |
| 2 | ROBIN LARSSON Audi A1 | +0.541s |
| 3 | ANDREW JORDAN Ford Fiesta | +1.389s |
| 4 | TOOMAS HEIKKINEN VW Polo | +6.370s |
| 5 | TANNER FOUST VW Polo | +10.075s |
| 6 | PETTER SOLBERG Citroen DS3 | +12.457s |

Pole: Heikkinen. Fastest lap: Solberg 42.405s



Heikkinen won his semi-final

SEMI-FINAL ONE: 6 LAPS

| | | |
|---|----------------------------|-----------|
| 1 | HEIKKINEN VW | 4m26.356s |
| 2 | BAKKERUD Ford | +1.616s |
| 3 | SOLBERG Citroen | +2.493s |
| 4 | FOUST VW | +14.834s |
| 5 | HENNING SOLBERG Saab 93 | +54.192s |
| 6 | FABIEN PAILLER Peugeot 208 | -4 laps |

Pole: Bakkerud. Fastest lap: Solberg 42.717s

SEMI-FINAL TWO: 6 LAPS

| | | |
|---|-----------------------------------|-----------|
| 1 | REINIS NITISS Ford Fiesta | 4m26.757s |
| 2 | LARSSON Audi | +1.470s |
| 3 | JORDAN Ford | +2.309s |
| 4 | ANTON MARKLUND VW Polo | +3.795s |
| 5 | ANDY SCOTT Peugeot 208 | +11.301s |
| 6 | JEROME GROSSET-JANIN Renault Clio | -6 laps |

Pole: Larsson. Fastest lap: Nitiss 42.724s

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|-----------|----|---|----------|----|
| 1 | BAKKERUD | 49 | 4 | NITISS | 43 |
| 2 | SOLBERG | 46 | 5 | MARKLUND | 26 |
| 3 | HEIKKINEN | 44 | 6 | LARSSON | 25 |

TEAMS' CHAMPIONSHIP

| | | | | | |
|---|--------------------------------|----|---|------------------------------|----|
| 1 | OLSBERGSMSE/FORD | 92 | 4 | TEAM PEUGEOT-HANSEN | 39 |
| 2 | MARKLUND MOTORSPORT/VOLKSWAGEN | 70 | 5 | ALBATEC RACING | 14 |
| 3 | PSRX 110% | 55 | 6 | MONSTER ENERGY WORLD RX TEAM | 0 |

POINTS SYSTEM EXPLAINED Points: 8-5-4-3-2-1 to top 6 finishers in semis and final.

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FORIX



Bakkerud held his nerve and first place under pressure in the final

Bakkerud paces himself to well-deserved victory

PRIOR TO THE SECOND ROUND OF THE FIA WORLD Rallycross Championship at Lydden Hill, the AUTOSPORT World RX of Great Britain, Andreas Bakkerud had been victorious at the venue in both British and European championship support categories. It was therefore fitting that, in the first round of the world championship to be staged in the UK, Bakkerud came out on top in an action-filled event. Meanwhile, current British Touring Car Championship points leader Andrew Jordan returned to the sport in which he started his career, and finished on the podium.

Bakkerud shared the front row for the final with Toomas Heikkinen, but only thanks to the demise of his OlsbergsMSE team-mate Reinis Nitiss' Ford Fiesta. Nitiss had won his semi and should have lined up alongside Heikkinen. However, his car suffered electrical problems in the pre-grid area and he was forced to withdraw.

It was second-row man Robin Larsson who made the best start, passing Heikkinen into Chessons Drift and claiming the lead. Bakkerud headed straight for the joker lap, followed by American driver Tanner Foust, who was promoted into the final thanks Nitiss' withdrawal.

Larsson led, ahead of Heikkinen and round-one winner Petter Solberg. The latter elected to take his joker on the second tour, returning to the main circuit just behind Foust. Knowing that the VW Polo driver had already taken his compulsory extra

route, Solberg tried a pass up the inside into the Devil's Elbow, but outbraked himself on the loose gravel strewn over the asphalt and, after making contact with Foust, ended up in the gravel trap.

Running fourth in the early stages, Jordan passed Heikkinen for third on lap three. It was a move replicated on the Finn by Bakkerud two laps later in a desperate bid not to be held up and lose time to leader Larsson, who, along with Jordan, saved his joker lap until the final tour.

Having built a good margin, Larsson exited the joker side by side with Bakkerud, but in only his second Supercar event in his new Audi A1, he was unable to reclaim the lead and settled for second. Jordan returned to the main circuit in third, where he finished, ahead of Heikkinen and Foust. Solberg extracted himself from the gravel to finish sixth.

"We might not have been fastest all weekend, but we were in control," said Bakkerud. "Jussi Pinomaki [OMSE team manager] kept me calm in the heats, and we controlled what we were doing; managing the car and tyres. We were the only car that had brand-new tyres left to use in the final."

Bakkerud now leads the points standings after round two of the 12. While the young Norwegian was pleased with victory, Robin Larsson and Andrew Jordan were equally happy with their respective podium positions.

"I have to admit I didn't expect the weekend to go as well as it did, and I definitely didn't think I had enough speed to be at the top in the final," said Larsson. "The event has been awesome. The competition is so strong and I still have a lot to learn, but I'm loving it."

In what is currently a one-off appearance for the reigning BTCC champion, Jordan was more than satisfied with his result. "If I'd been offered a podium at the start of the weekend, I certainly would have taken it," said the Brit. "We were quick in the heats, but I wasn't driving at my best all the time. In the semi, we had a good, clean race, and for the final I was pretty relaxed. The result proved you drive much better when it's like that and you're having fun. To be on the podium in my home round of the championship is just fantastic."



Marklund's Polo caught fire during open practice

ALL PICS: MCKLEIN/LAT

IN THE PADDOCK

HAL RIDGE
RX CORRESPONDENT



IT'S BEEN A LONG TIME SINCE THE noise of a crowd showing their appreciation for an exciting battle over a lowly position in a heat race has drowned out the noise of a grid of rallycross Supercars in Kent. But that's what happened on Sunday as more than 10,000 spectators filled the banks at Lydden Hill to witness young rallycross specialists Andreas Bakkerud and Robin Larsson take on and beat former World Rally champion Petter Solberg and current British Touring Car champion Andrew Jordan at the 'home of rallycross'.

At a time when the majority of motorsport is careering towards a future of increasingly economical, quieter cars, rallycross is still all about an assault on the senses, even for those behind the spectator fencing.

After years of standing trackside, I continue to be staggered by the braking, cornering and acceleration of these incredible 600bhp, four-wheel-drive missiles.

After a drop in popularity since the Group B era, rallycross is now considered by many people as the hidden gem of motorsport. The AUTOSPORT World RX of Great Britain last weekend proved that under recent new guidance and with the introduction of the world championship for 2014, the sport is heading to higher places than ever before.

With a record number of Supercar entries since international rallycross returned to British shores in 2009, those in attendance at Lydden Hill were treated to frantic and fantastic racing throughout the field all weekend. Long may it continue.



Fan numbers reflect popularity of rallycross

BIG NUMBER

37

The headline Supercar category entry for Lydden Hill's round of the World RX was not only healthy but full of quality. Any one of the 37 drivers was capable of making it into the points-paying positions.

Olsbergs tops teams series

THE NEW TEAMS CHAMPIONSHIP adds a different dynamic to the World Rallycross Championship this season.

The OlsbergsMSE team topped the order after round one in Portugal earlier this month and continued the trend at Lydden Hill to extend its lead over Volkswagen-supported Marklund Motorsport to 22 points. Petter Solberg's PSRX 100% outfit lies third.

British driver Andy Scott made it into the semi-finals for his Albatec Racing team. However, Jacques Villeneuve's stand-in, Davy Jeanney, failed to make it to a points-paying position following technical troubles in heat two and power-steering failure in heat three.

Team Peugeot-Hansen had a torrid weekend in Britain, both reigning European Rallycross champion Timur Timerzyanov and Timmy Hansen being forced to retire their new Peugeot 208s



Scott (left) scored points for Albatec

with engine problems on day two. With no time to change powerplants, the pair were out of the event.

"We couldn't solve the problems at Lydden," said team principal Kenneth Hansen. "There wasn't enough time on the day, and we didn't want to waste our sealed engines by changing them and damaging them again. The

championship is long and we need to think of the end result."

The squad did pick up a handful of points, but the Monster Energy World RX Team failed to score for the second event in a row, Liam Doran's outfit again blighted by mechanical woes coupled with several startline errors from Doran and team-mate Krzysztof Skorupski.



Larsson notched up European win

Larsson takes Euro spoils

THE AUTOSPORT WORLD RX OF Great Britain also counted as the first event in the five-round European Rallycross Championship that runs within world series this year.

Apart from the permanent Supercar contingent, all drivers are eligible to score points in the European

championship, the awards for which are taken at the intermediate classification, after the heats.

Qualifying second overall in the event, Robin Larsson claimed the European spoils, while reigning French rallycross champion Jerome Grosset-Janin was second, with Tanner Foust in third.

Piquet has RX Lites one-off

FORMER FORMULA ONE DRIVER

Nelson Piquet Jr contested the Lydden Hill event in the single-make RX Lites Cup, using the event as preparation for an appearance at the X Games later this year in an OlsbergsMSE Supercar.

Initially slowest of the nine starters, the Brazilian progressively improved his pace throughout the event to qualify for the final.

In the race, however, Piquet made a poor start and would retire on the first lap.

"The Lites are difficult to drive because they don't have as much power as a



Piquet at Lydden

Supercar, so you have to keep up the momentum," said Piquet. "I came here to try to win, but a podium would have been OK."

The category was won by American driver Mitchell De Jong.

ZAGUMENNOV WINS

Sergej Zagumennov continued his winning form in Super1600 from round one in Portugal, claiming the event victory and extending his championship lead. Pre-season category favourite Ulrik Linemann finished second, while Zagumennov's team-mate Nikita Misyulya was on for a strong result until he picked up a front-left puncture on lap two.

GODFREY THWARTED

Current British Rallycross Championship leader Julian Godfrey entered his home round of the world series, hoping to repeat his fourth place in the Lydden Hill event last season. Things didn't go to plan for Godfrey, who had a puncture in heat one and clutch problems in heat two.

THIN GROUP B FIELD

The Group B demo race lost cars even before the start of the weekend, with several of the iconic machines unable to be readied in time. Pat Doran ran his 1992 European Championship Ford RS200, before it caught fire.

CLASS WIN FOR LUNDH

Swede Daniel Lundh claimed victory in the TouringCar category, despite making a poor start from the front row. The Volvo C30 driver (below) took his joker on the second lap and ran in clear air for much of the race, allowing him to pass leader Anders Braten for the win on the last lap.



The BTCC's newest rising star

Tom Ingram is giving away decades of experience to some of his touring car rivals, but that's not prevented him from ruffling a few feathers so far this season. He talks to **KEVIN TURNER**



Ingram has quickly got into the groove

TOM INGRAM CV



From High Wycombe
Age 20

2014 BTCC with Speedworks

2013 Ginetta GT Supercup champion with JHR (11 wins, pictured below)

2012 3rd in Ginetta GT Supercup with JHR (6 wins)

2011 Ginetta G50 champion with Plans Motorsport (10 wins)

2010 Ginetta Junior champion with Hillspeed (5 wins)

2009 12th in Ginetta Junior with Tockwith (part-season)



With all those former British Touring Car champions on the grid this year, the rookies didn't get much of a look in when it came to pre-season build-up. But one of the newcomers has already made an impression and is looking like a future tin-top star.

Tom Ingram has qualified his Speedworks Motorsport Toyota Avensis in the top six twice in the first three rounds and his average gap from pole has been just half a second. Perhaps unsurprisingly, the races have been a tad harder for the reigning Ginetta Supercup champion, but four top-10s is still a decent tally in the BTCC's most competitive field for years.

"It's easy for the establishment to overlook performances in other formulae, and he has made a lot of people in the paddock sit up and take note," reckons double champion Jason Plato, who mentored Ingram while the youngster was part of the KX Academy in 2012-13. "Am I impressed? Absolutely. Surprised? Not at all. I expected him to do brilliantly. We know how good Tom is."

Ingram's pace had been underlined elsewhere

on the TOCA package, with three different Ginetta titles, and the man himself thinks those contests helped him prepare in other ways too.

"The atmosphere feels natural," says Ingram. "It feels like a big family – I probably know 85 to 90 per cent of the people in the paddock."

"The KX Academy was also very helpful, not only the financial side but everything that went on around it, media and marketing. I'm a stronger racing-driver package for it."

There have been some things to get used to though. "Ginettas have fibreglass panels so you

can't afford to send it down the inside unless you're sure it's going to work," adds Ingram on the different type of wheel-to-wheel combat. "With touring cars you can keep the nose in; you've almost got to make gaps appear."

As Plato points out, these are the sorts of things that come with time in what is something of a specialist category: "Tom's had the usual teething problems young drivers encounter in touring cars, but he'll learn from them."

Those include being fired off by returning champ Alain Menu at Brands Hatch and exclusion for an error of judgement at Donington Park. Add that to being shuffled back on the odd opening lap and a team tyre-pressure error at Thruxton, and it's not hard to see how Ingram could be a lot higher up in the standings than his current 13th.

"I've wanted more," admits the 20-year-old. "I'm not happy unless I'm winning. But for the time and budget we've had, I think we've done exceptionally well. We've found a baseline set-up now, which we can take to other places and suits my driving style. I had to make the car my own."

Picking the right team was key after a tricky winter. Ingram wanted to graduate to touring cars, but several setbacks meant he also looked at



As a KX protege, he had Plato as mentor



Clash with Menu at Brands ended in disaster

the Porsche Carrera Cup. Then he talked to Speedworks Motorsport chief Christian Dick in January and things clicked. "It just felt normal – we gelled very easily," says Ingram. "As soon as I went there I was sold and ready to go."

"Touring cars has always been my ultimate aim, to get with a competitive team. The plan was always to go at the end of 2013. It just felt right. Anywhere else would have been a sideways step."

Dick believes Ingram's arrival has helped the team improve, after running Dave Newsham to 10th in the standings last year. "He's always going to get the best out of the car," reckons the team boss. "The amount of quality feedback means we can move on at a vast rate of knots. Along with that, his work ethic and attitude with the guys is mega and they've upped their game."

With momentum and age on his side, Ingram is also very clear about his goals in 2014. "I want to finish in the top 10 at the end of the year and I think we can do that," he says. "Every time I go out in the car I learn something new. I thought something clicked in the final race at Donington – the driving felt a lot more natural. If we can get a few top-fives I'll be very happy and the ultimate goal for this year is to get a few podiums."

As someone who has been a tin-top fan for many years, Ingram also has ambitious longer-term objectives. "One goal I've had for a long time is to be the youngest BTCC champion," asserts

"Alain had his view on it and I had mine. That's how I left it. Never, 10 to 15 years ago, did I think in my first meeting I'd be fired off by Alain Menu!"

Ingram's take on the race-three clash at Brands

Ingram. "Longer term, touring cars is where I've always wanted to be and I'd love to do the same as JP and Matt Neal – make a profession from it."

Plato is not always one to praise a rival, but he thinks Ingram may have what it takes to achieve that. "He's got natural ability, application, determination – all the right elements," says the 83-time BTCC race winner. "I don't see any reason why he can't get himself a career."

"The only thing he hasn't got is the results, but I'm sure it's only a matter of time." ❧

SPEEDWORKS MAKING MOVES

When Speedworks started running Mazda MX5s in British club events, those involved had no idea the outfit could one day be looking at the possibility of winning races in the BTCC.

"We started a race team because we did well in the MX5 championship and a few people started knocking on the door asking if we could run their cars," says team boss Christian Dick. "The BTCC was just a dream at that point – it was never really a target."

A move into the Ginetta G50 Cup, which supported the BTCC from 2009, started to change that. "Initially we were more sportscars and GT, but getting onto the TOCA package we became aware of the NGTC plans," adds Dick.

The spec parts and lower costs of NGTC encouraged Dick to take the plunge into tin-tops. "If we attack a project we want to know we can be competitive," he says. "S2000 required engineering of components and we didn't have that facility; NGTC took that out of the equation and reduced the costs. If we were ever going to get involved that was the time."

Speedworks joined the BTCC in 2011 and has moved forward each year since. Dick has high hopes for '14: "We've got quite a few bits that we want to test, but the plan was always to get the first three rounds out of the way and for Tom to find his feet in that time. He hasn't really needed the three rounds! I'm very sure we'll find another step forward. We want to be pitching up knowing that we can be in the hunt for pole and race wins."

"The guys who are winning in touring cars now have been doing it for years and know how to get the best out of front-wheel drive."

"Make no mistake, we want to be right at the front, not just winning races, but winning championships."



Ingram feels as comfortable in the Toyota as in Ginettas



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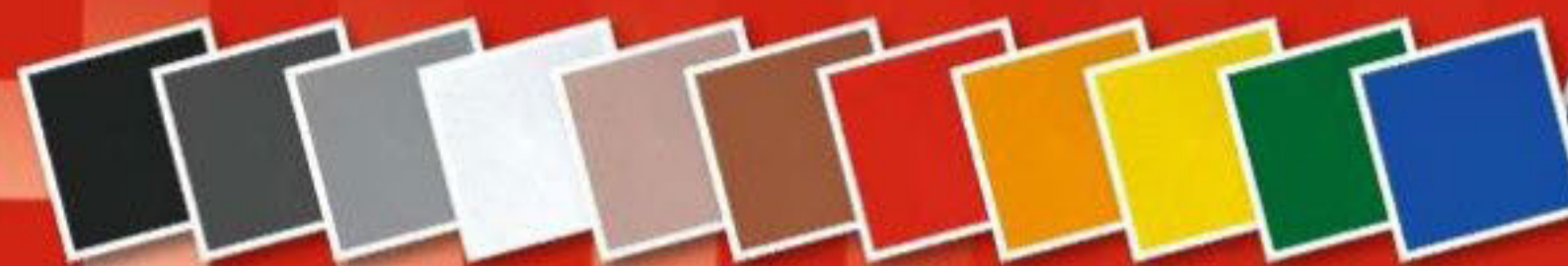
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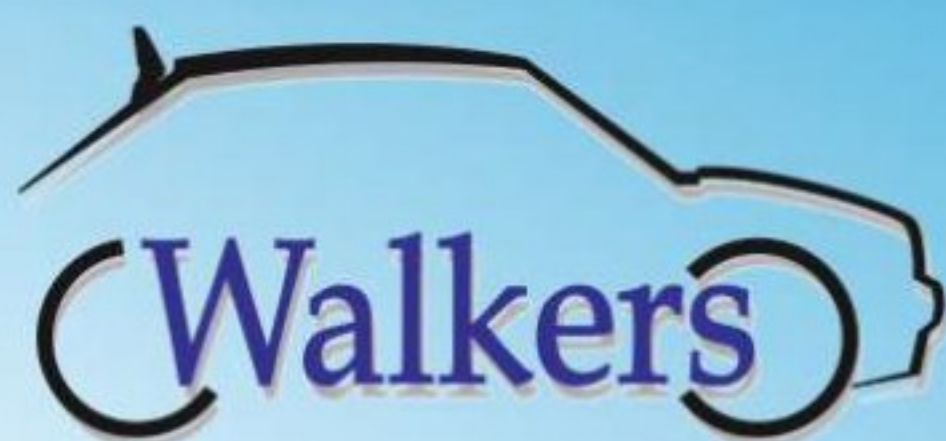
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Silverstone grid will be season-best again...

British GT gets numbers hike

But Rosso Verde Ferrari to skip season-high Silverstone meeting

HECTOR LESTER'S ROSSO

Verde Ferrari squad will miss this weekend's British GT race Silverstone, although the grid is still set to be the largest of the season.

Lester and team-mate Benny Simonsen, brother of the late Allan who competed with Rosso Verde for several years, raced together for the first time at the season-opening Oulton Park round but skipped Rockingham due to Lester's business commitments.

Despite being named on the provisional entry list for Silverstone, and Lester previously pledging a return for the three-hour enduro, the entry has since been withdrawn.

A season-high 38 cars will contest the race with additional entries in both the GT3 and GT4 classes, including a third AF Corse Ferrari 458 Italia for Jacques Duyver and Charly Hollings. In addition, former

British Touring Car independent Jamie Wall will make his first appearance in British GT at the wheel of an Aston Martin Vantage GT3. The 37-year-old will share the car with owner Mike Brown, who races in the Aston Martin GT4 Challenge for which Wall is series co-ordinator.

Wall said: "We did the Britcar 24 Hours together in the car in 2012 and Mike said that we should have a bit of a look at British GT. We're hopefully going to do another race later in the year and perhaps some more in 2015."

The car will be run by MB Racing, which fields the challenge car raced by Brown and team-mate Paul Cripps in the British GT support series.

Daytona 24 Hours class winner Alessandro Pierguidi will also join the AF Corse squad this weekend in place of Richard Lyons. The 30-year-old Ferrari specialist, who raced for Team Italy in A1GP and the Vitaphone

Maserati team in FIA GTs, has been called up by AF because Lyons is on duty in Super GT at Autopolis with the Hitotsuyama Audi squad.

Pierguidi will share the AF Ferrari with Lyon's regular partner, Thai driver Pasin Lathouras, in the Silverstone 500 three-hour race.

Team boss Amato Ferrari said: "Richard always had this previous engagement in Japan; it is one of two races he will miss. It made sense to bring him in because he knows the Ferrari well and the team. We are happy to give him this chance."

The Pierguidi/Lathouras Ferrari will run with 85kg of ballast on the Silverstone Grand Prix Circuit this weekend. Lyons and Lathouras started at that level of penalty weight at Oulton Park before dropping to 75kg for round two at Rockingham.

The GT4 element is set for its largest entry to date with 14 cars, including reigning class champion Ryan Ratcliffe who will make a one-off return to the series this weekend in Optimum Motorsport's Ginetta G55, replacing Tania Mann alongside Matt Draper.

Last year's runner-up Declan Jones also returns with Alain Schlesinger in the ABG Motorsport-prepared BMW M3. GPRM's Toyota GT86 is also on the entry list, with Stefan Hodgetts and James Fletcher gaining an Invitational class berth.



...but Rosso Verde Ferrari is missing

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WHILE IT'S SAD THAT HECTOR

Lester and Benny Simonsen will not be rejoining the British GT grid this weekend at Silverstone, that bit of bad news is overtaken by the confirmation that a grid of almost 40 cars will take to the Grand Prix circuit on Sunday for the three-hour enduro.

OK, so it's slightly down on last year's mega (and record) 47-car entry, but that was inflated even further by one-off pairings and some overseas visitors as well. Obviously it's been boosted again by a few drivers and teams making the most of the best race on the calendar – such as former champions Jim and Glynn Geddie, or BTCC race winner Paul O'Neill in a GT4 Aston Martin Vantage – but the vast majority comprises proper full-season entries, not gatecrashers.

Last weekend a Bentley Continental GT3 claimed its first win in the Blancpain Endurance Series race, and who is to say the Steven Kane/Humaid Al Masood pairing could not replicate the success in the British series? One thing you can say for certain is that picking a surefire winner is impossible.

We know that leading BMW duo Alexander Sims and Marco Attard will be fast, but the competition is arguably even fiercer this year than it was 12 months ago. And we haven't even seen anything near the best the Trackspeed Porsches can offer, either...

One driver keen to get in on the British GT boom is Scott Malvern. He's been in touch with Von Ryan Racing and while there's no McLaren GT deal to be done yet, look out for his name on a BGT entry list soon.

Elsewhere on our pages, we have a full rundown of the Bank Holiday races on our reports pages, starting with the excellent Masters Historic Festival at Brands Hatch (page 80-81).

BGT bosses have got it right





FR BARC numbers
are holding strong

FR BARC

FRenault BARC grid boosted by additions

THE FORMULA RENAULT BARC grid will be boosted at Donington Park this weekend by as many as three new additions.

James Watts' eponymous operation skipped the 2013 FR BARC campaign having last appeared running Michael Epps and Matt Tiffin two seasons ago.

JWA will return with MRF

Challenge podium-finishing Japanese racer Yuudai Jinkawa as part of a tie-up with the Macau-based Wolf Racing Team that could result in another driver joining later in the season.

Meanwhile, Sam Oram-Jones will make his single-seater race debut with Simon Baldy's SWB outfit, which expands to three cars.

Another new driver could also join later in the season, potentially bringing the entry into the high teens, having attracted 14 for the season opener at Rockingham.

"I'm extremely pleased to get this chance, SWB is a well-respected team", said Oram-Jones. "Simon works very well with the drivers and the mechanics all take a real

pride in what they do.

"My first race is very important, although I have to be realistic. I'd like to aim to be mid-pack or in the pack fighting for position as opposed to being at the back and not in the mix at all.

"I'll be happy to get any points of significance in the first few races. That would be extremely good."

FR NEC

Shunt rules F4 ace Fielding out of FR NEC Silverstone

BRDC FORMULA 4 ACE SENNAN

Fielding was given a last-minute call-up to make his Formula Renault debut in last weekend's Northern European Cup round at Silverstone.

Fielding joined Euronova Racing after the Italian team split with Polish driver Kuba Dalewski. Despite never having tested a two-litre Formula Renault, Fielding went seventh fastest from the 27-car field in the first practice session.

But he crashed at Stowe Corner in the opening qualifying period after putting a wheel on the Astroturf, which was wet from earlier rain, putting a hole in the monocoque and ruling him out for the weekend's races.

"I was at college on Thursday morning when I got the phone call,"

said Fielding. "They were searching for a British driver who knew the circuit. I had to come here with an open mind, as it's a massive jump from F4."

Euronova boss Vincenzo Sospiri said: "He's a very good lad, very calm. We are looking for someone for the next race, and I would love to have him in the car again - he's very fast."



Fielding missed
the NEC races

Production GTI

Onslow-Cole to race Golf in Production GTi Brands races

BRITISH TOURING CAR RACE

winner Tom Onslow-Cole will make a guest appearance in the Production GTi Championship at Brands Hatch in June.

The 27-year-old, who has made the switch to the British GT Championship for this season, will race a 16-valve Volkswagen Golf GTi in the top class of the BRSCC-run one-make series on June 15.

His mount run by the JabbaSport team has previously been raced by series frontrunner and 2013 runner-up



TO-C will
join GTi grid

Martyn Walsh, who is swapping to one of the squad's other cars for Brands.

Onslow-Cole, who raced in the BMW Compact Cup at Brands in 2012, said: "I love going back to square one with opportunities like this, and there's a real purity and camaraderie in championships like the PGTI.

"I've seen some of the lap times from these guys, and there are some seriously quick drivers to compete with, so I'm still expecting a real fight to get near the front."

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British GT

Malvern eyes British GT move in Von Ryan McLaren

MULTIPLE SINGLE-SEATER

champion Scott Malvern is pushing for a British GT drive with the Von Ryan Racing McLaren outfit.

The ex-British Formula Ford and Formula Renault BARC champion has spoken to the squad's chief Dave Ryan and prospective gentleman drivers and suggested he could be on the grid as early as this weekend at Silverstone.

Malvern, 25, spent 2013 on the sidelines but has returned to full-time

racing this year in the Radical SR3 Challenge UK campaign with Kevin Mills Racing alongside Nick Jones.

"It all depends really on us finding a suitable bronze-rated driver," said Malvern. "I've made no secret of the fact I'd love a crack in a GT car if the opportunity came up. It would be great if we could put something together."

Ryan, whose outfit has been absent so far this season but has a fully-paid entry for the championship, said he remained realistic, with the team's McLaren MP4-12C not on the provisional entry list.

"If we could find someone to go with Scott and complement him we would do it," he said. "We're 100 per cent ready to go and we can be there at the drop of a hat. But I'm wary of doing it for the sake of it. We're talking to some drivers but it's slow progress."



Ryan may yet fill BGT entry

EBREV/LAT



Crystal Palace recreates '71 thriller

Last weekend's Motorsport at the Palace celebrated the legendary race between Mike Crabtree, Gerry Marshall and Martin Thomas at Crystal Palace in 1971. Thomas's Chevrolet Camaro, Crabtree's Ford Escort Mk1 and a replica of Marshall's Vauxhall Viva GT were present at the event.

MIKE LAMBERT/GRIDSHOTS.COM

British GT

Cocker to replace Sims for Snetterton British GT races

FORMER BRITISH GT CHAMPION

Johnny Cocker will return to the series for a one-off with the Barwell-run Ecurie Ecosse team at Snetterton next month.

Cocker, who won the British GT title as an 18-year-old in 2004 with the GruppeM/Tech 9 Porsche squad, will race the Ecosse BMW Z4 in place of Alexander Sims, who will be racing for the factory Schubert team in the Nurburgring 24 Hours.

He will share the car with team regular Marco Attard, who won the second race at Oulton Park together with Sims in April and currently leads the points.

Cocker, who raced with Barwell in 2006-'08, returned to the team this year to contest the European Le Mans Series under the Team Russia banner.

Cocker will step in to race BMW Z4



EBREV/LAT

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F1 racers brought back plenty of memories for Pye



HAWKINS

Brands brilliance just part of Bank Holiday showcase

Drawing power has never been more important in motorsport as was demonstrated over the Whitsun Bank Holiday weekend. Promoted by MSV, the annual Masters Historic Festival was very well attended. Seeing the South Bank car park four-fifths full as a backdrop to the racing on a beautiful Sunday, plus strong car club activity packing folk into the Kentish amphitheatre, was a treat.

Fifty years after Brands hosted its first world championship Formula 1 race, the opportunity to see so many grand prix cars on the full circuit was eagerly seized. The bark of Cosworth DFV engines reverberating through the trees in the FIA Masters showpiece evoked memories of the 1966-'83 era grands prix and Races of Champions for those of us fortunate to have been trackside in the Jim Clark to Keke Rosberg era.

The glorious three-litre cars certainly fascinated onlookers of all ages, judging by the queue to see them in the pits. Sadly, Sunday's F1 grid walkabout fell prey to the tight schedule and poignant Jack Brabham tribute, but the race action – particularly behind the leaders, where a Carlos Reutemann Brabham BT42/44, Ronnie Peterson Lotus 76, James Hunt McLaren M23, Michele Alboreto Tyrrell 012 and Rosberg-type Williams FW08C howled round in a pack – was sensational.

Elsewhere, Maserati 250F and front-engined Ferrari Dino rasped past in a melange of contrasting straight-six and V6 engine notes, while an Innes Ireland Lotus 24 broadcast the switch-like aural delights of a screaming 1500cc Climax V8 of the early '60s. All that and outstanding sports-prototype and GT racing made Brands a great

weekend out – the better for being Saturday/Sunday which worked for continental visitors and avoided the usual Monday motorway madness.

At Castle Combe on Monday, a big Honda presence close to its UK plant at Swindon provided the flavour, with a BTCC Civic Tourer and saloon on show alongside road cars and racing motorcycles. Triple BTCC champion Matt Neal's Jazz expired

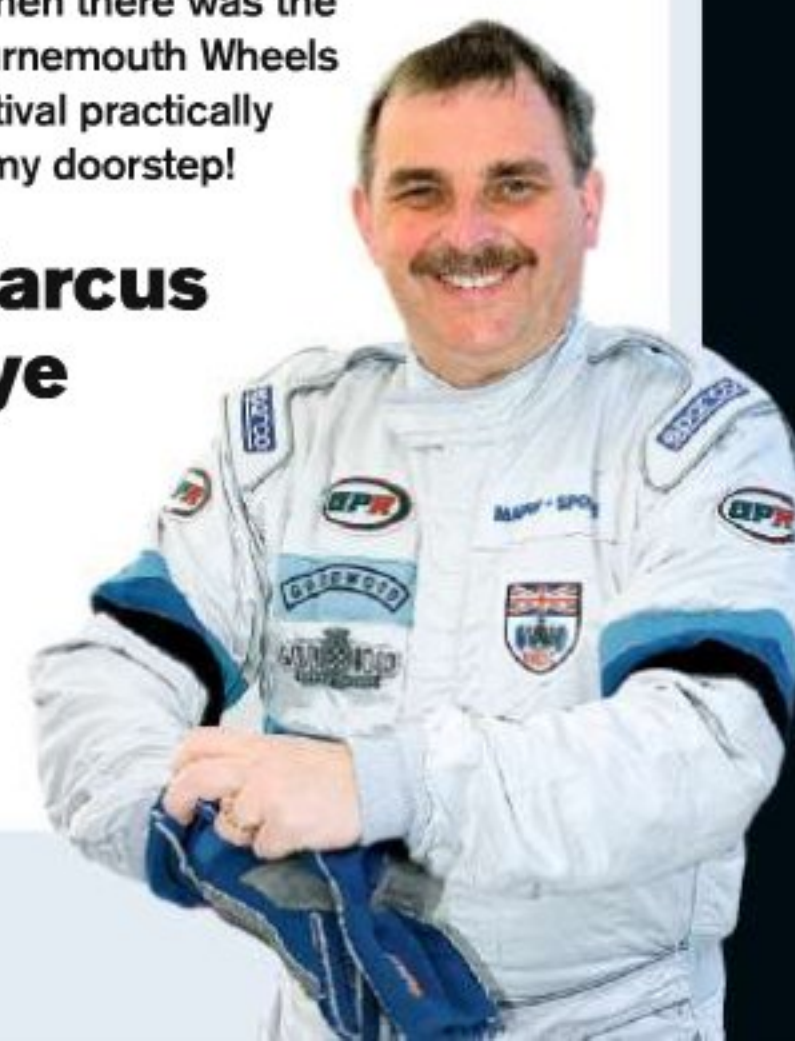
"The FIA Masters showpiece evoked memories and fascinated onlookers"

early in the Dave Allan Memorial feature, but the amiable and engaging star entered into the spirit of the day, signing countless autographs and giving an excellent PA interview on his first visit since the '90s.

As ever, fans were spoiled for choice over the Bank Holiday weekend. Forty miles from Brands, for instance, I would have loved to have witnessed Lydden's World Rallycross Championship round.

Then there was the Bournemouth Wheels Festival practically on my doorstep!

Marcus Pye



MAINTAIN



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'New' Fiat 131 will make debut

In brief

Historic Fiat to debut

The Fiat 131 built from scratch by Rally Sport Developments is expected to make its RAC Rally Championship debut this weekend. Former British Historic Rally champion Julian Reynolds will be behind the wheel of the 1970s replica on the Severn Valley Stages rally.

McNish takes the gold

Allan McNish was awarded the BRDC Gold Star in Monaco last weekend for winning the 2013 FIA World Endurance Championship. This award also honours the Scot's third Le Mans 24 Hours win last year and the grit and determination he has shown throughout his career.

Ford GT40 celebration

Fifty years of the Ford GT40 will be celebrated at the Brands Hatch American Speed Fest event. There will be a parade for GT40s and for half-centenary celebrating Mustangs on June 8. The display coincides with the 45th anniversary of Jacky Ickx's and Jackie Oliver's 1969 Le Mans 24 Hours in a GT40.

Wells nets podiums

Formula Masters China driver Dan Wells picked up a brace of second places in Shanghai last weekend. The Briton struggled more in the final race and finished fourth, but has still moved into second in the points. "We have to sit down, analyse the data and come back stronger in Korea," he said.

Cliff-top racers thrill

Huge crowds attending the inaugural Bournemouth Wheels Festival were treated to demonstration blasts along the town's East Cliff last weekend. A varied entry included F1 cars from Lotus, Toleman, Hesketh, Arrows, Benetton and Minardi, as well as a Le Mans GT40 and pre-war Bugatti T35.

Brabhams honour Sir Jack at Masters Historic Festival

The incredible career of the late three-time Formula 1 world champion Sir Jack Brabham was celebrated at last weekend's Masters Historic Festival at Brands Hatch by demonstration runs of some of the Aussie's

greatest racers. Leading the commemoration of the only man to win the F1 title in a car bearing his name were Jack's son David at the wheel of a Brabham BT45 (left) and grandson Sam, driving a BT24.

HAWKINS

Neal's effort
hit the skids



EDP PHOTO NEWS

Dave Allan Trophy

Neal woe on Combe return

THREE-TIME BRITISH TOURING Car champion Matt Neal retired just four laps into his return to Castle Combe for the Dave Allan Trophy race.

Neal was making his first Combe appearance in 23 years to take part in the annual memorial handicap enduro for former Honda test driver Allan, and shared a Synchro Motorsport Honda Jazz with Daniel Ludlow.

The pair qualified seventh for the 90-minute enduro and Neal had just got into the top six when the Jazz began smoking heavily.

"There's a hole in the sump, which is not good for a 90-minute race," Neal explained. "I'm gutted, we wanted to give Dave Allan's car a much better run than that. It had been great to be back at Combe"

Sports and GT

New sports-racer makes its debut

CASTLE COMBE SPORTS AND GT championship stalwart Dylan Popovic's new Marlin Avatar fell a lap short of a podium place after a promising race debut on Bank Holiday Monday.

Having evolved his previous green Marlin 5EXi-based machines substantially, Popovic's brand new chassis has retained its twin-turbocharged 350bhp 2.7-litre Audi V6 engine and transaxle.

Popovic, who completed a shakedown test before Combe, was forced into retirement with a cooling issue.



EDP PHOTO NEWS

Powell fought off
rookie Sowery



WALKER

F3 Cup

Powell doubles up on F3 Cup comeback

F3 CUP RUNNER-UP ALICE

Powell made a winning return to the category at Rockingham last weekend.

Powell, who drove at the circuit at the British F3 opener earlier this month, made a one-off appearance in the Dallara she raced in 2013 after striking a

deal with Mike Gale.

"He offered me a deal to race and I took it with both hands," she said. "It is just a one-off but I might do the round at Spa if I can, it's such an incredible track."

The 21-year-old, who hopes to continue in both Formula Renault Asia

and British F3, also praised F3 Cup rookie and points leader Toby Sowery, who had won all four previous races.

"He is a very fast young driver," she added. "He put me under so much pressure throughout both races and I had to make sure I was defending well."



MASTERS HISTORIC FESTIVAL BRANDS HATCH, MAY 24-25 MSVR

Lola wins sportscar epic

EPIC SPORTS PROTOTYPE AND GT action in Saturday's exceedingly slippery conditions eclipsed Sunday's single-seater showcases as the Masters Historic Festival celebrated 50 years of grand prix racing at Brands Hatch and inspirational triple F1 world champion Sir Jack Brabham's life before an event record crowd.

The first leg of the FIA Historic Sportscar round, on a drying track, ended with the 1840cc Chevron-FVC B19 of Martin O'Connell sandwiched between the five-litre Chevrolet V8-engined Lola T70s of Simon Hadfield and fast-closing Andy Wolfe, split by 0.8s at the chequer.

O'Connell had boxed Hadfield behind [Wolfe's team-mate] Graham Wilson's Chevron B8 exiting Graham Hill Bend on the last lap, but Simon thundered back ahead on the GP loop. Wolfe's time penalty for a ride-height infringement affected nothing, meanwhile Manfredo Rossi

di Montelera (Abarth-Osella PA1) set fastest lap despite a tyre mix-up.

O'Connell had dropped Hadfield's and Wolfe's car owners Leo Voyazides and Jason 'Kenny Rogers' Wright on Sunday when a jury-rigged gearbox 'fix' failed, handing the Greek another victory. Neil Primrose screamed Dave Gathercole's Lola T210 replica up to third before it stopped, while T212 driver Charles Nearburg (who sat out the wet race) made it two Americans in the top five.

The Gentlemen Drivers GT races were fabulous retrospectives of the Pre-'66 era, with AC Cobras, TVR Griffiths, Jaguar E-types and Roger Wills' Bizzarrini scrabbling for elusive grip at the sharp end of Saturday's soggy opener. Chris Scragg (E-type) led lap one with Leo Voyazides (Cobra), Wills, Mike Whitaker (TVR) and Nigel Greensall (E-type) in tow, but Whitaker was outrun by Simon Hadfield as rain returned in the closing stages.

Hartley (31) and Fish fight over the F1 lead



ALL PICS: GARY HAWKINS

When Sunday dawned dry, the boot was on the other foot. After a clash with Andy Wolfe (Cobra) at Paddock, Whitaker staved off Hadfield and Matt Nicoll-Jones (in Scragg's Jag). "I knew Leo and Simon had it on aggregate, but I had to try," he said. Wolfe coasted in eighth having run out of fuel at Clearways.

Double FIA champion Steve Hartley (Arrows A4) and Simon Fish (Ensign N180) dominated Sunday's Historic Formula 1 double-header, the Mirage teamsters howling clear of Mike Wrigley's CGA-run Williams FW07 each time.

SuperSports Cup ace Silvio Kalb made a superb series debut in the Arrows A4 last raced by Rowland Kinch, displaying big commitment to land fifth (behind reigning title-holder Greg Thornton, who had beached his Lotus 91 in qualifying) and fourth.

Both races featured safety car

interludes after competitors walked away from crashed Marches at Clearways. Germany's Rudolf Ernst planed one side from his Hexagon 721 having clipped the throttle pedal as he braked; Mark Dwyer's Guinness 811 rolled and landed inverted, possibly after hitting oil.

Jonathon Hughes landed the weekend's first poignant Brabham victory in Saturday's wet FIA Lurani Trophy Formula Junior qualifier, but previous Brands winner James Murray (ex-Alan Rees Lola Mk5A) felt he had the dry pace to challenge the BT6 driver. Indeed, he proved it on Sunday, resisting renewed pressure to the flag.

"I went ahead when Jonathan tried to overtake Manfredo Rossi, found the outside at Hawthorn and they ran towards Westfield with wheels intertwined," said Murray. He missed the oil at Stirlings that sent Rossi's Lotus 22 spinning later. Delayed by

Voyazides/Hadfield also took Gentlemen success





The Voyazides/Hadfield
Lola won out in the end

the earlier moment, Hughes came back at Murray in traffic, but James had just enough in reserve.

With an eight-second cushion from day one, Hughes' aggregate victory was assured, but star of the show was Stuart Roach who not only landed fourth in his front-engined Alexis Mk2 on Saturday – having recovered from 16th after a hairy 360-degree spin on the treacherous ascent to Druids – but converted it magnificently to third overall.

The Masters Touring Car set completed Voyazides' rout, his Ford Falcon Sprint as beautifully driven as it is prepared. Mike Gardiner pitted his Falcon minus third gear on Saturday, promoting Henry Mann's Mustang to second. Phil Keen hurled

Gardiner's rejuvenated monster from the back to silver on Sunday, when Mann conked out. Although Nick Swift's Cooper S was the quickest Mini on day two, fuel pump issues had already scuppered its chances on aggregate. Multiple Mini champion Jonathan Lewis thus bagged third.

Aided by pursuer Bobby Verdon-Roe's stunning Ferrari Dino 246S losing second and third gears, Chris Ward romped to Stirling Moss Trophy Pre-'61 Sportscar victory. Paul Woolley/Richard Shaw (Cooper Monaco) finished strongly in third after diff failure sidelined Dion Kremer's nippy Lotus 17. The gallant Lola Mk1 prototype of Keith Ahlers/Billy Bellinger was thus promoted to top tiddler, on the winner's lap!

RESULTS

FIA MASTERS HISTORIC SPORTS CARS (18+18 LAPS)

1 Simon Hadfield/Leo Voyazides (Lola T70 Mk3B) 1h02m22.008s (88.95mph); 2 Andy Wolfe/Jason Wright (Lola T70 Mk3B) +1m05.177s; 3 Manfredo Rossi di Montelera (Abarth-Osella PA1); 4 Emanuele Benedini (Chevron B16); 5 Andy Newall (Chevron B8); 6 Jamie Boot (B16). **CW** Rossi di Montelera; Benedini; Boot; Pete Hallford/Stephen Treherne (Chevrolet Corvette); Keith Ahlers/Billy Bellinger (Cooper Monaco King Cobra). **FL** Martin O'Connell (Chevron B19) 1m32.138s (95.02mph). **RACE 1 (18 LAPS)** 1 Hadfield 30m42.062s (85.46mph); 2 O'Connell +0.681s; 3 Wolfe; 4 Sam Carrington-Yates (Chevron B16); 5 Rossi di Montelera; 6 Benedini (Chevron B16). **CW** O'Connell; Carrington-Yates; Mark Owen (Chevron B8); Hallford; Ahlers. **FL** Rossi di Montelera 1m37.760s (89.60mph). **RACE 2 (20 LAPS)** 1 Voyazides 31m36.945s (92.35mph); 2 Wright +39.351s; 3 Rossi di Montelera; 4 Benedini; 5 Charles Nearburg (Lola T212); 6 Newall. **CW** Rossi di Montelera; Newall; Bellinger; Treherne. **FL** O'Connell 1m32.138s (95.07mph). **GENTLEMEN DRIVERS (17+23 LAPS)** 1 Voyazides/Hadfield (AC Cobra) 1h14m17.524s (78.60mph); 2 Mike Whitaker (TVR Griffith) +1.251s; 3 Roger Wills (Bizzarini 5300GT); 4 Chris Scragg/Matt Nicoll-Jones (Jaguar E-type); 5 Nigel Greensall/Galal Mahmoud (Jaguar

E-type); 6 John Spiers (TVR Griffith). **CW** Martin Stretton/Mark Martin (Lotus Elan 26R); Billy Bellinger/Keith Ahlers (Morgan +4 SLR); Mark Bates (Porsche 911). **FL** Whitaker 1m43.083s (84.97mph). **RACE 1 (17 LAPS)** 1 Voyazides/Hadfield 32m42.281s (75.89mph); 2 Whitaker +2.955s; 3 Wills; 4 Scragg/Nicoll-Jones; 5 Greensall/Mahmoud; 6 Stretton/Martin. **FL** Whitaker 1m42.897s (85.13mph). **RACE 2 (23 LAPS)** 1 Whitaker 41m33.559s (80.79mph); 2 Voyazides/Hadfield +1.704s; 3 Scragg/Nicoll-Jones; 4 Wills; 5 Karsten Le Blanc (AC Cobra); 6 Spiers. **FL** Whitaker 1m43.083s (84.97mph). **FIA MASTERS HISTORIC F1 (17+16 LAPS)** 1 Steve Hartley (Arrows A4-4) 51m40.362s (93.23mph); 2 Simon Fish (Ensign N180) +0.839s; 3 Mike Wrigley (Williams FW07B-07); 4 Silvio Kalb (Arrows A4); 5 Greg Thornton (Lotus 91-5); 6 Manfredo Rossi di Montelera (Brabham BT42/44-3). **CW** Rossi di Montelera; Ian Simmonds (Tyrrell 012-1); John Delane (Tyrrell 006). **FL** Hartley 1m22.191s (106.57mph). **RACE 1 (17 LAPS)** 1 Hartley 25m18.738s (98.05mph); 2 Fish +0.362s; 3 Wrigley; 4 Thornton; 5 Kalb; 6 Rossi di Montelera. **CW** Rossi di Montelera; Simmonds; Delane. **FL** Hartley 1m22.191s (106.57mph). **RACE 2 (16 LAPS)** 1 Hartley 25m21.624s (88.61mph); 2 Fish +0.477s; 3 Wrigley; 4 Kalb; 5 Thornton; 6 Rossi di Montelera. **CW** Rossi di Montelera; Simmonds; Delane. **FL** Hartley 1m22.256s (106.49mph).

HGPCA BRANDS HATCH, MAY 24-25 MSVR

Fairley takes poignant Brabham win at Festival

JON FAIRLEY WAS PROUD TO COMPLETE his 2014 hat-trick in a Tasman Brabham BT11 raced by 'Black Jack' himself. Alas, its gearbox played-up en route, precluding a Sunday start, by which time Peter Horsman (Lotus 18/21, pitched off at Clearways by a grabbing rear brake) and Miles Griffiths (Cooper T51, fuel pump failure) were out.

Sensationally, Griffiths shot from 28th to fourth inside a lap on day two, whereas it took six for row-mate Horsman to join him at the front. Peter then forged ahead, protecting a tenuous advantage into Druids. When Miles' coil lead broke on the final lap, Horsman

was "zero to hero again."

Recalling Sir Jack Brabham's first F1 world title in 1959, Rod Jolley's ex-works Cooper T45/51 twice finished runner-up ahead of Andrew Beaumont's Lotus 24 V8. Eddy Perk (Heron) claimed a 1500cc four-cylinder double after Alan Baillie (Cooper T71/73) tripped over a Cooper-Bristol at Dingle Dell on Saturday.

Heading a front-engined pack graced by Spanish debutant Guillermo Fierro's Maserati 250F, Tony Smith rasped his ex-Phil Hill Ferrari Dino to a brilliant pair of fifth places overall.



BT11 took Fairley
to victory

HGPCA PRE-1966 GP CARS (BOTH 15 LAPS) 1 Jon Fairley (Brabham BT11) 25m43.589s (85.12mph); 2 Rod Jolley (Cooper T45/51) +13.863s; 3 Andrew Beaumont (Lotus 24 V8); 4 Eddy Perk (Heron-Alfa Romeo); 5 Tony Smith (Ferrari Dino 246); 6 Alan Baillie (Cooper T71/73). **CW** Jolley; Perk; Clive Wilson (Cooper T43); Ian Nuthall (Alfa F2); Brian Jolliffe (Cooper T45). **FL** Fairley 1m40.284s (87.35mph). **RACE 2** 1 Peter Horsman (Lotus 18/21) 25m10.317s (85.86mph); 2 Jolley +26.052s; 3 Beaumont; 4 Perk; 5 Smith; 6 Baillie. **CW** Jolley; Perk; Steve Hart (Cooper-Maserati T51); Paul Grant (Cooper-Bristol Mk2); Scotty Taylor (Cooper T45). **FL** Horsman 1m39.976s (87.61mph).

Thrilled with another shot at the full track, a sea of Dutch racers in diverse cars ranging from Fiat Abarth 1000TC to Iso Rivolta populated the non-championship NHKGT race. Michiel Campagne rumbled his Chevrolet Corvette clear, but poleman Alexander Schluchter's hot Lotus Elan had the handling to keep the

sometime McLaren M8F racer honest.

David Brise – nephew of local kart-to-F1 hero Tony, for whom the evocative 30-car Classic FF1600 finale was named – chased winner Mike Gardner home. Early leader Richard Tarling's engine expired at the green after a safety car interlude.

● Marcus Pye



Murray claimed
a Lurani Trophy win

FIA LURANI TROPHY FORMULA JUNIOR (11+15 LAPS) 1 Jonathon Hughes (Brabham BT6) 51m26.433s (73.78mph); 2 James Murray (Lola Mk5A) +7.621s; 3 Manfredo Rossi di Montelera (Lotus 22); 4 Stuart Roach (Alexis Mk2); 5 Marc Amez-Droz (Brabham BT6); 6 Richard Smeeton (Wainer). **CW** Roach; John Delane (Lotus 18); Steve Futter (Lotus 20). **RACE 1 (11 LAPS)** 1 Hughes 25m31.259s (62.92mph); 2 Murray +8.108s; 3 Roach; 4 Rossi di Montelera; 5 John Fyda (Lotus 22); 6 Mark Pangborn (Lotus 20B). **CW** Roach; Kim Shearn (Lotus 18); Futter. **FL** Murray 2m08.011s (68.43mph). **RACE 2 (15 LAPS)** 1 Murray 25m55.173s (84.51mph); 2 Hughes +0.487s; 3 Rossi di Montelera; 4 Smeeton; 5 Philip Buhofer (Lola Mk5A); 6 Amez-Droz. **CW** Roach; Delane; Futter. **FL** Murray 1m40.864s (86.84mph). **MASTERS PRE-'66 TOURING CARS (14+14 LAPS)** 1 Leo Voyazides (Ford Falcon) 50m39.790s (80.68mph); 2 Roger Wills (Mercury Comet Cyclone) +11.279s; 3 Jonathan Lewis (Austin Cooper S); 4 Mark Hales/Allan Ross-Jones (Ford Lotus Cortina); 5 Chris Clarkson/'Meerkat' Smithies (Ford Falcon); 6 Josh & Robert Beebe (Austin Cooper S). **CW** Lewis; Hales/Ross-Jones. **FL** Phil Keen (Ford Falcon) 1m46.407s (82.32mph). **RACE 1 (14 LAPS)** 1 Voyazides 25m21.321s (80.61mph); 2 Henry Mann (Ford Mustang) +10.453s; 3 Wills; 4 Clarkson; 5 Georg Kjallgren (Ford Mustang); 6 Nicholas Smith (Ford Mustang). **CW** Lewis;

Hales. **FL** Voyazides 1m46.718s (82.08mph). **RACE 2 (14 LAPS)** 1 Voyazides 25m18.469s (80.76mph); 2 Keen +8.293s; 3 Wills; 4 Smithies; 5 Bill Shepherd (Ford Mustang); 6 King. **CW** Nick Swift (Morris Cooper S); Ross-Jones. **FL** Keen. **STIRLING MOSS TROPHY PRE-'61 SPORTSCARS (28 LAPS)** 1 Chris Ward (Lister-Jaguar Costin) 50m08.106s (81.53mph); 2 Bobby Verdon-Roe (Ferrari Dino 246S) +10.216s; 3 Paul Woolley/Richard Shaw (Cooper Monaco); 4 Keith Ahlers/Billy Bellinger (Lola Mk1 Prototype); 5 Phillip Champion/Sam Stretton (Lotus 11 Le Mans); 6 Rick Bourne/Malcolm Paul (Elva Mk5). **CW** Champion/Stretton; Ahlers/Bellinger; Gordon McCullough/Patrick Blakeney-Edwards (Maserati 200SI). **FL** Ward 1m43.405s (84.71mph). **NKHTGT (11 LAPS)** 1 Michiel Campagne (Chevrolet Corvette Stingray) 20m16.374s (79.21mph); 2 Alexander Schluchter (Lotus Elan) +0.940s; 3 Armand Adriaans (Shelby Mustang GT350); 4 Norbert Gross (Ford Falcon Sprint); 5 Martin Bijleveld (Ford Falcon); 6 Rob Bergmans (Iso Rivolta). **FL** Schluchter 1m49.131s (80.26mph). **TONY BRISE TROPHY CLASSIC FF1600 (11 LAPS)** 1 Mike Gardner (Crossle 30F) 21m00.877s (76.42mph); 2 David Brise (Royale RP21) +5.723s; 3 James Buckton (Elden Mk8); 4 Stuart Kestenbaum (Van Diemen RF79); 5 Andrew Smith (Van Diemen FA73); 6 James Hagan (Crossle 32F). **CW** Buckton. **FL** Gardner 1m39.941s (87.55mph).



Ahlers clinched back-to-front Morgan win

EDP PHOTO

CASTLE COMBE MAY 26 CCRC

Recovery drives set Bank Holiday tone

KEITH AHLERS' AND GARY PREBBLE'S back-to-back race victories from pitlane starts entertained spectators as excellent marque racing provided the best of the Whitsun Bank Holiday fare.

Past master Ahlers had more fun scything through the Morgan Challenge masses than he would have done from pole, but led by lap five and growled clear of Zandvoort victor Philip Goddard and Roger Whiteside. Titanic class struggles included Jonathan Edwards hopping, skipping and jumping past Tony Lees and Robin Pearce (who retired) before crashing at Camp, Simon Orebi Gann repassing Tim Parsons, and Sharlie Goddard driving a blinder to rob champion Philip St Clair Tisdall and Tim Ayres.

Prebble's clutchless Mitsubishi Evo sizzled to the top of the Combe GT charts as pacemakers Barry Squibb and Ilsa Cox faltered. Perry Wadhams' TVR managed to survive attrition to place second after battling with Dylan Popovic's new Marlin Avatar, which lost its coolant, and Nick Holden's Ariel Atom.

With FF1600 series leader Roger Orgee at the back following oil-pump dramas, Ashley Crossey started brilliantly and dominated. Orgee jostled through the six-car peloton – with Ed Moore (a Quarry spinner), Adam and Richard Higgins, Luke Cooper and poleman Nathan Ward – to third but a demon move by Ward to grab second from Adam Higgins left Roger fourth.

In its 39th season, the Midget & Sprite Challenge provided a cracking damp finale. Paul Sibley hung on to win after repelling James Dunkley with Martin Morris – whose gearbox Sibley helped fix after qualifying – on their heels from the back.

The Tegiwa Civic Cup field grew to 21, but it was Rob Baker and Rich Hockley who bagged another first and second apiece, the latter landing reversed-grid honours from row four. Maltese racer Bernard Galea was rewarded with third in the opener but Luke Sedzikowski's day ended with his CRX in the Tower barrier.

Supported by Honda and Synchro Motorsport, the annual Dave Allan Memorial enduro lost triple BTCC



Prebble added to his win tally

EDP PHOTO

champion Matt Neal's Honda Jazz with a holed sump after five of the 90 minutes, but proved great fun for competitors. Phil Keen and Andrew Smith (Ariel Atom) blitzed it, chased by poleman Tim Woodman (Caterham-Honda). Third on scratch, the pristine Honda Integra Type R of Richard Meins/Des Smail claimed the key handicap victory over Keen/Smith and father-and-daughter Tamsin Doyle/Leigh Sebba (Morgan +8).

Once hard-charging Charles Hyde-Andrews-Bird's Renault Megane had broken, Tony Hutchings scorched his Audi TT to a lonely Combe Saloon victory over Mark Wyatt's Vauxhall Astra. Wyatt and baby class winner David Rose (VW Lupo) continue to head the table.

Andy Crockett and Norman Lackford collided at Bobbies while disputing the lead of the Sports Racing stanza, gifting ex-750MC F4 racer Chris Vinall a surprise victory by a lap over the duelling Richard Gray and Anthony Weeks.

● Marcus Pye

RESULTS

MORGAN CHALLENGE (24 LAPS) 1 Keith Ahlers (+8) 31m10.613s (85.44mph); 2 Philip Goddard (+8) +12.878s; 3 Roger Whiteside (+8); 4 Tony Lees (+8); 5 Stuart Anderson (+8); 6 Tony Hirst (+4). **Class winners** Lees; Simon Orebi Gann (Roadster); Sharlie Goddard (+8); Jack Bellinger (+8). **Fastest lap** Ahlers 1m14.417s (89.49mph).

CASTLE COMBE SPORTS & GT (15 LAPS) 1 Gary Prebble (Mitsubishi Lancer Evo) 18m17.890s (90.99mph); 2 Perry Wadhams (TVR Tuscan-Chevrolet) +46.552s; 3 Nick Holden (Ariel Atom); 4 Mark Higginson (Rage RT200T); 5 Phil Gale (Darrin-Vauxhall T9); 6 Robin Arber (Sylvia Phoenix). **CW** Wadhams; Holden. **FL** Prebble 1m09.424s (95.93mph).

CASTLE COMBE FF1600 (15 LAPS) 1 Ashley Crossey (Spectrum 011B) 18m15.300s (91.20mph); 2 Nathan Ward (011C) +4.476s; 3 Adam Higgins (Van Diemen JL12); 4 Roger Orgee (Van Diemen RFOO); 5 Luke Cooper (Swift SC92); 6 Ed Moore (JL013K). **CW** Cooper; David Cobbold (RF89). **FL** Crossey 1m12.077s (92.40mph).

MIDGET & SPRITE CHALLENGE (14 LAPS) 1 Paul Sibley (MG Midget) 20m00.005s (77.70mph); 2 James Dunkley (MG) +2.084s; 3 Martin Morris (MG); 4 Nigel Pratt (MG); 5 Paul Campfield (Austin-Healey 'Frogeye' Sprite); 6 Stephen Pegram (MG). **CW** Pratt; Campfield; Neil Cameron (Arkley Sprite). **FL** Sibley 1m17.123s (86.35mph).

CIVIC CUP (BOTH 10 LAPS) 1 Robert Baker 15m14.117s (70.54mph); 2 Rich Hockley +0.568s; 3 Bernard Galea; 4 Marc Kemp; 5 Tim Evans; 6 Nathan Burrell. **FL** Hockley 1m18.544s (84.79mph). **RACE 2 1 Hockley 16m05.126s (82.80mph);** 2 Baker +2.679s; 3 Andrew Gaugler; 4 Kemp; 5 Galea; 6 Evans. **FL** Hockley 1m18.923s (84.38mph).

DAVE ALLAN TROPHY (70 LAPS) 1 Phil Keen/Andrew Smith (Ariel Atom) 1h30m17.291s (86.05mph); 2 Tim Woodman (Caterham-Honda) –1 lap; 3 Richard Meins/Desmond Smail (Honda Integra Type R); 4 Alyn James/Stephen Ritchie (Honda Civic Type R); 5 Robert Crofton/Myles Packman (Ginetta G40); 6 Dominic & Alan House (Morgan Roadster). **HANDICAP 1 Meins/Smail;** 2 Keen/Smith; 3 Tamsin Doyle/Leigh Sebba (Morgan +8); 4 Crofton/Packman; 5 James/Ritchie; 6 Chaz Ryles/Nick Adams (MG ZR). **FL** Keen 1m12.280s (92.14mph).

CASTLE COMBE SALOONS (15 LAPS) 1 Tony Hutchings (Audi TT) 19m31.358s (85.28mph); 2 Mark Wyatt (Vauxhall Astra) +9.491s; 3 Tony Dolley (Peugeot 206 GTI); 4 Julian Ellison (Vauxhall Astra VXR); 5 John Barnard (Vauxhall Astra VXR Turbo); 6 David Challenger (SEAT Leon Cupra). **CW** Wyatt; Carl Loader (Citroen Saxo VTS); David Rose (VW Lupo). **FL** Hutchings 1m16.153s (87.45mph).

CASTLE COMBE SPORTS RACING (18 LAPS) 1 Chris Vinall (Radical SR3 RS) 21m07.761s (94.56mph); 2 Richard Gray (Radical SR4); 3 Anthony Weeks (Radical ProSport); 4 Robert Gillman (Radical ClubSport); no other finishers. **CW** Gray. **FL** Andy Crockett (Radical ProSport) 1m07.916s (98.06mph).



Packed Civics were excellent again

**NKHTGT BRANDS HATCH,
MAY 26 MSVR**

Visitors put on a Bank Holiday show

THE DUTCH HISTORIC CHAMPIONSHIP for Touring Cars and GTs provided some terrific close-quarters racing at Brands Hatch's Masters Raceday on Bank Holiday Monday.

The race for touring cars was dominated by Ford Falcons, with Martin Bijleveld taking the initiative early on from poleman Norbert Gross. Bart Jan Deenik made it three Falcons at the front by relieving Max Boodie (Ford Mustang) of third place on lap two.

Gross kept Bijleveld in close company and, on lap nine, took the lead with a demon move around the outside of his rival at Paddock Hill Bend. Gross then began to pull away, with Bijleveld spinning into the gravel at Paddock two laps from the end trying to keep up, promoting Leo Landman (Lotus Cortina) to third.

The GT battle was intense. Armand Adriaans' Ford Mustang battled it out with the Lotus Elan of Alexander Schluchter in the first couple of tours, but it didn't take long for the powerful Corvette of Michel Campagne, who

had qualified in fifth, to reel them in. Despite the extra grunt, it took the big Chevy until lap eight to squeeze past the nimble Elan.

Campagne made his move for the lead soon after, pulling alongside the Mustang at Druids. Schluchter managed find space to pull alongside the pair, and they went three abreast into Graham Hill Bend. The little Elan lost out and slewed onto the grass on the Cooper Straight, while Adriaans remarkably remained in front.

Adriaans held the Corvette at bay for a further 10 laps, while the recovering Schluchter closed back up. On the final lap, the Lotus nipped up the inside of the Corvette at Surtees to snatch second, only to receive a 30-second penalty for not respecting the track limits, dropping him to sixth. ● Matt Upton

RESULTS (BOTH 26 LAPS) 1 Norbert Gross (Ford Falcon Sprint) 25m34.3577s (73.67mph); 2 Bart Jan Deenik (Falcon) +33.879s; 3 Leo

Landman (Lotus Cortina); 4 Rene de Vries (Mini Cooper S); 5 Roger Ebdon (Cooper S); 6 Klass Span (Cooper S). **CW** Landman; de Vries; Jasper Izaks (Fiat Abarth 100 TC Corsa). **FL** Gross 57.707s (75.35mph). **RACE 2 1 Armand Adriaans (Shelby Mustang) 25m08.675s (74.94mph); 2 Michiel Campagne (Chevrolet Corvette) +0.478s; 3 Rob Bergmans (ISO Rivolta); 4 Jos Stevens (Cortina); 5 Thomas Kargus (Lotus Elan); 6 Alexander Schluchter (Elan 26R). CW** Bergmans; Stevens; Theo van Gammeren (Porsche 911); Bert Du Toy Van Hees (Lotus Elite). **FL** Schluchter 58.336s (77.19mph).



Adriaans leads the intense GT fight

HAWKINS

OSS CHAMPIONSHIP BRANDS HATCH, MAY 26 MSVR

Fleming in OSS control

CRAIG FLEMING TOOK TWO WELL-judged victories in the two OSS Championship races.

After starting from pole in the first race, the Juno driver fell behind the two Jades of Graham Cole and Tony Sinclair in a frantic opening tour. After Sinclair's camshaft broke, Fleming got past Cole, who had a slight misfire, on lap six. Fleming lost a lot of time to Cole on the penultimate lap when two backmarkers spun in front of him, but he quickly recovered.

Fleming led the duration of race two, and was looking comfortable when Tim Gray (Spire) began to reel him in. It wasn't until Grey pulled alongside him that he realised he

was there — "the first I knew of him catching me was this bike engine screaming beside me!" He duly picked up the pace, crossing the line with a comfortable four-second gap. ● Matt Upton

RESULTS (25 LAPS) 1 Craig Fleming (Juno TR520) 20m16.180s (89.39mph); 2 Graham Cole (Jade Trakstar) +2.470s; 3 Josh Smith (Radical PR6); 4 Craig Mitchell (Ligier JS49); 5 Tim Gray (Spire GT-3); 6 Jonathan Edwards (Zeus Challenger Evo 2). CW Cole; Smith; Gray. **FL** Fleming 45.080s (96.46mph). **RACE 2 (20 LAPS) 1 Fleming 20m12.303s (71.74mph); 2 Gray +4.617s; 3 Josh Smith; 4 Darcy Smith; 5 Graham Hill (Radical Prosport); 6 Ginger Marshall (Bowlby Mk2). CW** Gray; Josh Smith; Cole. **FL** Fleming 58.790s (73.96mph).



Fleming flew to an OSS double

HAWKINS



This was as close as Birley let his rivals get

QUAIFE SALOONS/CANNON'S TIN TOPS BRANDS HATCH, MAY 26 MSVR

Escort ace Birley on top form

ROB BIRLEY DECIMATED THE QUAIFE Saloons and Cannon's Tin Tops field in race one, with Alex Sidwell (Holden) coming home in a distant second. Behind them, Tom Knight just triumphed over Ian Butler to snatch third after finally finding a way by at Druids in the closing stages.

The Tin Tops race was won by Vic Hope (Civic). Hope inherited the lead when Barnaby Davies' Toyota retired with suspected Turbo trouble. He just defeated Tom Bridger (Rover Tomcat), up from eighth on the grid, by less than a second at the flag.

Birley (Ford Escort WRC) was peerless in race three, making the most of his four-wheel drive to dominate in the sodden conditions. ● Matt Upton

RESULTS (18 LAPS) 1 Rod Birley (Ford Escort WRC) 16m08.77s (80.79mph); 2 Alex Sidwell (Holden Commodore) +20.324s; 3 Tom Knight (BMW M3); 4 Ian Butler (Ford Focus); 5 Jamie Liptrott (M3); 6 Tony Paxman (Ford Escort Mk1). CW Knight; Liptrott; Paxman; Graham Richardson (Vauxhall Nova GTE); Vic Hope (Honda Civic Type R). **FL** Birley 51.753s (84.02mph). **RACE 2 (16 LAPS) 1 Hope 15m08.904s (76.55mph); 2 Tom Bridger (Rover 220 Turbo) +0.878s; 3 Terry Searles (MG ZR 190); 4 Russell Turner (Escort Mk1); 5 Chris Bassett (Peugeot 205 GTI); 6 Peter Osborne (Renault Clio). CW** Bridger; Osborne; Oliver Davies (Renault 5 GT Turbo); Neal Gardiner (Metro). **FL** Davies (Toyota Starlet) 55.433s (78.44mph). **RACE 3 (15 LAPS) 1 Birley 15m17.103s (71.12mph); 2 Sidwell +8.530s; 3 Butler; 4 Knight; 5 Paxman; 6 James Ross (Ford Fiesta ST). CW** Butler; Paxman; Dave Charlton (Seat Leon); Gardiner; Osborne; Bridger **FL** Birley 59.464s (73.13mph).

Smith and Farmer
shared the wins



FORMULA VEE SNETTERTON, MAY 26 750MC

Smith fights back in crushing fashion

WITH OIL HAVING BEEN SPILT on much of the track during the warm-up lap, the opening Formula Vee race was always going to be lively. Undeterred, reigning champion Paul Smith converted pole to a first-lap lead ahead of fast-starting Graham Gant, Martin Farmer, Paul Taylor and Peter Belsey.

Determined to capitalise, Gant pushed hard to snatch the lead going into Riches next time round, only to run wide and onto the grass. "I just left my braking too late – I didn't take enough speed off," he confessed.

With Gant dropping to fifth, Smith was briefly in the clear, only for fuel-pump failure to force him into the pits and retirement next time around. Martin Farmer picked up the pieces and led to the finish despite the treacherous conditions.

"For the whole race there was oil on a lot of the track – it was getting pretty eventful and I nearly lost it several times!" he exclaimed.

Gant, struggling for grip, recovered through to finish a distant runner-up, just clear of Paul Taylor and Peter Belsay in a virtual dead-heat for third.

"I was convinced I had a rear puncture at one point," said Gant.

Smith went a long way to making up for his earlier retirement by utterly dominating race two. Having converted pole to the lead, he pulled well clear of the battle for second by building a lead at the rate of around a second a lap to secure his second win of the season.

With double victory out of his reach, Farmer focused on securing second. Despite briefly losing the place to Gant on the penultimate lap, Farmer swept back ahead under

braking into Nelson next time round to secure the place.

● Oliver Timson

RESULTS (7 LAPS)

1 Martin Farmer (GAC) 10m06.65s (83.08mph); 2 Graham Gant (WEV) +5.16s; 3 Peter Belsey (Spyder Mk2); 4 Tim Probert (Storm); 5 Steve Ough (AHS Dominator); 6 Ben Miloudi (Storm). **Fastest lap** Belsey 1m24.65s (85.06mph). **RACE 2 (10 LAPS) 1 Paul Smith (AHS Dominator) 14m01.68s (85.54mph);** 2 Farmer +9.53s; 3 Gant; 4 Ian Buxton (GAC/Daghorn); 5 Belsey; 6 Paul Taylor (GAC). **FL** Smith 1m22.55s (87.22mph).



Boulton took
a dramatic
victory

RGB SNETTERTON, MAY 25 750MC

Boulton edges to double

FORMER LOCOST CHAMPION SCOTT Mittell almost pulled off a dramatic win in the opening RGB race.

Having surged past early leader Matthew Higginson and Alastair Boulton to claim second place inside two laps, Mittell set fastest lap as he chased after John Cutmore's lead.

The pair sped as one down Bentley Straight for the final time, only to fall off as they battled through the old Esses complex. A grateful Boulton swept past them both to claim a thrilling win.

Boulton doubled up by winning again in race two having grabbed the

lead at the start and built just enough of an advantage to take the flag ahead of a late-charging Mittell and Cutmore.

● Oliver Timson

RESULTS (8 LAPS) 1 Alastair Boulton (Spire GT3) 16m14.32s (88.68mph); 2 John Cutmore (Spire GT3) +1.26s; 3 Scott Mittell (Mittell MC-52B); 4 Matthew Higginson (Spire GT3); 5 Paul Rogers (Contour RGB09); 6 David Wale (Spire GT3). **Class winner** James Walker (Phoenix). **FL** Mittell 1m59.19s (90.61mph).

RACE 2 (6 LAPS) 1 Boulton 12m07.07s (89.12mph); 2 Mittell +0.65s; 3 Cutmore; 4 Higginson; 5 Rogers; 6 Wale. **CW** Stephen Bell (Arion). **FL** Cutmore 1m58.47s (91.16mph).

TOYOTA MR2 SNETTERTON,
MAY 25-26 750MC

Unbeatable Palmer's run keeps going

MATTHEW PALMER MAINTAINED HIS 100 per cent winning record this year by leading from start to finish in the first MR2 race. Stuart Nicholls took advantage of a late moment for Jim Davies to claim runner-up spot.

Palmer's unbeaten run looked under serious threat in race two, with Davies once more offering the sternest challenge. Having grabbed an early lead, Davies held onto it for four laps despite Palmer crowding his mirrors but finally succumbed when his rival sliced through on the inside at Riches to lead. He kept fighting all the way to the flag, but couldn't find a way back through.

Further back, Matthew Wallis



Palmer won twice
in MR2s

held his nerve to collect a hard-earned third, despite being shadowed throughout by Mick Nicholls. Meanwhile, Robert Wells' valiant charge from 12th on the grid was rewarded with fifth, ahead of John Wilson.

● Oliver Timson

RESULTS (7 LAPS) 1 Matthew Palmer (Mk2) 16m35.76s (75.92mph); 2 Stuart Nicholls (Roadster) +0.97s; 3 Jim Davies (MR2); 4 Robert Wells (Mk2); 5 Mick Nicholls (Roaster); 6 Timothy Heron (Mk2). **CW** S Nicholls. **FL** Davies 2m19.93s (77.18mph).

RACE 2 (6 LAPS) 1 Palmer 14m10.53s (76.19mph); 2 Davies +0.22s; 3 Matthew Wallis (Mk2); 4 M Nicholls; 5 Wells; 6 John Wilson (Mk2). **CW** Davies. **FL** Palmer 2m19.73s (77.29mph).

Voyce loses out at the start but fought back



BMW COMPACT CUP SNETTERTON, MAY 25 750MC

Voyce the loudest on huge Bimmer grid

WITH THE SNETTERTON 300 CIRCUIT affording a generous grid capacity, the entire Compact Cup pack competed together for the first time this season.

Having claimed pole for race one by almost a second at the top of the 42-car field, Stuart Voyce looked well-placed to double his win tally for the year, but he had to fight for it. He dropped behind points leader Stephen Roberts at the lights and battled for four laps before finding a way past.

Once ahead, he pulled clear to win as a fading Roberts held off a threat

from third-placed David Drinkwater.

The start of race two was almost a repeat of the first, with Roberts seizing the lead into the first corner. This time his efforts were quickly undone when a wide moment at Murrays dropped him to third behind Voyce and Mike Tovey.

While those two pulled clear to secure first and second, Roberts lost out on a podium spot to a determined Drinkwater, who snared the place courtesy of a move into Agostini on the penultimate lap. Battles raged

throughout the field, not least Stratton Mackay determinedly holding off Neil Roche and Josh Harvey before securing fifth.

● Oliver Timson

RESULTS (7 LAPS) 1 Stuart Voyce 16m50.73s (74.80mph); 2 Stephen Roberts +3.06s; 3 David Drinkwater; 4 Mike Tovey; 5 Neil Roche; 6 Simon Roche. FL Voyce 2m22.07s (76.02mph).

RACE 2 (6 LAPS) 1 Voyce 14m22.89s (75.10mph); 2 Tovey +5.47s; 3 Drinkwater; 4 Roberts; 5 Stratton MacKay; 6 S Roche. FL Voyce 2m21.76s (76.19mph).

BRITISH HILLCLIMB GURSTON DOWN, MAY 24-25

Moran back on top with Gurston victory

SOUNDING LIKE A NEW YEAR'S firework display, the unique DJ Firestorm of Wallace Menzies shot to the first run-off victory, but the discipline's most successful driver Scott Moran took the series lead with victory in round eight on the very last run of the day.

Moran's 25.98s effort netted him his first win since clinching the 2013 championship, and vaulted him ahead of Alex Summers who lost the points lead with a disastrous valve failure before a run-off blow was struck. The younger Moran attributed his win to rebuilding the cars dampers after one was found to be faulty after Harewood.

The ever-consistent Trevor Willis was third twice and briefly took the overall lead before being leapfrogged by Moran. Local driver Tom New starred in similar fashion to two years ago with the fifth and fourth fastest times. While he was passed for fourth overall in the points by Menzies, Will Hall impressed by mirroring New's results.

Jos Goodyear's now-supercharged GWR Raptor was seen for the first time this year and sensationally qualified fastest for round seven with



a class record. Teething problems ground the car to a halt in the run-off but were easily fixed in time for him to bounce back and

claim seventh in the weekend's denouement, suggesting he will soon be catching up.

● Eddie Walder

ROUND 7 1 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 26.27s; 2 Scott Moran (3.5 Gould-NME GR61X) 26.31s; 3 Trevor Willis (3.2 OMS-Powertec 28) 26.38s; 4 Will Hall (3.5 Force-Nissan WH) 26.68s; 5 Tom New (4.0 Gould-Judd GR55) 26.78s; 6 Roger Moran (3.5 Gould-NME GR61X) 27.13s; 7 Alastair Crawford (2.8 Gould-NME GR55) 27.20s; 8 John Bradburn (3.5 Gould-Cosworth HB GR55) 27.37s; 9 David Uren (1.3t Force-Suzuki PC) 27.95s; 10 Richard Spedding (1.6 Force-Suzuki PC) 28.72s; 11 Graham Wynn (1.4t Force-Suzuki LMO01) 28.90; DNF Jos Goodyear (1.3s GWR-Suzuki Raptor).

ROUND 8 1 S Moran 25.98s BTD; 2 Menzies 26.02s; 3 Willis 26.36s; 4 New 26.61s; 5 Hall 26.66s; 6 Crawford 27.17s; 7 Goodyear 27.18s; 8 Bradburn 27.25s; 9 R Moran 27.28s; 10 Wynn 28.22s; 11 Uren 28.25s; 12 Spedding 28.61s.

CW Tony Archer (1.4t Renault 5) 36.94s; Ian Chard (1.8t Mazda MX5) 39.15s; Tony Bunker (3.8t Nissan GT-R) 34.66s; Allan Warburton (2.5 Caterham-Duratec) 32.34s; Neil Turner (1.4 Mini Cooper S 16v) 36.52s; Simon Purcell (1.4s Lotus Exige) 36.23s; Stephen Moore (2.3t Mitsubishi Evo 6) 34.75s; Eynon Price (2.2s Vauxhall VX220) 33.71s; Mike Rudge (2.3 Westfield Sei) 31.04s; Hugh Kemp (1.6 Palliser WDF3) 36.03s; Wynn 28.67s; Gary Hill (0.6 OMS Hornet) 33.43s; Olivia Cooper (1.0 Force-Suzuki HC) 30.76s; Roger Labett (1.6 Jamun M91 FF) 39.77s; Brian Moody (1.6 Ralt-BDA RT3) 33.55s; Spedding 28.77s; Goodyear 26.35s record; Menzies 26.42s.

POINTS 1 S Moran, 66; 2 Willis, 65; 3 Alex Summers, 54; 4 Menzies, 51; 5 Hall, 46; 6 R Moran, 37; 7 Bradburn, 31; 8 Crawford, 25; 9 New, 22; 10 Spedding, 20.



Snett in brief

Renault Clio 182s

In the first of two well-supported Clio 182 races, Jeff Humphries (above) survived a late fuel surge to hold off closest rival Martin Ward for top spot. "Another lap and he would have passed me," Humphries confessed. The restarted sequel turned into a four-lap sprint, with Matt Fincham holding off Patrick Fletcher and Ward to win.

Locosts

Thomas Robinson secured the laurels in the opening Locost race after pulling clear of an early battle with Nick Selby. A later collision between Selby and Lee McNamara handed second to Lee Bankhurst. Robinson also won a cracking second race, after he and Matthew Brooks leapfrogged leader Danny Andrew on the final lap.

Stock Hatch

The first Stock Hatch race was turned on its head when an opening-lap crash forced frontrunner Shayne Deegan into retirement. Carl Swift inherited a decisive lead ahead of Tom Bell, securing his maiden championship win. Deegan bounced back to guide his repaired Saxo to a dominant victory in race two.

Classic Stock Hatch

A delighted Andrew Thorpe took his first outright Classic Stock Hatch win in a shortened opening race that was twice halted by red flags. Race two was thankfully free from interruption, with Thorpe battling for victory again with Stuart Window's similar Citroen AX. This time Thorpe had to settle for second after a race-long scrap.

BCV8

There was a dramatic start to the BCV8 Challenge, when leaders Russell McCarthy and Ollie Neaves collided and retired (below). Rob Spencer and Ian Prior took turns in front before Neil Fowler charged past them both to win. McCarthy and Fowler also featured again in the Thoroughbred Sportscars, with McCarthy holding off a determined Fowler to win.



Rose denies Lines to take VAG double

ALTHOUGH HE WON BOTH VAG TROPHY races, Dan Rose was made to work much harder in the second, as Stewart Lines remained a threat from start to finish.

Paul Taylor's four-wheel-drive Golf rocketed into the lead of race one from seventh on the grid, and his pace and attempt to consolidate his early lead looked promising until he overshot the Deene Hairpin and rejoined well down.

Rose's SEAT Leon took charge from Lines' Scirocco as they exited Deene, while David Fairbrother's Scirocco began a duel with Martyn Culley's Beetle that raged for the next three laps, allowing the rest to close up.

Taylor's recovery soon brought him back into contention, and after splitting Fairbrother and Culley, he made his challenge for third at Deene, but made contact with Fairbrother, which broke the Scirocco's steering. Both cars then became locked together and careered into the wall.

Rose and Lines both gained from this incident and were left in the clear, but it remained a five-car fight for third. Culley slipped back, though, and Richard Morgan's Golf claimed

Rose drove calmly
to net a brace



the place into Tarzan on lap seven, with Ken Lark (Corrado) and Harry Vaulkhard (Golf) nose to tail for fifth.

As soon as the lights went out to start race two, Rose and Lines began to pull away, leaving Lark in third.

Lines was in a determined mood and was alongside his rival on numerous occasions, but Rose was resistant. "I kept trying to force him into a mistake," said Lines. "I pushed and pushed, and he just covered it all."

On the final lap, Lines almost made it into Yentwood, but Rose cut him off just in time. "It was just go, go, go all the way — awesome," declared Rose after securing his double win.

Behind them, it was all fairly lonely for Lark, once again besting race one rival Vaulkhard, although this time his adversary claimed fourth ahead of Morgan, with Culley holding on to complete the top six.

● Peter Scherer

RESULTS (9 LAPS) 1 Dan Rose (SEAT Leon Cupra) 15m00.127s (69.83mph); 2 Stewart Lines (VW Scirocco) +6.724s; 3 Richard Morgan (VW Golf Gti Mk5); 4 Ken Lark (VW Corrado VR6); 5 Harry Vaulkhard (VW Golf Gti Mk5); 6 Tony Absolom (VW Golf V6). **Class winner** Darren Bedford (VW Golf Gti). **Fastest lap** Rose 1m34.662s (73.77mph). **RACE 2 (10 LAPS) 1 Rose 15m42.480s (74.10mph);** 2 Lines +0.267s; 3 Lark; 4 Vaulkhard; 5 Morgan; 6 Martyn Culley (VW Beetle RSi). **CW** Mike Smith (VW Golf Mk4). **FL** Lark 1m32.977s (75.11mph).



Pearson hounding
fellow victor Cattliff

RACING SALOONS ROCKINGHAM, MAY 24-25 MSVR

BMW battlers share spoils

HONOURS WERE EVEN BETWEEN BMW E36 drivers Stephen Pearson and Karl Cattliff after two closely fought races.

Cattliff led the first from Eliot Dunmore until they made contact after hitting a huge puddle exiting Deene on the first lap. This handed Pearson the advantage.

Cattliff initially dropped away, although he was back into second by the time he reached Tarzan. Pearson, however, had escaped for his first win of the season. Dunmore's Scirocco also recovered to complete the podium, retaking Nigel Innes' BMW exiting Deene on lap five.

Cattliff led Pearson through Turn 1 at the start of the second race, but the duo swapped places several times

throughout. Cattliff made it decisive exiting Deene with a lap to go, with Darren Stamp's BMW a distant third.

● Peter Scherer

RESULTS (8 LAPS) 1 Stephen Pearson (BMW E36 M3) 16m13.026s (57.42mph); 2 Karl Cattliff (E36) +2.433s; 3 Eliot Dunmore (VW Corrado); 4 Darren Stamp (E36); 5 Ross Elliott (BMW 328i Coupe); 6 Roger Kneebone (BMW E30 325i). **CW** Elliott; Richard Ibrahim (E36 323i); Dunmore; Alex Osborne (BMW Compact); Matt Smith (BMW 320i). **FL** Pearson 1m50.722s (63.07mph). **RACE 2 (10 LAPS) 1 Cattliff 16m21.795s (71.13mph);** 2 Pearson +0.524s; 3 Stamp; 4 Nigel Innes (BMW E36 M3); 5 Julian Newman (BMW E34 M5); 6 Dunmore. **CW** Elliott; Ibrahim; Dunmore; Osborne; Smith. **FL** Cattliff 1m36.166s (72.62mph).

MONOPOSTO 2000/CLASSIC ROCKINGHAM, MAY 24-25 MSVR

Patience a virtue for Watts

ROBBIE WATTS WAS MADE TO WORK hard for his double win, but the defending champion's patience was rewarded with a second win.

Watts' Lola led from the start of race one, and with Jim Blockley delayed at Deene, Tony Bishop moved into second. As rain fell again, cars slid off and the safety car was called. Thereafter, Watts romped clear, with Bishop a lonely second, while Kevin Otway snatched third from Blockley in the closing metres.

Bishop lost out at the start of race two, but ousted Watts from the lead into Deene on the second lap. They fought for the duration, until Watts

seized his chance at Tarzan. Dave Gillett's Dallara was third after Neil Harrison and Malcolm Scott tangled at the Brook Esses.

● Peter Scherer

RESULTS (8 LAPS) 1 Robbie Watts (Lola F106/03) 16m56.976s (54.93mph); 2 Tony Bishop (Dallara F304); +13.814s; 3 Kevin Otway (Van Diemen RF99); 4 Jim Blockley (Ralt RT3); 5 Neil Harrison (F302); 6 Adrian Holey (Reynard 913). **CW** Otway. **FL** Bishop 1m23.025s (84.11mph). **RACE 2 (11 LAPS) 1 Watts 15m12.134s (84.22mph);** 2 Bishop +0.388s; 3 Dave Gillett (F398); 4 Richard Purcell (F301); 5 Malcolm Scott (F398); 6 Bryn Tootell (Dallara F398). **CW** Blockley. **FL** Bishop 1m21.559s (85.63mph).



Watts (1) claimed
a feisty double

NATIONAL RESULTS ROUND-UP

BRANDS HATCH INDY MAY 26, MSVR



TONY BRISE CLASSIC FORMULA FORD (BOTH 18 LAPS)
1 Colin Williams (PRS RHO1) 20m06.649s (64.86mph);
 2 Jon Nash (Van Diemen RF80) +4.097s; 3 Steve Pearce (Van Diemen RF81); 4 Daniel Pickett (Merlyn Mk20);
 5 Keven Mansell (Crossle 32F); 6 Ted Pearson (Crossle 32F). **Class winner** Pickett. **Fastest lap** Pearce 1m05.721s (66.16mph).

RACE 2 1 Richard Tarling (Van Diemen RF80) 20m53.412s (62.44); 2 Mike Gardner (Crossle 30F) +4.720s; 3 Ben Mitchell (Merlyn Mk20); 4 Stuart Kestenbaum (Van Diemen RF79); 5 Andrew Smith (Van Diemen FA73); 6 James Buckton (Elden Mk8). **CW** Mitchell. **FL** Tarling 1m04.209s (67.72mph).

MASTERS 70S CELEBRATION (37 LAPS) 1 Daniel Brown/Sean Brown (Ford Escort Mk.1 RS) 40m07.685s (66.82mph); 2 Robert Brown (Ford Escort Mk.1 RS) +22.119s; 3 Dave Coyne/Christopher Compton Goddard (Ferrari 308); 4 Matt le Breton/John Snowdon (Aston Martin DB4 Lightweight); 5 Graham Scarborough (Ford Capri); 6 Bills Sollis/Nick Swift (Mini 1275 GT). **CW** Coyne/Compton Goddard; Scarborough; Sollis/Swift. **FL** Brown/Brown 1m00.067s (72.39mph).

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BCV8 CHALLENGE (9 LAPS) 1 Neil Fowler (MGB GT V8) 20m03.13s (80.79mph); 2 Ian Prior (MGB GT V8) +0.17s; 3 Rob Spencer (MGB GT V8); 4 James Wheeler (MGB GT V8); 5 Ken Deamer (MGB GT V8); 6 Jonnie Wheeler (MGB GT V8). **CW** Deamer; Babak Farsian (MGB Roadster); Simon Tinkler (MGB GT); Guy Samuels (MGB Roadster). **FL** Fowler 2m11.01s (82.44mph).

THOROUGHbred SPORTSCARS (7 LAPS) 1 Russell McCarthy (MGB GT V8) 15m30.61s (81.24mph); 2 Neil Fowler (MGB GT V8) +0.29s; 3 Ian Prior (MGB GT V8); 4 Ken Deamer (MGB GT V8); 5 Jonnie Wheeler (MGB GT V8); 6 Babak Farsian (MGB Roadster). **CW** Deamer; Farsian. **FL** McCarthy 2m10.06s (83.04mph).

SPORTS SPECIALS/SR> (7 LAPS) 1 Paul Boyd (Eclipse SM1) 15m17.02s (82.44mph); 2 Clive Hudson (Eclipse SM1) +2.18s; 3 Paul Collingwood (Sylva J15); 4 Nick Holden (Ariel Atom Cup); 5 Dave Caldecourt (Caterham 7); 6 Gary Davison (Tiger R10). **CW** Collingwood; Andrew Chalmers (RAM Cobra); Paul Cooper (RAW Striker); Barry Holmes (MGB GT V8); Mark Bowd GT40); Charles Best (Westfield Eleven). **FL** Boyd 2m07.77s (84.53mph).

RACE 2 (6 LAPS) 1 Hudson 12m59.60s (83.12mph); 2 Edward Ives (Elite Pulse) +0.06s; 3 Boyd; 4 Collingwood; 5 Caldecourt; 6 Holden. **CW** Ives; Chalmers; Paul Benham (STM Phoenix); Tim Falce (Jaguar R-D-type); Bowd; Best.

FL Boyd 2m07.08s (84.99mph).

BIKESPORTS (11 LAPS) 1 Tim Gray (Spire GT-3) 20m55.33s (94.64mph); 2 Will Brown (Radical PR6) +27.92s; 3 Elliot Goodman (Radical SR3); 4 Richard Wise (Spire GT-3); 5 Tim Porter (Radical SR3); 6 Doug Carter (Radical PR6). **CW** Goodman; Wise. **FL** Gray 1m52.50s (96.00mph). **RACE 2 (9 LAPS) 1 Gray 17m06.88s (94.66mph);** 2 Brown +16.12s; 3 Wise; 4 Adrian Reynard (Radical SR3); 5 Gary Baxter (Radical SR3); 6 Oliver Cox (Radical SR4). **CW** Wise; Reynard. **FL** Gray 1m52.39s (96.09mph).

SNETTERTON 200 MAY 26, 750MC



CLIO 182 (10 LAPS) 1 Jeff Humphries 15m10.29s (79.10mph); 2 Martin Ward +0.33s; 3 Matt Fincham; 4 Ben Seybold; 5 Mark Hammersley; 6 Patrick Fletcher. **FL** Ward 1m28.76s (81.12mph).

RACE 2 (4 LAPS) 1 Fincham 6m03.70s (79.19mph); 2 Fletcher +0.49s; 3 Ward; 4 Hammersley; 5 Matt Digby; 6 Tony Hobson. **FL** Ward 1m28.67s (81.20mph).

LOCOST (4 LAPS) 1 Thomas Robinson 6m21.84s (75.42mph); 2 Lee Bankhurst +2.20s; 3 Lee McNamara; 4 Matthew Brooks; 5 Michael Roots; 6 Matthew Booth. **FL** Brooks 1m31.93s (78.32mph). **RACE 2 (10 LAPS) 1 Robinson 15m46.33s (76.08mph);** 2 Brooks +0.56s; 3 Danny Andrew; 4 Richard Jenkins; 5 Bankhurst; 6 Booth. **FL** Brooks 1m32.47s (77.86mph).

STOCK HATCH (10 LAPS) 1 Carl Swift (Citroen Saxo VTR) 15m14.03s (78.77mph); 2 Tom Bell (Citroen Saxo VTR) +3.07s; 3 Lee Deegan (Citroen Saxo VTR); 4 Philip Wright (Citroen Saxo VTR); 5 Scott Sharp (Citroen Saxo VTR); 6 Toby Bearne (Citroen Saxo VTR). **FL** Swift 1m29.57s (79.01mph).

RACE 2 (10 LAPS) 1 Shayne Deegan (Citroen Saxo VTR) 15m01.57s (79.86mph); 2 Bell +14.89s; 3 Swift; 4 L Deegan; 5 Nick Thornton-Jones (Citroen Saxo VTR); 6 Paul Jarvis (Citroen Saxo VTR). **FL** S Deegan 1m29.08s (80.83mph).

CLASSIC STOCK HATCH (1 LAP) 1 Andrew Thorpe (Citroen AX GTi) 1m39.18s (72.60mph); 2 Matt Rozier (Peugeot 205 GTi) +1.36s; 3 Martyn Fowdrey (Ford Fiesta XR2); 4 Edward Cooper (Vauxhall Nova GSi); 5 Andrew Lightstead (Ford Fiesta XR2); 6 Mervyn Beckett (Vauxhall Nova GTE). **CW** Simon Horrobin (Smart 4-2). **FL** Thorpe 1m31.80s (78.43mph). **RACE 2 (10 LAPS) 1 Stuart Window (Citroen AZ GTi) 15m42.39s (76.40mph);** 2 Thorpe +2.05s; 3 Fowdrey; 4 Gordon MacMillan (Peugeot 205 GTi); 5 Andy Philpotts (Ford Fiesta XR2i); 6 Beckett. **CW** Horrobin. **FL** Window 1m32.15s (78.13mph).

ROADSPORTS (28 LAPS) 1 Gary Goodyear (Lotus Exige) 45m30.43s (73.83mph); 2 Rob Horsfield (Toyota MR2 Toyota) +24.11s; 3 Lloyd Chafer (BMW M3); 4 Steve Hewson/Robert Gilham (Porsche 924S); 5 Rebecca Jackson (Porsche Boxster); 6 Allan Gibson (Lotus Exige). **CW** Hewson/Gilham;



**Sidewell's Holden
spits out a flame
at Brands Hatch**

Ben Rowe (MR2 Mk2). **FL** Goodyear 1m24.57s (85.14mph).
750 FORMULA (8 LAPS) 1 Billy Albane (Batten 3) 11m22.67s (84.37mph); 2 Robin Gearing (Darvi P88) +2.63s; 3 Bill Cowley (Cowley Mk IV); 4 Mick Harris (Darvi 877); 5 Martin Kemp (Racekits Falcon); 6 Bob Simpson (SS/F). **CW** Dick Hartle (Tristesse Mk7). **FL** Albane 1m 23.60s (86.12mph).

ROCKINGHAM MAY 24-25, MSVR



PRODUCTION BMW (BOTH 9 LAPS) 1 Stuart Waite 15m38.544s (66.97mph); 2 Harry Goodman +4.384s; 3 James Foard; 4 Mark Palmer; 5 Garry Feakins; 6 Matthew Swaffer. **Fastest lap** Waite 1m42.776s (67.95mph).

RACE 2 1 Waite 15m41.332s (66.77mph); 2 Feakins +6.791s; 3 Goodman; 4 Matt Smith; 5 Foard; 6 Palmer. **FL** Waite 1m43.030s (67.78mph).

MONOPOSTO MONO/DTEC/1800/1600 (5 LAPS) 1 Ewen Sergison (Swift SC992) 8m42.468s (66.83mph); 2 Jeremy Timms (Speads RMO3) +10.354s; 3 Jason Timms (Speads RMO7); 4 Kevin Waring (Jedi Mk6); 5 Graham Read (Dallara F301); 6 Mark Draghicescu. **CW** Jeremy Timms; Draghicescu; Andrew Colebrooke (Van Diemen RF89). **FL** Jason Timms 1m40.813s (69.27mph).

RACE 2 (7 LAPS) 1 Adrian Wright (AWM) 9m35.909s (84.88mph); 2 Read +10.293s; 3 Waring; 4 Jonathan Reed (Jedi Mk6); 5 Geoff Fern (JKS TFR11); 6 Sergison. **CW** Sergison; Draghicescu; Colebrooke.

FL Wright 1m20.121s (87.16mph).

LOTUS CUP UK (35 LAPS) 1 Adrian Hall (Exige) 1h00.312s (67.78mph); 2 Freddie Hetherington/Benji Hetherington (Exige V6) +12.802s; 3 Marcus Jewell (2 Eleven); 4 Adam

Balon (Exige V6); 5 Doug Setters/Chris Setters (Exige); 6 Simon Deacon (2 Eleven). **CW** Hetherington/Hetherington; Jewell; James Little (Elise).

FL Hall 1m30.009s (77.59mph).

MK2 GOLF GTI (BOTH 9 LAPS) 1 Jamie Martin 15m08.44gs (69.19mph); 2 Tom Witts +4.003s; 3 Jason Tingle; 4 James Bark; 5 Dan Gibbs; 6 Simon Tomlinson. **CW** Tomlinson. **FL** Tingle 1m39.664s (70.07mph).

RACE 2 1 Tingle 15m09.435s (69.11mph); 2 Bark +2.282s; 3 Stewart Lines; 4 Tomlinson; 5 Gibbs; 6 Adam Hance. **CW** Tomlinson. **FL** Tingle 1m39.635s (70.09mph).

ATOM CUP (BOTH 13 LAPS) 1 Jake Hill 20m58.007s (72.17mph); 2 Andrew Smith +1.321s; 3 Nick Whitehead; 4 Martin James; 5 Paul Donkin; 6 Richard Marler. **FL** Hill 1m28.454s (78.95mph).

RACE 2 1 Hill 20m24.128s (74.16mph); 2 Smith +2.360s; 3 Whitehead; 4 James; 5 Jonathan Lek; 6 Donkin. **FL** Hill 1m28.813s (78.63mph).

F3 CUP (BOTH 16 LAPS) 1 Alice Powell (Dallara F307) 20m47.807s (89.55mph); 2 Toby Sowery (Dallara F305) +0.353s; 3 Louis Hamilton-Smith (Dallara F307); 4 Oliver Rae (Dallara F301); 5 Tristan Cliffe (Dallara F307); 6 Mark Harrison (Dallara F306). **CW** Rae. **FL** Powell 1m16.86s (90.86mph).

RACE 2 1 Powell 20m49.811s (89.40mph); 2 Sowery +1.300s; 3 Cliffe; 4 Hamilton-Smith; 5 Rae; 6 Harrison. **CW** Rae. **FL** Sowery 1m16.825s (90.90mph).

LOTUS ELISE TROPHY (BOTH 13 LAPS) 1 Adam Gore 20m16.836s (74.61mph); 2 Jack Goff +4.329s; 3 Jason Baker; 4 Fulvio Mussi; 5 Craig Denman; 6 Matthias Radstock. **FL** Gore 1m32.341s (75.63mph).

RACE 2 1 Gore 20m24.917s (74.12mph); 2 Goff +4.683s; 3 Mussi; 4 Baker; 5 Denman; 6 Radstock. **FL** Gore 1m32.322s (75.64mph).



**Russell McCarthy and
Ollie Neaves collide in
the BCV8 race at Snetterton**

STYLES

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ROSBERG WINS - BUT DID HE CHEAT HAMILTON TO POLE?



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INDY 500 THRILLER**
Castroneves falls short in
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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



Hamilton should keep his focus on beating Nico on track

Let the driving do the talking

Whether Nico Rosberg's error in qualifying was a deliberate act or not is open to debate, but it does mean the 2014 title battle has the potential to echo that of the Senna and Prost years, at least in terms of its intensity.

While the media are able to lap up the story, it's far better for Lewis Hamilton to let his driving do the talking, rather than wear his heart on his sleeve.

In the heat of battle, negative reactions are a given and thus perfectly acceptable, but the performance of the Marussia team in Monaco only goes to show that results can be achieved by just quietly getting on with the job and taking problems, when they arise, on the chin.

May the best man win.

Michael Brierley, Stalybridge, Cheshire

Bob Barker may wish to rescind

his letter from the April 10 issue. No animosity? Not any more. (For the record, I don't think Rosberg cheated.)

James Wood
Leeds

complaining that the cars are too quiet are past the first flush of youth?

John Page
By email

I refer to last week's letters

from Adrian Morrow and Chris Holton regarding driver numbers.

I quote from the Sporting Regulations...

21) CAR LIVERY

21.1 The provisions of the Code relating to national colours shall not apply to the Championship.

Both cars entered by a competitor must be presented in substantially the same livery at each Event, any change to this livery during a Championship season may only be made with the agreement of the Formula One Commission. In order that the cars of each

team may be easily distinguished from one another whilst they are on the track, the on board cameras located above the principal roll structure of the first car must remain as it is supplied to the team and the second car must be predominantly fluorescent yellow.

This should help the readers spot which driver is which.

Debbie Evans
PA to Dan Fallows,
Head of Aerodynamics
Red Bull Technology Ltd

Top job with last week's Jack

Brabham obituary – you hit just the right tone. Above all it was fascinating to read about such a great character who led such a full life in motorsport.

Frances Stewart
London SE13

In pictures

Images around the globe, from Monaco to Salzburg via Edenbridge in Kent

NO TIME TO POP IN FOR A PINT

Lewis Hamilton had plenty to reflect upon during his Monaco Grand Prix weekend after a bust-up with neighbour Nico Rosberg. Perhaps he'll share his thoughts with the locals in the famous Tip Top bar?



COATES/LAT

IT'S BEEN A BAD WEEK FOR THOMMO'S LADA

First he was retrospectively excluded from the results of two rounds of the WTCC, then James Thompson was involved in this massive chain-reaction startline shunt at Salzburgring



FLOCH/DPPI

SURTEES STARS IN HOME PARADE

The legendary John Surtees led a parade of his cars in the Ferrari 158, with which he won the 1964 F1 world title, at Edenbridge in Kent on Bank Holiday Monday



JONATHAN SHARPE/DAVID WOOLARD

EARLY BATH FOR DUSTY PORSCHE

The Herberth-run Porsche 911 of Dominic Jost and Florian Scholze didn't last long in the opening race of the ADAC GT Masters at Lausitz last weekend



In the shops

Desirable new releases

SCUDERIA FERRARI WATCH

£150 – peterjackson.co.uk

The Aerodinamico official Scuderia Ferrari watch features an analogue and digital mechanism with a backlit display for keeping tabs on two different time zones if needs be (overseas GPs?). It comes with the Prancing Horse logo and a breathable silicone strap.



OFFICIAL ROSSI APPAREL

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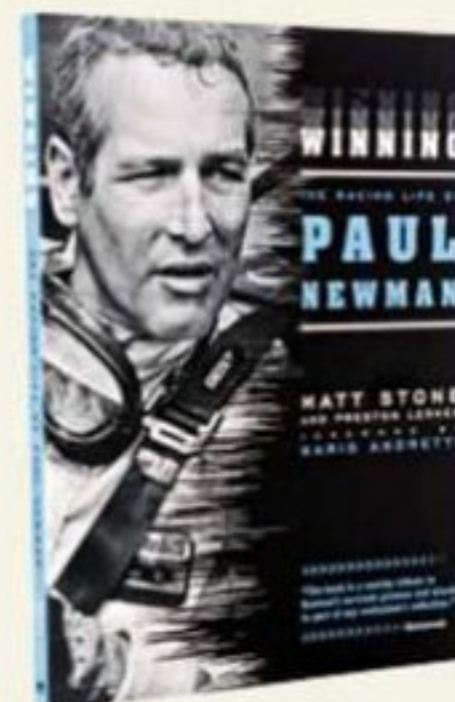
The official 2014 Valentino Rossi range of merchandise comprises keyrings and mugs, phone covers and sticker sheets, as well as the more traditional clothing items such as baseball cap (£25) and hoodie (£83.99), below. All items carry the MotoGP ace's trademark #46 logo.



WINNING – PAUL NEWMAN

£11.99 – autosport.com/shop

Paul Newman: hollywood superstar, barbecue sauce magnate and racing driver. This book focuses on PLN's passion for cars and racing, a pastime in which he indulged to get away from the pressure of his status as a movie icon. It features a foreword by his great friend Mario Andretti.



WHAT'S ON

ON TRACK IN THE UK

SILVERSTONE

May 31-June 1 BRSCC
www.silverstone.co.uk

The biggest round of the British GT Championship, Silverstone's three-hour enduro attracts a large entry packed with gorgeous cars and ace drivers. Championship leader Marco Attard won here 12 months ago – can BMW factory team-mate Alexander Sims help him make it two in a row? Support comes from the Volkswagen Racing Cup, Ginetta GT5 Challenge and new-for-2014 Ginetta Racing Drivers Club.



The British GT hordes head to Silverstone

CADWELL PARK

May 31-June 1 BARC
www.cadwellpark.co.uk

The Lincolnshire Nordschleife hosts a small meeting this weekend but the diminutive cars on show pack plenty of punch. Max5 Racing, Mini Miglias, Mini Sevens, and Legends races should keep Cadwell-goers entertained across the weekend.

DONINGTON PARK

May 31-June 1 BARC
www.donington-park.co.uk

One of the country's leading single-seater series, the Formula Renault BARC championship, heads to Donington Park this weekend for the second round of the season. Classic FF2000, Ferrari Open and Formula Classic, NW Sports and



Round two of F Renault BARC is at Donington

Saloons, Clio Cup Series and Junior Saloon Car grids make it a wide-ranging and packed schedule of racing.

OULTON PARK

May 31 BRSCC
www.oultontpark.co.uk

The Formula Ford 1600 Northern Championship, encompassing the Champion of Oulton series, descends on Oulton Park this weekend. It's joined at the Cheshire circuit by the Ford XR Challenge and Alfa Romeo contingents.

KIRKISTOWN

May 31
www.kirkistown.com

Six categories packed into one day of racing, the usual suspects from Northern Ireland Formula Ford 1600, Road Sports, Ford Fiesta and Formula Libre reconvene for the latest round of their respective campaigns. Joining the Kirkistown regulars this Saturday are the Formula Ford 1600 Super Series brigade and the front-engined Formula Junior Championship.

KX QUESTION TIME
 presented by **AUTOSPORT NEWS**

Don't miss the next KXQT at Oulton Park's BTCC round on Saturday June 7 and question the panel, which will include former champion Jason Plato and 2013 race winner Rob Austin. You could win a prize.

FREE ENTRY

ON TRACK AROUND THE WORLD

INDYCAR SERIES

Rd 6/15
Detroit Belle Isle, USA
May 31-June 1
indycar.com



IndyCar races on the Detroit streets

UNITED SPORTSCARS

Rd 5/13
Detroit Belle Isle, USA
May 31
imsa.com

FORMULA RENAULT 3.5

Rd 4/9
Spa-Francorchamps, Belgium
May 31-June 1
renaultsport.com

DTM

Rd 3/10
Hungaroring, Hungary
May 31-June 1
dtm.de

EUROPEAN FORMULA 3

Rd 4/11
Hungaroring, Hungary
May 31-June 1
fiaf3europe.com



Autopolis hosts the Super GT series

NASCAR SPRINT CUP

Rd 13/36
Dover, Delaware, USA
June 1
nascar.com

AUTO GP

Rd 4/8
Monza, Italy
May 31-June 1
autogp.net

SUPER GT

Rd 3/9
Autopolis, Japan
June 1
supergt.net

V8 STOCK CARS

Rd 4/12
Goiania, Brazil
June 1
stockcar.com.br

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY MAY 29

2100-1145 Sky Sports F1

F1 Classics: Malaysia 1999

FRIDAY MAY 30

0800-1045 BT Sport 2 LIVE

Moto GP: Mugello FP1

1200-1500 BT Sport 2 LIVE

Moto GP: Mugello FP2

2100-2130 Sky Sports F1

F1 Classics: Australia 1987

SATURDAY MAY 31

0800-1100 BT Sport 2 LIVE

Moto GP: Mugello FP3

1000-1105 Motors TV LIVE

European F3: Hungaroring Race 1

1100-1515 BT Sport 2 LIVE

Moto GP: Mugello Qualifying

1330-1530 ESPN LIVE

Renault World Series: Spa

1700-1900 Motors TV LIVE

United Sportscars: Detroit

1900-2205 Motors TV LIVE

NASCAR Nationwide: Dover

2030-2300 ESPN LIVE

IndyCar: Detroit Race 1

2100-2140 Sky Sports F1

F1 Classics: USA 1982

SUNDAY JUNE 1

0930-1115 BT Sport 2 LIVE

Moto 3: Mugello

0940-1045 Motors TV LIVE

European F3: Hungaroring race 2

1115-1215 BT Sport 1 LIVE

FRenault 3.5: Spa Race 2

1115-1245 BT Sport 2 LIVE

Moto 2: Mugello



LEVITT/LAT

1230-1430 ESPN LIVE

DTM: Hungaroring

1245-1415 BT Sport 2 LIVE

Moto GP: Mugello

1415-1505 Motors TV LIVE

European F3: Hungaroring race 3

1730-2200 Premier Sports LIVE

NASCAR Sprint Cup: Dover

2000-2300 ESPN LIVE

IndyCar: Detroit Race 2

2100-2330 Sky Sports F1

F1 Classics: China 2007

MONDAY JUNE 2

2100-2300 Sky Sports F1

F1 Classics: Canada 2012

TUESDAY JUNE 3

2100-0000 Sky Sports F1

F1 Classics: Canada 2011

WEDNESDAY JUNE 4

2100-2315 Sky Sports F1

F1 Classics: Canada 2007

ONLINE

HOT ON THE WEB THIS WEEK

You Tube HUNTER-REAY WINS INDY 500 BY A FEW FEET



SEARCH FOR: 2014 Indy 500 Race Highlights (10:18)

Relive the best bits of the Indianapolis 500, including the moment Ryan Hunter-Reay pips Helio Castroneves to record the second-closest finish in Brickyard history. The closest? Al Unser Jr versus Scott Goodyear, 1992: 0.043 seconds.

AUTOSPORT+

Exclusive content coming up in our premium website this week

As well as our F1 team's analysis of the events at Monaco, our Secret Mechanic casts his eye over the current state of play. Plus, DAVID EVANS looks at last weekend's World Rallycross event at Lydden Hill and asks just how much potential the revitalised category has.

GET AUTOSPORT ON THE MOVE

IN THE iPad ISSUE THIS WEEK

HIGHLIGHTS FROM THE INDY 500, FR3.5, WTCC AND NASCAR

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DOWNLOAD IT NOW FROM AUTOSPORT.COM



Revved up over what's on the box

During BT Sport's 90-minute build-up

to its first-ever Indianapolis 500, viewers were asked to send in their tweets with the hashtag, #btsmotorsport. Here's a representative sample (with cruel personal attacks removed) of the response...

- Nice to see @bt sport making a proper effort to cover the #Indy500 nice work
- Fair play to #BTsmotorsport if they "fill" over the US-ad breaks but the buildup has been woeful! US feed now please!
- #btsmotorsport Indy coverage good. Not quite sure why everyone is so anti-studio. At least we're getting to watch the race in the UK.
- @bt sport host absolutely clueless!!
- Sorry @bt sport too much yapping and studio stuff going on. The fans want to see

every minute of the coverage stateside...

- Great to see @johnnymowlem as an @IndyCar pundit again. Always great to hear his viewpoint. Top bloke.
- Really awful pre race coverage from #btsmotorsport. Would like to see the ABC footage with just studio voiceovers.



LEVITT/LAT

- #btsmotorsport I'd rather watch paint dry!! Let the americans take over!!
- God... it's car crash stuff, isn't it? Should have brought in Keith Huewen to present. #btsmotorsport
- Dear @bt sport please please stop this. Go to the US coverage. It's like the endless #MotoGP coverage you do. Stop it.
- Worst. Coverage. Ever. #btsmotorsport
- Somebody PLEASE tell these guys to stop talking. #BTSMotorsport
- This #btsmotorsport coverage of #Indy500 is terrible. Please just go over to the states
- #btsmotorsport lots of talk in studio about traditions, then you don't show start engines command? What's that about.
- "Obviously everything is building up"

How would we know? You're not showing any of it! #btsmotorsport

• #btsmotorsport STOP TALKING AND GO TO THE US

• For those complaining: remember switch to US coverage get US ad breaks

• That's sacrilege @bt sport they're not showing jim nabors!!!!

• #btsmotorsport arrrrrrggggghhhhh!!!!!!

That was a shameful pre-race show

• #btsmotorsport US ad break studio coverage = GOOD. Missing all the buildup = Unforgivable.

• we'd like to give you our thoughts #btsmotorsport but you aren't going to read them.

Me again. Everyone's a critic, huh?

Revved Up

Rupert Keegan

“It was a big relief as I’d missed a few rounds after breaking my knee”

■ Aurora AFX Formula 1 ■ Silverstone ■ October 7, 1979 ■ Arrows A1-Cosworth ■ Taking the title



Keegan leads Smiley and Kennedy into Becketts early in the decider

I WON TWO MAJOR

championships in my career: the BP British Formula 3 title in 1976 in a March and the Aurora AFX Formula 1 series in '79 in the Arrows.

The difference between them, though, was that I was ahead going into the final round at Thruxton in F3 and collided with my big rival Bruno Giacomelli – in the works March – off the start. Bruno still hasn't forgiven me as I beat him to the title.

In the F1 championship I was behind David Kennedy before the finale at Silverstone – in fact Emilio de Villota could've won it, too. There were eight points between us after the penultimate round at Snetterton and 12 on offer.

I qualified on pole but lost out to David at the damp start. American Gordon Smiley was in the mix, too, in the Surtees, and he soon led.

On lap 12, David was right behind me coming down under the bridge to the Woodcote chicane after I'd got held up by a pack of F2 cars that were

allowed into the race. He tried a move, which was never going to work. He fired it up the inside too late and his right-front hit my left-rear. We both spun, narrowly avoiding Emilio's Lotus, which he'd spun and stalled in the middle of the chicane on the previous lap.

I managed to keep going, just, but David had buried the Wolf in the catch-fencing. He was so pissed off,

but he'd done it to himself.

Smiley and Geoff Lees in the Wolf were having a right ding-dong up front, but I soon caught them up. I had to win or finish second, so I needed to pass Geoff's Wolf to secure the title.

I did get past Geoff and pulled away, but I was getting pit signals from my crew about a possible 10-second penalty for missing the

chicane during my earlier spin with Kennedy. I just had to focus on building a cushion over Geoff – in case the penalty was added later – and hope the problem went away!

Geoff's tyres were going off, while mine were OK and I managed to eke out my advantage to a fraction over 10s. Then, on the penultimate lap, I made a small mistake at the chicane which reduced it to just under 10s.

Everything was fine in the end, though, I finished second to Gordon and won the championship by two points. It was a real relief as I'd missed a few rounds after breaking my knee in a big one at Oulton Park in June. Luckily, I'd managed to win at Thruxton and Snetterton to set myself up for the final at Silverstone.

AUTOSPORT obviously thought I'd done a good job as the main cover image the following Thursday was me, while Gilles Villeneuve was relegated to a strapline at the bottom for winning the US Grand Prix! ✂ Rupert Keegan was talking to Henry Hope-Frost

PROFILE



BRITISH F3 SUCCESS IN 1976

took Brit Rupert Keegan to F1 for '77. Two years, for Hesketh and Surtees, yielded little, but a move to the Aurora AFX F1 series landed the '79 title and a return to F1. Again, there was little success in RAM-run Williams and March cars. He raced on in sportscars and Indycars and still competes in historics. Now 59, he has recently made a film, *Made It Out Alive*, about his adventures.

NEXT WEEK FREE! LE MANS 24 GUIDE
Plus: Kubica – was he Formula 1's lost champion?

SHOWTIME: 20TH JUNE. BOX OFFICE NOW OPEN.



Pic: Mark McCullagh

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