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Allison...Raikkonen...Arrivabene...Vettel

FERRARI'S F1 DREAM TEAM



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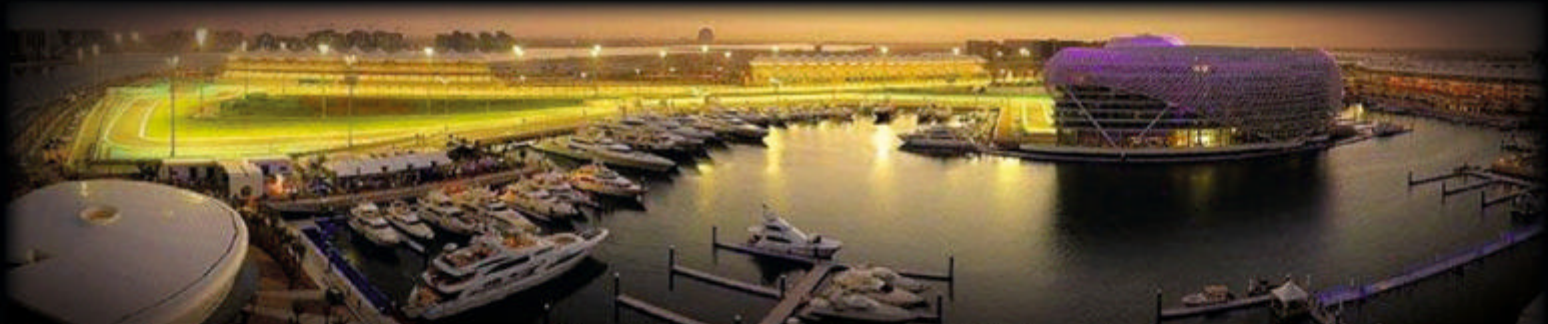
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POLE POSITION

Change has been over a year in the making

FORMULA 1 TEAMS DO NOT TAKE AS BIG A STEP OVER the winter as Ferrari appears to have done. Not even Ferrari – the truth is, the seeds of its recovery were sown long before that.

The timing is convenient for new team principal Maurizio Arrivabene, who appears to have strolled through the gates at Maranello and set Ferrari straight. He has certainly done well in his new role and, as Ben Anderson explains in his article, created a very different atmosphere. But there's more to it than that.

The change in corporate culture, which comes right from the top of the company, has been key. After the desperately late start to work on the 2014 car, early last year decisions were made – under the previous regime – to prioritise this year's contender. By setting aside the desperation of trying to win tomorrow against all odds, Ferrari ensured it has made genuine, longer-term progress.

Unfortunately, those who were sacrificed along the way, but who did play an important role – such as Pat Fry and Nikolas Tombazis – end up looking like failures. But as Aldo Costa, axed by Ferrari in 2011, has proved at Mercedes, a strong individual can only achieve as much as the organisation employing them makes possible.

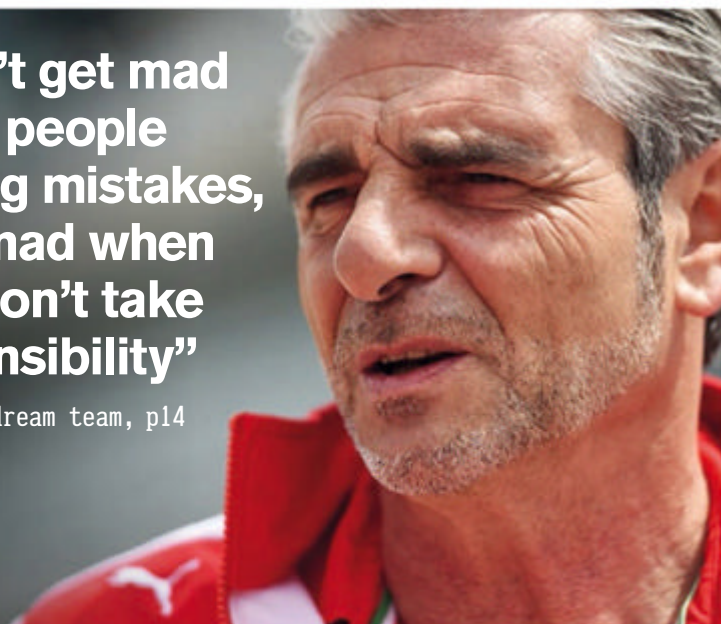


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 @eddstrawF1

COVER STORY

“I don't get mad about people making mistakes, I get mad when they don't take responsibility”

Ferrari's dream team, p14



FIND US ON



Cover image: Staley/LAT, Coates/LAT

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THE BIG PICTURE

They say four into one won't go – and yet Timmy Hansen escaped this mauling to finish third in the final of the World Rallycross at Hockenheim. Petter Solberg was the winner

Photographer McKlein





This week in F1

BAKU GP SET TO GET JULY SLOT IN TWEAKED 2016 CALENDAR

Formula 1's newest grand prix in Baku, Azerbaijan looks likely to get a July date in 2016 as part of an adjusted 21-race schedule being considered by the sport's bosses.

A significant reorganisation of the calendar is anticipated after an announcement by Australian GP organisers that their season-opener will take place on April 3. The current plan is understood to have the Melbourne event twinned with China, with more back-to-back races creating a mid-year gap for Azerbaijan, which will run under the European GP banner.

The traditional second race, Malaysia, may be moved to later in the campaign and twinned with Singapore, with Russia then forming part of a double-header with Bahrain after the opening pair.

Germany has been put on the provisional calendar, despite dropping off this year when a deal to run the race could not be agreed with promoters.

There has been no official confirmation about the calendar yet but AUTOSPORT has pieced together how the 2016 schedule could look based on current information.

HOW THE 2016 FORMULA 1 CALENDAR COULD LOOK

DATE	LOCATION
April 3	Australia (Albert Park)
April 10	China (Shanghai)
April 24	Bahrain (Sakhir)
May 1	Russia (Sochi)
May 15	Spain (Barcelona)
May 29	Monaco (Monte Carlo)
June 12	Canada (Montreal)
June 26	Britain (Silverstone)
July 3	Austria (Red Bull Ring)
July 17	Europe (Baku)



July 31	Germany (Hockenheim)
Aug 7	Hungary (Hungaroring)
Aug 28	Belgium (Spa)
Sept 4	Italy (Monza)
Sept 18	Singapore (Marina Bay)
Sept 25	Malaysia (Sepang)
Oct 9	Japan (Suzuka)
Oct 23	USA (Austin)
Oct 30	Mexico (Mexico City)
Nov 13	Brazil (Interlagos)
Nov 27	Abu Dhabi (Yas Marina)



6



DID YOU KNOW?

The past eight Spanish GPs have been won by eight different drivers. Kimi Raikkonen (2005 and 08) and Fernando Alonso (2006 and 13) are the only active two-time winners.

LOTUS HAS 'TURNED CORNER' FINANCIALLY

Lotus CEO Matthew Carter says the team has "financially turned a corner" just over a year on from being forced to implement crisis cost cuts.

In 2013, Lotus made a staggering loss of £64 million. AUTOSPORT has learned Lotus' accounts for the year ending 2014 are expected to show a gross profit for

the first time in many years.

"It was about cutting costs everywhere we could, and it worked," said Carter.



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TEE/LAT



Haas insists it will not be a Ferrari 'B-team'

The new Haas Formula 1 outfit says it will not be a Ferrari 'B-team' when it makes its debut next season despite its technical partnership with the Scuderia.

As well as supplying Haas with engines, Ferrari will provide 'non-listed' parts as the American team takes advantage of rule tweaks that reduce the amount of parts a team must make itself.

Haas boss Gunther Steiner said: "There is no plan to be their B-team and to do whatever they want. The cars will not just be yellow Ferraris."



COATES/LAT

Sauber backs Mosley's plan

Sauber supports Max Mosley's suggestion that teams should be given greater rules freedom if they sign up to a budget cap.

Former FIA president Mosley believes it would be a way of both controlling costs and allowing technical innovation to thrive in F1.

Sauber boss Monisha Kaltenborn said: "A budget cap is the only sensible way ahead. With Max's idea, he has done the most he can to bring out the technical and engineering challenge."

Ideas could be discussed when the Strategy Group meets on May 14.

DUNBAR/LAT



Break will boost Rosberg - JYS

Three-time champion Sir Jackie Stewart believes the three-week break between races will aid Nico Rosberg in his title battle with team-mate Lewis Hamilton.

Rosberg has been beaten by Hamilton in all four qualifying sessions and races this year and is 27 points adrift in the championship standings.

"At the moment, I think he is depressed about the situation," said Stewart. "[The break] will give him some time to get his head back in the right place."

I've got a good feeling about it



TEE/LAT

McLaren might still be pointless in 2015, but Jenson Button believes Monaco's unique tight and twisty layout could be the place for an upset.

F1 PREVIEW

SPANISH GRAND PRIX

May 8-10



CIRCUIT INFORMATION

BARCELONA

LENGTH 2.892 miles NUMBER OF LAPS 66



2014 POLE POSITION Lewis Hamilton	1m25.232s
QUALIFYING LAP RECORD Mark Webber	1m19.995s (2010)
RACE LAP RECORD Kimi Raikkonen	1m21.6703 (2008)

TYRE ALLOCATION



UK START TIMES

LIVE ON SKY SPORTS F1

FRIDAY
FP1 0900 FP2 1300

SATURDAY
FP3 1000 QUALIFYING 1300

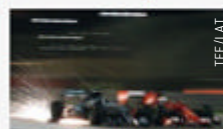
SUNDAY
RACE 1300

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

PREVIOUS WINNERS

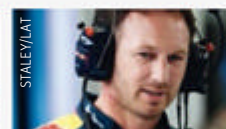
2014 Lewis Hamilton	Mercedes
2013 Fernando Alonso	Ferrari
2012 Pastor Maldonado	Williams
2011 Sebastian Vettel	Red Bull
2010 Mark Webber	Red Bull
2009 Jenson Button	McLaren
2008 Kimi Raikkonen	Ferrari
2007 Felipe Massa	Ferrari
2006 Fernando Alonso	Renault
2005 Kimi Raikkonen	McLaren

THEMES TO WATCH



TEE/LAT

MERCEDES v FERRARI
Ferrari has snapped at the heels of Mercedes so far this season. Both teams will have upgrades for this weekend.



STALEY/LAT

REANULT ON BACK FOOT
Christian Horner said the break between Bahrain and Barcelona was 'critical' for Renault. Progress is expected.



COATES/LAT

MCLAREN'S RISE
Fighting for points and finishing on the lead lap is the promise for Barcelona as McLaren and Honda aim higher.

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Lawrence Barretto

From the paddock

Two years ago, Felipe Massa's F1 career was all but over, but the revitalised Brazilian is now reaping the rewards for gambling on Williams

When Ferrari decided to dispense with Felipe Massa's services after the 2013 season, ending a 12-year association with the Brazilian, his Formula 1 career looked all but over. Based on the figures, Massa's career was nosediving.

Why would anyone want to sign a driver who'd scored just eight podiums in the past four years in a frontrunning car, when his team-mate Fernando Alonso managed 42, of which 11 were wins, in the same machinery? His narrow title loss to Lewis Hamilton in 2008 was a distant memory. For many, Massa had had his chance and it was now time to move on.

But Williams took a punt – you could argue Massa did the same based on the Grove-based team's disastrous season the previous year – and it paid off. By the first race, Massa's infectious smile was back and, after some bad luck at the start of the season, he found himself challenging for victory on outright pace at the finale in Abu Dhabi. This year he has been super-consistent, getting everything he possibly can out of the Williams in the first four races. Massa looks revitalised and has proved that leaving Ferrari was the best thing he could have done.

That said, it had all started so well at the Scuderia. He got on well with team-mate Michael Schumacher, but it was when he and race engineer Gabriele delli Colli chose to split after four races and Rob Smedley took over the reins that the rise of Massa really began. The Brazilian

his results picked up towards the end of the season as he battled to save his seat. A strong start to '13, including a podium at the start of the year in Spain, was encouraging, but he lost his way again – and this time, there was to be no saving grace.

When he signed for Williams, a team which had just finished ninth in the constructors' championship, hopes of winning another race were slim. But the combination of struggling driver and team has proved to be a catalyst for improvement in both.

Massa is an emotional person and the new welcoming surroundings of Williams meant he felt like he belonged again. He made an instant impression too. Chief technical officer Pat Symonds was impressed with Massa's ideas, work ethic and professionalism way before his long-time race engineer Smedley joined the team.

Massa's form built through the season, and he became the only non-Mercedes driver to take pole all season when he planted it on top of the order in Austria. He followed that up with a podium – only his fourth since 2010 – in Italy before another on home soil in Brazil. Then came Abu Dhabi, where he was within three seconds of



“What we are seeing at the moment is the best of Felipe Massa. Definitely as good as 2008”

won twice that season and pushed Schumacher close.

In 2007 he showed flashes of pace, but it was the next season where he excelled. Watch a clip of his pass on Lewis Hamilton at the start of the Hungarian Grand Prix. And then watch it again. It was phenomenal. He was unfortunate that just three laps from the end of that race his engine expired. Combine that with the fuel-hose debacle in Singapore later that season, and you'll find where the title was really lost.

Massa survived an awful accident the following year in Hungary, missing the remainder of the season before recovering to return in 2010. It's difficult to say whether the accident impacted on his form, but he is insistent that it hasn't. However, the same cannot be said of Fernando Alonso's arrival in 2010.

Massa held the Spaniard at bay in Australia, costing his team-mate second, maybe even a win. From there, his form at Ferrari never really recovered. The 2011 season was poor and '12 went the same way before

beating Hamilton to victory, arguably his best race since he saw the title snatched away in Brazil in '08.

Massa could have left F1 with a very respectable 11 wins and 36 podiums. But he didn't. He stayed and chose to fight on with Williams. It was a gamble, because the Williams turnaround was unexpected and Massa risked ending his career in the midfield before exiting the sport without not so much as a whimper.

Now he is reaping the rewards and looks to have his mojo back. “I have worked with him for many years and I am still seeing him develop,” said Smedley. “What we are seeing at the minute is definitely the best of Felipe Massa. Definitely as good as 2008.”

It has been 109 races since Massa last climbed onto the top step of the podium. If he ever ends that run, he'll hold the record for the most starts between grand prix wins. But even if he doesn't, Massa is proving that not only was his second chance warranted, but there's still plenty more to come. ■

This week in motorsport

DONNELLY GETS BTCC 'PARA' CALL-UP

Ex-Formula 1 driver Martin Donnelly will make his British Touring Car Championship debut at Thruxton this weekend with the Infiniti team.

Donnelly, 51, will replace Richard Hawken in the Support our Paras Racing-run Infiniti Q50 because the team wanted a driver with more experience in its line-up.

It is also understood that he was chosen because his recovery from his 1990 Spanish GP qualifying crash, which ended his F1 career, fits the motive of the paratrooper-inspired team.



JAKOBBEREY

10



MCKLEIN

M-Sport wants Neuville back

M-Sport team principal Malcolm Wilson is chasing Hyundai World Rally Championship star Thierry Neuville for a 2016 return to the British team.

With his all-new Ford Fiesta RS WRC coming online in Portugal later this month, Wilson wants a top driver in the car next year. "I'm chasing a partner for the team," said Wilson, "and that money would go to pay Thierry."

Neuville, who is said to have an option allowing him to leave Hyundai at the end of this season, said: "I don't want to talk about this. I am doing my job. I know where I could go, what I can do and what I'm not allowed to do."

The Belgian enjoyed his most successful season to date with M-Sport in 2013, finishing runner-up in the drivers' standings.



INDY AERO HITS TRACK

IndyCar Series points leader Juan Pablo Montoya set the pace for Team Penske as the Chevrolet and Honda low-drag speedway aero kits made their public debut in a pre-Indianapolis 500 test.

Last Sunday's run on the 2.5-mile Indianapolis superspeedway featured speeds almost 4mph faster than the corresponding day last year, with Montoya's Chevrolet-powered Dallara lapping at 226.772mph.

Montoya (left, above) pipped Penske team-mate Helio Castroneves, with Andretti Autosport driver Marco Andretti (left, below) setting the third-fastest time overall as the leading Honda runner.

Castroneves believes that qualifying speeds could reach the mid-230s. "I think that's realistic," he said. "Obviously in the beginning we're still going to be looking for details, but I feel it's going to be even faster than 230."

"Last year we were able to get 231 in some of the laps on average, and I feel that we might be able to get two, three miles an hour faster than that."

British veteran Justin Wilson returned to the wheel of an IndyCar with the Andretti team. He will contest the Indy road-course race and the 500 in what he hopes will presage a full-time deal in 2016.

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



Prema eyes GP2 or F2 step

Top Formula 3 squad Prema Powerteam is eyeing a step up to GP2 or the FIA's new Formula 2 championship.

Team manager Rene Rosin said: "We want to do something bigger, but first I want to wait and see what the FIA say about F2, because I would like to stick within the FIA pyramid."

Should Prema go F2, the Italian company would have a team at each level of the FIA's sub-Formula 1 categories, as it also competes in Italian and German F4.

REMEMBER WHEN



Prema Powerteam's last stretch in a category above Formula 3 level came in 2006-09, when the squad competed in the Formula Renault 3.5 Series. Here is Miguel Molina, now a regular in the Audi DTM line-up, who was a race winner with the team during the '08 season.

LOW-DRAG AUDI COULD RETURN AFTER LE MANS

Audi has hinted strongly that the new low-drag R18 e-tron quattro that made a winning debut in last weekend's Spa round of the World Endurance Championship could race again after the Le Mans 24 Hours.

The German manufacturer made the decision to run two of the revised cars for its full-season WEC entries at Spa because it believed it was the most competitive option, as well as to prepare for the Le Mans 24 Hours.

Audi Sport head of LMP Christopher Reinke said: "It is possible that we will race it again after Le Mans. I wouldn't be

surprised that we will see it again, whenever or wherever. But for the moment I can only confirm that we will see this one at Le Mans."



Triple 8 set for Brands BSS

The Triple Eight BMW squad is returning to the Blancpain Sprint Series at Brands Hatch this weekend.

The team will field a solo BMW Z4 for Joe Osborne and Lee Mowle in the Pro-Am class in order for the duo to gain experience of the Brands Hatch Grand Prix Circuit ahead of the British GT round at the track in August.

Osborne said: "Lee is quick and not unfamiliar with the track, so you've got to think we can go for the class win."



Ex-Lopez rival gets Lada test

Argentinian Super TC2000 champion Nestor Girolami was due to test one of Lada Sport's new Vesta WTCC racers at the Hungaroring this week.

The 25-year-old, a former rival of WTCC king Jose Maria Lopez, attended last weekend's round of the WTCC at the behest of promoter Eurosport Events.

Lada is known to be evaluating its 2016 driver options as part of its ambition to develop the ORECA-built Vesta into a potential title winner.

New LMP2 passes 24-hour test

SMP Racing's new BR Engineering LMP2 contender has undergone a successful 24-hour test ahead of its race debut in the European Le Mans Series round at Imola later this month.

The Franco-Russian squad's Nissan-powered BRO1 coupe, two of which will also race in the Le Mans 24 Hours, ran through the night "with no major problems" at the Paul Ricard test two weeks ago, according to team boss Benjamin Durand. "We are quite confident that we have a good chance of finishing at Le Mans," he said.

Meanwhile, the Swiss Morand LMP2 squad could expand to two cars for the second half of the World Endurance



Championship in association with new sponsor Franck Muller. The team's second Morgan-Judd/BMW EVO would most likely run under the banner of the watchmaker.

CECOTTO IN AUTO GP DEAL

GP2 veteran Johnny Cecotto Jr got a last-minute call-up to contest the opening Auto GP round at the Hungaroring.

The 25-year-old Venezuelan joined British team Virtuosi UK alongside Russian Nikita Zlobin.

Cecotto finished third out of the nine-car field in both races.



In brief



MARTIN SKIPS BTCC

British Touring Car Championship rookie Alex Martin will miss this weekend's Thruxton round due to back surgery. The Team Parker Racing Ford Focus driver's injury is a long-standing problem and he needs to undergo a microdisectomy procedure after experiencing severe discomfort at the opening two rounds. He hopes to return for the Oulton Park event on June 6-7.

CAVE IN DMACK 11

Eleven drivers will contest this year's five-round DMACK Fiesta Trophy, starting with the Rally of Portugal later this month. Brits Tom Cave (DMACK runner-up last year) and Gus Greensmith (British Junior champion) are among the 11 chasing the prize of a funded 2016 WRC2 campaign in a Ford Fiesta R5.

GRAFF ORDERS LIGIER

French team Graff Racing has become the first to order a Ligier LMP3 car, and plans to give the JSP3 its debut in the European Le Mans Series finale at Estoril in October. The squad competed 11 times at the Le Mans 24 Hours during the 1980s and '90s.

NEW SWEDISH TRACK

A new Swedish circuit hosts this weekend's Scandinavian Touring Car opener. The track, laid out at Skovde airport between Stockholm and Gothenburg, was sampled by reigning champion Thed Bjork.

GEOFF DUKE 1923-2015

Motorcycle racing hero Geoff Duke, who died last week at the age of 92, was also an occasional competitor in sportscar racing. Duke, best known for Isle of Man TT wins and world title successes, led the 1953 Sebring 12 Hours with Peter Collins in an Aston Martin DB3 before a crash.





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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.



Dieter Rencken

F1's political animal

Rancour in the Volkswagen boardroom has kickstarted speculation that Audi will join Formula 1 – but why should it?

The minute news broke that both Ferdinand Piech – chairman of Volkswagen Group and grandson of the original Ferdinand Porsche – and his wife Ursula had resigned their positions on the executive board of the world's number two car maker after a ferocious internecine war, the dreamers in the Formula 1 paddock rubbed their hands in glee.

“Now Audi will, nay must, enter the pinnacle of motorsport”, went the refrain. Certainly you could argue that after decades of ruling the roosts in rally, touring cars, IMSA, Le Mans and the World Endurance Championship, most recently defeating all-comers in the first two rounds of the current WEC season, Audi may feel it still has a thing or two to prove at the top level, particularly given market competitor Mercedes' current domination of the category.

Then factor in that Ferrari, a competitor to Audi brand Lamborghini, is running the three-pointed star a close second. And that F1's nascent technology is conceptually similar to some of the VW Group's hybrid systems. It would seem to be a no-brainer, particularly since the dynamic and autocratic (and no longer in charge) Piech was the principal objector whenever F1 was discussed.

In fact, within the Group it is said the 78-year-old loathes F1 CEO Bernie Ecclestone for reasons best known to the two legends in their inner circles, but, whatever, in December last year a high-ranking VW executive made no bones about the situation to this writer.

as the Haas F1 Team, due in 2016, can afford to ramp up over a season or three – but Audi? When Toyota entered the sport in 2002 it had tested for a full season across the globe, yet then failed to win a race in 139 starts despite an enormous budget, a turnkey facility, and World Rally Championship and sportscar form.

Still, Toyota went on to become the world's number one car maker, but its humiliation in F1 cannot have escaped Piech's notice, nor the fact that the Japanese company's predecessor at the top – General Motors – imposed total bans on motorsport, campaigning in the WRC and suchlike only through dealer organisations.

That said, at least Toyota, Honda and Haas had/have home grands prix to savour, while Audi (and VW/Porsche) would be unable to strut its stuff on German soil. Nor, for that matter, could Bugatti feature at a home grand prix; France's race died in 2008. If Monza goes – as is threatened – Lamborghini, too, would be out in the cold.

Indeed it seems crazy to reflect that, of the VW Group's entire car portfolio, just SEAT and Bentley would this year have grands prix to call home.

Visitors to Saturday's WEC race at Spa-Francorchamps (the paddock was open to Joe Public and family throughout, with pitlane walkabouts included in the three-day pass price of £25) cannot fail to have been impressed by enormous hospitality facilities provided by both Audi and Porsche. Or by the fact that the former beat its sister by just 13 seconds after six hours of

“Of the VW Group's portfolio, only SEAT and Bentley would have grands prix to call home”

“As long as [Ecclestone] is in the chair, the board will never authorise an F1 programme,” he said. “Why should they; it makes no sense with whatever brand we have...”

Indeed, why should high-tech Audi, which popularised four-wheel drive, high performance diesels, lightweight construction and twin-clutch transmissions (or any other of the Group's car brands, VW itself, Porsche, Skoda, SEAT, Bentley, Lamborghini and Bugatti) enter an automotive activity that so aggressively stifles innovation, and publicly criticises its own regulations when progressive technology is introduced?

Greater restrictions on testing are the next step (plans are afoot to hold just two pre-season tests), while a total ban on windtunnels is just a Strategy-Group vote away – possibly as soon as May 14. Meanwhile, the ongoing struggles of McLaren and Honda demonstrates the challenges faced by returnees who are unable to test.

Against that background, consider the formidable challenge facing total F1 virgins. Yes, independents such

nip-and-tuck, each using totally different technology. Nor, for that matter, could the paying guest have avoided various displays or missed obtaining autographs from legends such as Jackie Ickx, Hans Stuck, Tom Kristensen, Alan McNish and Mark Webber.

All weekend fathers-and-sons abounded, thrilled by the sight of 900bhp monsters slamming through Eau Rouge or tip-toeing around La Source. Yes, fans basked in total freedom of movement for three days.

Contrast that with F1: strict limits on paddock passes to “encourage” VIPs to use Paddock Club for entertainment, bans on all forms of paddock display, and ticket prices only affordable to 70-year-olds with Rolexes. Factor in no testing, home race or technical freedom. And – whisper it – vicious attacks from all sides should Audi attain the competitiveness to which it aspires.

The only thing Audi must do – well, you've guessed it. For now the Porsche family soap opera continues, and that will preoccupy the board for years to come. ❧

FERRARI'S NEW

DREAM



TEAM



The Scuderia is back to winning ways in F1, and established as the closest challenger to Mercedes.

BEN ANDERSON investigates whether this is the start of something massive for Maranello

15

F

errari is the most successful team in Formula 1 history. The Scuderia is an icon in F1 folklore – a colossal company, with a colossal following, and colossal pressure to win.

When Ferrari fails, heads roll. Last season was a disaster by the Scuderia's standards: no wins, only two podiums, and a distant fourth place in the constructors' title race. Simply not good enough. Ferrari has a habit of taking drastic action in such circumstances and replaced the president, team principal (twice), chief designer, head of engineering, engine-department boss, and one of its drivers.

This year's championship is only four races old, but these changes are looking like masterstrokes. Under the direction of new team boss Maurizio Arrivabene and technical director James Allison, Ferrari is a completely different proposition in 2015. The SF15-T is faster and easier to drive than its predecessor, new signing Sebastian Vettel looks more like the driver who won four consecutive world championships for Red Bull, and Ferrari has already won a race. This puts it halfway towards achieving its stated objective of winning at least two grands prix. Already, it is established as the closest challenger to Mercedes.

During the glory days of Jean Todt, Ross Brawn and Michael Schumacher, Ferrari dominated F1 during the first half-decade of the millennium. Can Ferrari's new dream team go on to again achieve such incredible success? ▶

THE DRIVERS

No matter how many millions teams spend on their cars, the drivers who operate the machinery are still the central component of the competitive equation. This is because they are human, and therefore fallible.

The Scuderia has two proven world champions on its books. But on the basis of their performances last season, you could legitimately argue that Ferrari's current driver line-up represents something of a risk. In 2014, new signing Sebastian Vettel was a shadow of the driver who won four world titles with Red Bull, shaded as he was by Daniel Ricciardo. Kimi Raikkonen's first season back at Maranello was easily the worst of his long F1 career.

But on the evidence of the first four races of

2015, both are now altogether different propositions. Vettel has been on the podium in three of his four races for Ferrari, including a shock win on his second start with the team in Malaysia. Raikkonen is still underperforming in qualifying, but has the deftness of touch and canny racecraft that made him such a force for Lotus in 2012-13. So why the turnaround?

For a driver, form is usually tied to the machinery at their disposal. If a driver is comfortable in their car, they are confident and, if confident, they perform at their best. Vettel was uncomfortable with the rear instability he felt under braking in last year's Red Bull, while Raikkonen was forever complaining about a lack of front-end feel and too much understeer in the Ferrari. Both have been much happier from the moment they first drove the SF15-T, with

Raikkonen suggesting the car has improved in all areas. Vettel has mentioned that improvements to the rear Pirelli tyres have helped him.

The tyre supplier has beefed up the construction of its rear rubber for this season. Pirelli motorsport boss Paul Hembery believes this has allowed Ferrari to find a better balance of grip from front to rear with the SF15-T, which has had a knock-on effect for the drivers.

"It might be what the rear tyre is doing to the front," says Hembery. "It might have enabled them to balance the car better with the rear tyre and shift a load of weight from the front. Last year, like most teams, Ferrari were certainly struggling to get the balance right across the front and rear.

"It's a significant change but it seems to be universally appreciated. They're not having to

Vettel has been on the podium in three of his first four Ferrari races





DUNBAR/LAT

A tactical masterstroke helped Vettel win for Ferrari second time out

do what they used to on the front tyre, and are able to balance the temperatures between the front and rear axle much better.

“All the cars seem better balanced this year. And you’ve got the Ferrari chassis, which gains another jump on top of that. There seems to be very low [tyre] wear on both axles. It is quite notable that it’s different to the other cars.”

Both drivers also appear to have benefited from a change of environment. In Vettel’s case, that’s meant moving to pastures new. There were times last season where it looked as though he had lost some of the fierce drive, desire and work ethic that made him such a formidable force in F1. But if he did lose his way somewhere during his final year in Milton Keynes, he has certainly found it again at Ferrari.

“He’s a splendid fellow,” says Allison of ▶

“SEBASTIAN’S VERY CIVILISED AND HE’S EXTREMELY GOOD AT COMMUNICATING WITH THE TEAM. HE’S A SPLENDID FELLOW”
JAMES ALLISON



APB IMAGES



Vettel and Raikkonen are good friends away from the circuit, which helps

FERRARI: THE MICHAEL SCHUMACHER ERA 1996-2006

Comparisons between Michael Schumacher-era Ferrari and the new dream team, including Sebastian Vettel, are inevitable. The team achieved unprecedented success during this period, so the current crop has a long way to go to match that.

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Raikkonen came close to victory in Bahrain with a kind-to-its-tyres Ferrari



Fernando Alonso did very little of this last season

► Vettel. “He’s very civilised and extremely good at communicating with the team. If he’s got a tough thing to say he says it in a way that is constructive and helps the team move forward – and he’s got a ferocious work ethic. So all of our experience with him so far has been positive. There’s a good relationship.”

Raikkonen is not famed for his work ethic, but his talents seemed to desert him entirely last season. But Raikkonen has looked a lot happier since Fernando Alonso departed for McLaren, clearly feeling less isolated than he did on his return last year to a team that had gravitated to the Spaniard during the previous four seasons.

“Kimi needs to feel the support of the team around him, and especially the team principal,” reveals Arrivabene. “In Malaysia I was talking with him after the practice [Raikkonen and

Arrivabene had a disagreement over the reasons behind his early qualifying exit] and he knows me – we’ve known each other for many years – I said: ‘Kimi, if you are attacking [the team] for nothing expect me to react.’ But Kimi likes this kind of relationship where you talk to him straight.

“He’s called Iceman; actually apart from this image of iceman he is quite strong as a guy, but is very sensitive. If he feels that the team is around him and is pushing for him, as they are pushing for Seb, Kimi can give us a very good result and a perfect performance.”

So far, both these drivers are proving to their critics that the poor form of 2014 was temporary, while the class that helped them both win world championships is permanent. Ferrari is all the richer for that. ►

PSYCHOLOGIST’S VIEW: VETTEL’S MOTIVATION

A young racer once asked me a challenging question: “do I need to be passionate about racing in order to succeed? Because I’m not sure I am.”

The best I could come up with was that passion may well help you when things get tough, but it’s not the most vital ingredient in the recipe for success. Motivation, on the other hand, is essential.

The word ‘motivation’ is said to originate from the 13th-century Latin word ‘motivus’ meaning ‘what makes you move’, or, perhaps more appropriate in F1, ‘what stirs you’. It now seems clear that Sebastian Vettel’s reason to move to Ferrari from Red Bull was to rediscover his motivation, and maybe his passion too. It may be that the combination of passion and motivation is what separates the champions from the rest. But potential is not fulfilled without motivation.

After winning four world championships with Red Bull, his motivation to rise to the challenge of being quicker than Australian team-mate Daniel Ricciardo in a less-competitive car in 2014 seemed to evaporate. He was mentally grounded, and another year of being second-best to his team-mate would have been a severe blow to his reputation, ego and confidence.

After passing Mark Webber against team orders to win in Malaysia in 2013, I described Vettel as a ‘smiling assassin’. Last year, he seemed more ‘little boy lost in a supermarket trying to find his mum’. His mind did not appear to be on the job in 2014 and his body language suggested he had, mentally, already left the team. It was time to move on. Most importantly, he recognised that need, with the first stirrings



Did Vettel’s motivation at Red Bull wane during 2014, or even earlier?

probably developing earlier than 2014.

The 2015 Ferrari is quick and full of potential. Seb has got his mojo back, but I can’t help wondering what would have happened if the Ferrari was still off the pace. Would he then have to move again, and keep on moving until the ‘motivus’ was finally satisfied?

When you have reached your peak, even once, never mind four times, it is very difficult to maintain sufficient motivation to put in the required effort physically and mentally, especially if you don’t really believe you have the tools to do the job.

Elite performers won’t hang around when they know they can’t win. Obviously, this is more

relevant in motorsport than, say, athletics and tennis, but footballers such as Wayne Rooney will always look to be in the best team in order to win trophies and medals. It makes them appear self-centred but most of the winners I’ve worked with have had, or have acquired, a selfish streak.

For the time being, Sebastian will be happy at Ferrari, and it looks like he has made a smart move. On the other hand, how long will the man he replaced – Fernando Alonso – stay at McLaren? We know what ‘stirs’ him.

Stand by for more motivus, or should that be motivae?

Don MacPherson, AUTOSPORT sports psychologist

THE CAR



ast year's Ferrari F14-T was a poor car. The problems with the Scuderia's first V6 hybrid turbo engine are well documented, but the chassis didn't seem too bad compared

with the other top cars. Not at the level of Mercedes or Red Bull certainly, but arguably at least on a par with the cars produced by Williams and McLaren.

The problem was that last year's Ferrari was very inconsistent from circuit to circuit, and behaved very differently depending on the tyre compound used. It also had a particularly weak front end, which Fernando Alonso's dynamic, hustling style was better suited to working around, while Raikkonen demands a more precise response from the front tyres to be quick. On high-grip surfaces (such as the new one at Brazil's Interlagos), or on the super-soft tyre (used in Monaco and Singapore), Raikkonen came alive. But more often than not he struggled to generate front-tyre temperature and spent most of 2014 fighting the understeer he detests.

Fundamental to any Formula 1 team's success is the quality of its car. Without a decent package, drivers will struggle to find the necessary confidence to go fast.

"People underestimate confidence in motorsport," says Pirelli's Paul Hembery. "When a good car works, the driver does amazing things and doesn't even have to

think about it, even subconsciously, and doesn't lose performance. That's a sign generally of a great car, and what you've got, as you can tell with the body language of both Kimi and Seb at Ferrari, is that they're both comfortable in it."

Much work has gone in over the winter to correct the inconsistencies and aerodynamic weaknesses of 2014 to help generate the necessary confidence in the drivers. Former chief designer Nikolas Tombazis and engineering director Pat Fry have left, but work they started under Allison has already borne serious fruit for Ferrari this term. Simone Resta (with legendary designer Rory Byrne acting as a consultant) has taken up the baton and worked hard (doing 'six months' work in three', according to Arrivabene) to make the SF15-T a better, slippier and more efficient beast. Ferrari has also made a significant improvement simply by deploying its vast resources in a timely manner.

"Last year's car started full-time aerodynamically in November [2013] – there was quite a big change to the aero regs for last year and you can't do much starting in November," admits Allison. "So this year's car had a more traditional birth and as a result we found more performance."

But everyone knows that finding more performance at birth is one thing; adding more through a campaign is quite another. In this regard, Ferrari should be much stronger in 2015, benefiting from correcting a chief weakness of recent seasons – poor correlation between its

“WE WILL BE SHOVELLING PERFORMANCE ONTO THE CAR AS QUICKLY AS WE CAN”
JAMES ALLISON

Maranello windtunnel and the track. This has prevented Ferrari developing properly through a season, and forced it to go elsewhere (principally Toyota's facility in Cologne, Germany) simply to tread water in Formula 1's endless quest for aerodynamic excellence. Now, it should have the tools available to carry the fight to F1's current aero masters.

"In terms of capital investment, we have been the beneficiaries of a good deal of it recently – the windtunnel that is working so nicely for us now is something that was brought back online in November last year," adds Allison. "We will be shovelling performance onto the car as quick as we can find it and make it. There's a bag-load in the pipeline in the factory at the moment, and

COATES/LAT



Better aero balance thanks to successful windtunnel calibration has helped



Ferrari's windtunnel was giving false info



Lewis Hamilton takes a keen interest in why Ferrari is now a threat to Mercedes

that will find its way onto the car as soon as we can – and there will be more coming after that. The aero programme is performing strongly. And these are still quite young aero rules, so I think we can expect more from it.”

One area where Ferrari may struggle is with the nose regulations that were altered for this year. Most teams are developing noses to make them as short as possible for aerodynamic gain, but the SF15-T has limited potential in this area, according to Allison.

“We will keep working on it but there are a few physical limitations,” he admits. “The rules for the crash tests are such that you have to absorb a certain energy without going above a certain g level, and that requires your nose to be a minimum length.

“Where our front bulkhead is makes it rather difficult to get a nose that’s super-duper short and pass the crash test. We can go shorter than we have now, but we can’t go as short as some of the others.”

Time will tell whether this limits the potential of the Ferrari across the balance of the season, but it’s undoubtedly made an excellent start on the chassis side, and Pirelli is convinced that Ferrari (typically under Allison) has found a clever trick for the car in terms of tyre management. Now the early-season flyaway races are out of the way, we should begin to get a better idea of the SF15-T’s development potential – starting in Spain this weekend. ▶

XPBIMAGES

21



Rosberg and Raikkonen duked it out in the recent Bahrain GP

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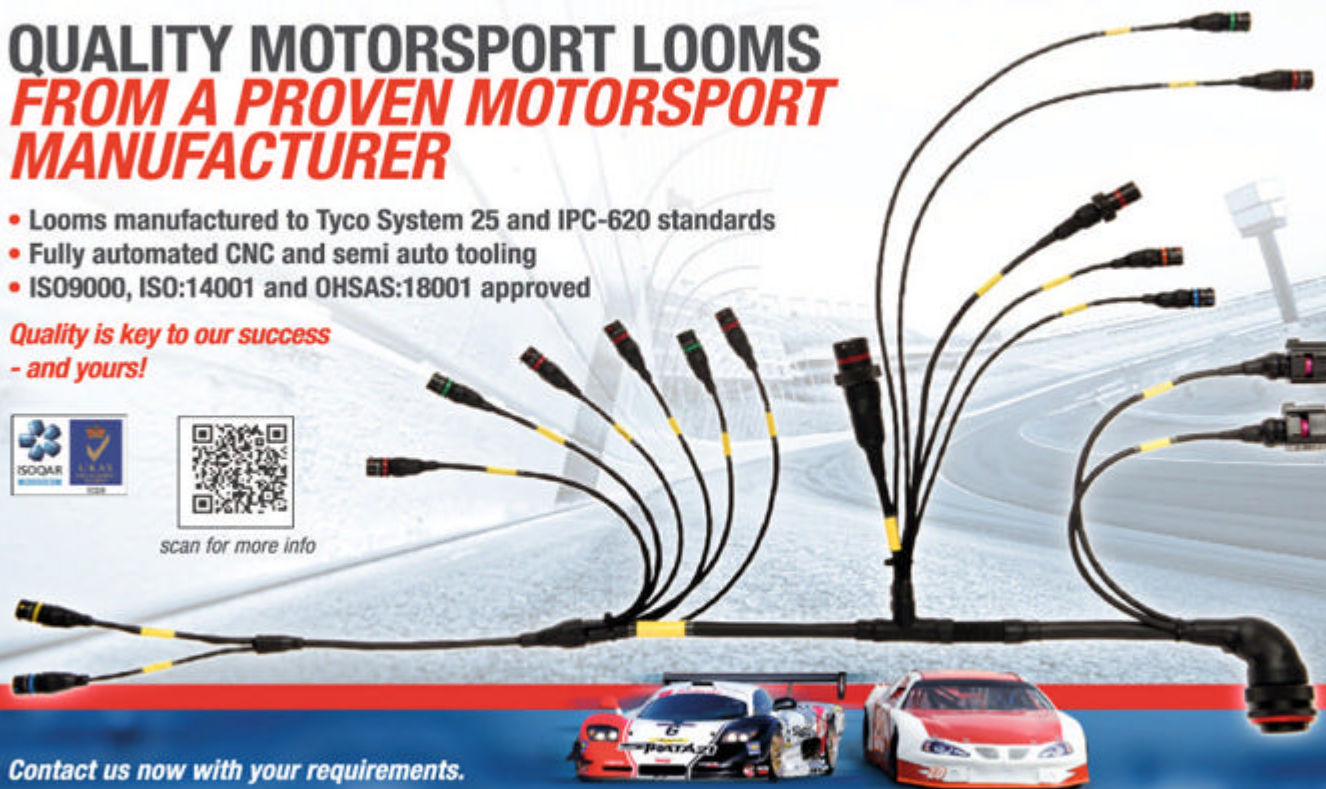
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New Ferrari team principal Maurizio Arrivabene is all smiles at the moment

THE MANAGEMENT

The root-and-branch restructuring Ferrari went through last year is always risky, but sometimes it's necessary to take drastic steps. McLaren underwent a similar process to prepare properly for the return of Honda to F1, while Ferrari couldn't accept another campaign as bad as 2014.

Perhaps inevitably with a team of the size and stature of Ferrari, there existed a status quo within that was hard to disturb. People became accustomed to doing things a certain way. Arrivabene is the third team principal employed by the Scuderia in less than 12 months, and his task was to change this for good.

Jean Todt (Ferrari's most successful recent team boss) had a way of imposing himself. He wanted to be feared and respected, and seen as the absolute top of the pyramid. His successor, Stefano Domenicali, was different – a tough operator, but someone who wanted to be much closer to the grass roots of the company, a man of the people, if you will. Marco Mattiacci replaced Domenicali ahead of last year's Chinese Grand Prix, but didn't have enough time – and maybe not the right personality – to gel with the team. For some he remained an enigma; difficult to read, and quite closed. He lasted barely seven months before being shown the door.

Arrivabene is a mixture of everything. He will sit down with every member of the team to learn as much as he can. He goes around the garage before every race shaking hands with the mechanics. The wellbeing and performance of the team is his number-one priority, to the point where Ferrari's hospitality must feed the mechanics and engineers before guests and other hangers-on in the paddock.

Beyond this touchy-feely exterior, he is still imposing. He doesn't lose his temper often, but he can lose it if necessary. He is talkative, and likes to joke. Team insiders say he is very straightforward. When he criticises you, it's not meant to last forever. He bears no grudges and is always ready to move forward.

Arrivabene was brought into Ferrari from outside the company, but in his role with Philip Morris he gained in-depth knowledge of the political inner workings of F1. The feeling inside the team is that he has introduced the fresh thinking needed to avoid stagnation. Principally, he is achieving this by eliminating fear of errors among the staff.

"I don't get mad about people making mistakes, I get mad when people don't take responsibility," he is said to have told the team in a bid to encourage Ferrari's pool of technical talent to take the risks necessary to forge back to the front, without being paralysed by a fear of failure.

His style also complements that of James Allison, who joined Ferrari from Lotus in September 2013. On the engineering side, Allison has overseen changes that have made the decision-making process quicker and more effective. The management structure has also been simplified. This has allowed Ferrari to make significant gains in a shorter space of time than otherwise might have been possible.

A British technical director succeeding at Ferrari inevitably leads to comparisons with Ross Brawn, who helped mastermind the Scuderia's domination of F1 in the first half of the 2000s. Allison dismisses these comparisons as "dumb".

"Ross has got about a billion championships under his belt and I have precisely zero," he says. "So talk to me in a few years' time, if and when I'm fortunate enough to do anything half as good." Fair enough. But the foundations are there.



Arrivabene and Allison: new culture created

Between them, Arrivabene and Allison have created a culture of productivity, where people are not afraid of making mistakes. The atmosphere around Ferrari is far more constructive this season, and strong early results on the track have naturally helped boost the sense that the Scuderia is finally back on track.

For Raikkonen, who has raced for the team under all four of its most recent team principals, the working culture at Ferrari now is the best he has ever known.

"Everybody is different – they have their own way of working and doing things, and I must say in the past when I was here at Ferrari they were good times and it was a good atmosphere, but for sure this year is the best that I have been in any team," he says. "How the team works together, how people work together, how the atmosphere is and how things are being run – that tells you a lot."

Team-mate Vettel has only been at Maranello for a few months, but already he is benefiting from the culture created by the Arrivabene/Allison axis.

"It's very positive," says the German. "I think there are still a lot of new things. There is a lot of change going on – some things are in place, others are not and are due to be in place some time soon – but the atmosphere is great, people are happy, including myself, and obviously the results have been phenomenal for us as a team. And the ambition is there to do better – to catch Mercedes. Even if at this stage that's very ambitious, that's the target for myself and for the whole team."

So far so good. But the management cannot afford to get complacent. Ferrari chairman Sergio Marchionne (who is also on the board of directors at Arrivabene's former employer, Philip Morris) has set demanding targets, and the true test of the Scuderia's new working culture will come if results start to slip.

Arrivabene's job is to make sure that doesn't happen, and ensure the team is robust enough to react if it does. ▶

THE ENGINE

Under the previous (normally aspirated 2.4-litre V8) formula, performance across the different engine manufacturers was broadly similar, so the race was all about aerodynamics and chassis performance. Now, the architecture and complexity of the V6 power units mean there is a bigger trade-off between aerodynamic and engine performance.

This is something that is costing Red Bull dearly. Its engine partner Renault didn't have the most powerful V8, but it was able to use its exhaust gases to boost aerodynamic performance and make up the deficit. That's no longer possible within the regulations. Not only that, but the relative immaturity of the technology creates potential for massive discrepancies between the different power units, which we saw locked in last year under rules that forbade in-season development.

Ferrari was hurt badly by this. Its first V6 hybrid was overweight, lacked power, and was poor at harvesting electrical energy from the turbo via the MGU-H component, which made it weak at the end of straights and left its cars vulnerable in wheel-to-wheel battle. It knew where its weaknesses lay, but the rules

as they were meant nothing could be done to correct the mistakes.

Ultimately, the former head of Ferrari's engine department, Luca Marmorini, paid for this with his job in the summer of last season. Insiders say he was particularly unhappy with the many compromises being made on engine work in favour of chassis, and struggled to find common ground with chief designer Nikolas Tombazis.

This tension between chassis and engine departments was a key problem the new management at Ferrari needed to address. Both Marmorini and Tombazis have since left Maranello, and the engine department has been restructured. Lorenzo Sassi, who used to work on Ferrari's GT programme, is now the chief designer on the engine side, and there is

apparently a much better flow of ideas being evaluated, discussed and produced from his department, as well as a more harmonious working relationship with the chassis team.

"On the engine side, the vigour with which the most risky guys attacked the problem from realising that we were off the pace last year, the vigour with which they attacked it in the off-season, has really been a splendid thing," enthuses James Allison. "We have got good performance there, and they've had to do that by showing a lot of engineering skill, and also a huge amount of courage, because engine stuff carries extremely long lead time, and if you make a mistake on it you pay for it forever.

"Normally, compared to chassis people, they have to be more conservative, but they were



Engine progress means Ferrari is giving Merc some hassle this year



Ferrari's first 1.6-litre turbo hybrid was compromised. The '15 unit is vastly better



Former engine boss Marmorini gave way...



...to Sassi, with the department benefiting



Ferrari customer Sauber has improved dramatically with latest-spec engine

extremely courageous and now we are benefiting from their skill and their courage.”

In the meantime, Ferrari management campaigned successfully to have the engine rules adjusted over the winter to allow limited in-season development. Originally, the idea was to homologate engines before the start of each campaign and freeze the spec until the following winter. But Ferrari has pushed through a change in interpretation of the rule that now permits limited engine development during the year. Manufacturers do this by spending ‘tokens’, certain numbers of which correspond to various components of the power unit. This has created a tactical game between the manufacturers in terms of updates, but crucially it has also bought Ferrari more time to introduce the sort of long lead-time developments it needs to catch Mercedes. Under the previous rules it would have had to rush all its development out before a February deadline, putting more pressure on the engine department and leaving no opportunities to correct mistakes until 2016 at the earliest...

Ferrari has spent three tokens fewer than Mercedes over the winter, which means it has a theoretical advantage in the engine-development war this season.

“I’d rather have more tokens than fewer, but

“THE PARTNERSHIP WITH SHELL WORKS WELL AND IS VERY IMPORTANT UNDER THESE RULES”

JAMES ALLISON

you need to make sure that you’ve got the horsepower to put into those tokens,” argues Allison. “But three is an important number, even though it doesn’t sound a lot. Three buys you a combustion upgrade. A combustion upgrade is quite significant – pistons, cams, injectors, cylinder heads. It’s the top end of the engine. So a three-token difference is useful.”

A glance down the grid at the fortunes of Ferrari customer team Sauber reveals just how

big a step the Scuderia has taken with its engine already this year. The Swiss team failed to score a single point last season, but this year has banked a significant haul in two of the four races held so far. Allison says one of the biggest boosts to engine performance has come from a better relationship with fuel and lubricants partner Shell, which has boosted consumption. This is something Mercedes did very well with Petronas, realising the need for the best technology possible in this area, given F1 is now a fuel-limited formula.

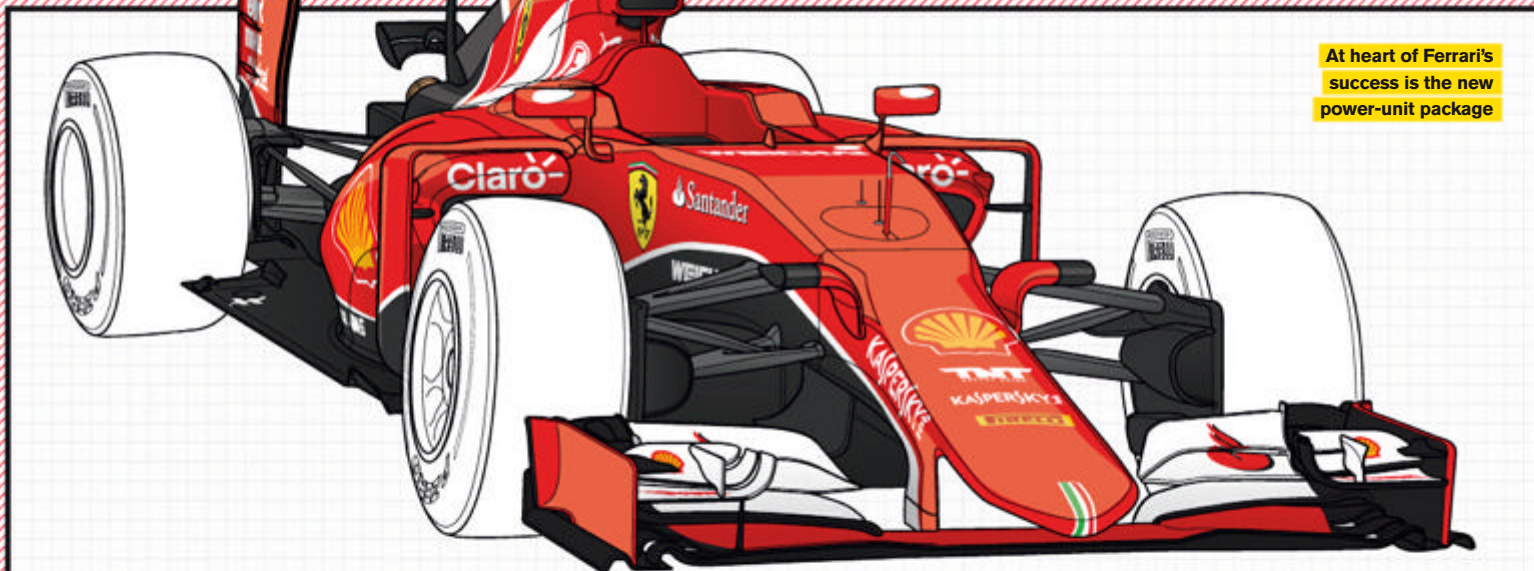
“It’s a partnership that works well and is extremely important, especially under these rules,” says Allison. “I don’t think Ferrari necessarily put as much investment into the relationship as they should going into 2014. But now they have really put the effort in there, and we are reaping the benefits.”

But it still hasn’t yet been enough to topple the Mercedes juggernaut – except in the heat of Malaysia, which allowed Vettel to win. Allison estimates that further gains are needed from both engine and chassis if Ferrari is to defeat the silver cars regularly. If and when Vettel and Raikkonen can start doing that, we really will be witnessing the emergence of Ferrari’s latest ‘dream team’. ❁

TECHNICAL ANALYSIS

FERRARI SF15-T

BY CRAIG SCARBOROUGH



At heart of Ferrari's success is the new power-unit package

POWER UNIT/GEARBOX

While Ferrari's new chassis clearly offers a handling improvement over the old, a significant proportion of its performance gain comes from the power unit and its packaging. Last year's introduction of the new 1.6-litre V6 turbo hybrid engines led Ferrari to develop a power unit that compromised horsepower to facilitate a better fit in the chassis. The chassis did not overcome the lack of power in 2014.

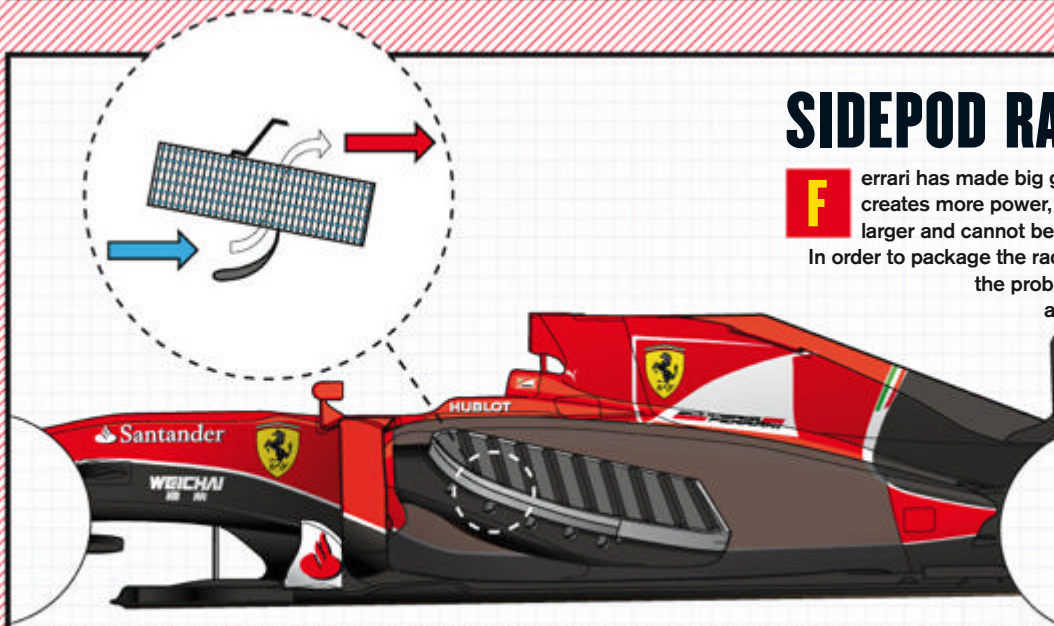
Ferrari has reversed the chassis/power-unit compromise, aiming not only for more outright power, but also improved driveability and more contribution from ERS-H (heat) in the race. Last year, the package produced an aggressive power delivery and ERS-H was largely used to provide extra boost in qualifying; the wastegates were run partly open to reduce back pressure. This left it lacking electrical energy to power the MGU-K (kinetic) in the race.

Outwardly, the power unit looks little different to last year. The exhausts have been shortened and the oil tank moved to the front of the engine. But its aims have been met and the motor is challenging Mercedes, albeit still short on power and fuel efficiency compared with the all-conquering Mercedes unit.

The carbonfibre gearbox case has been reshaped in the bellhousing area. Last year, this area was open to contain the turbo, such that the front

of the case formed an open 'U' shape rather than a closed 'O'.

Now, the turbo remains within the gear case, but the case now passes over the turbo to close the front into a hexagon-like shape. This makes the case stiffer, owing to the enclosed form, and the turbo exhaust pipe also gets a smoother run. It now passes through an aperture half way along the top of the case. This less-contorted exhaust pipe releases more power.



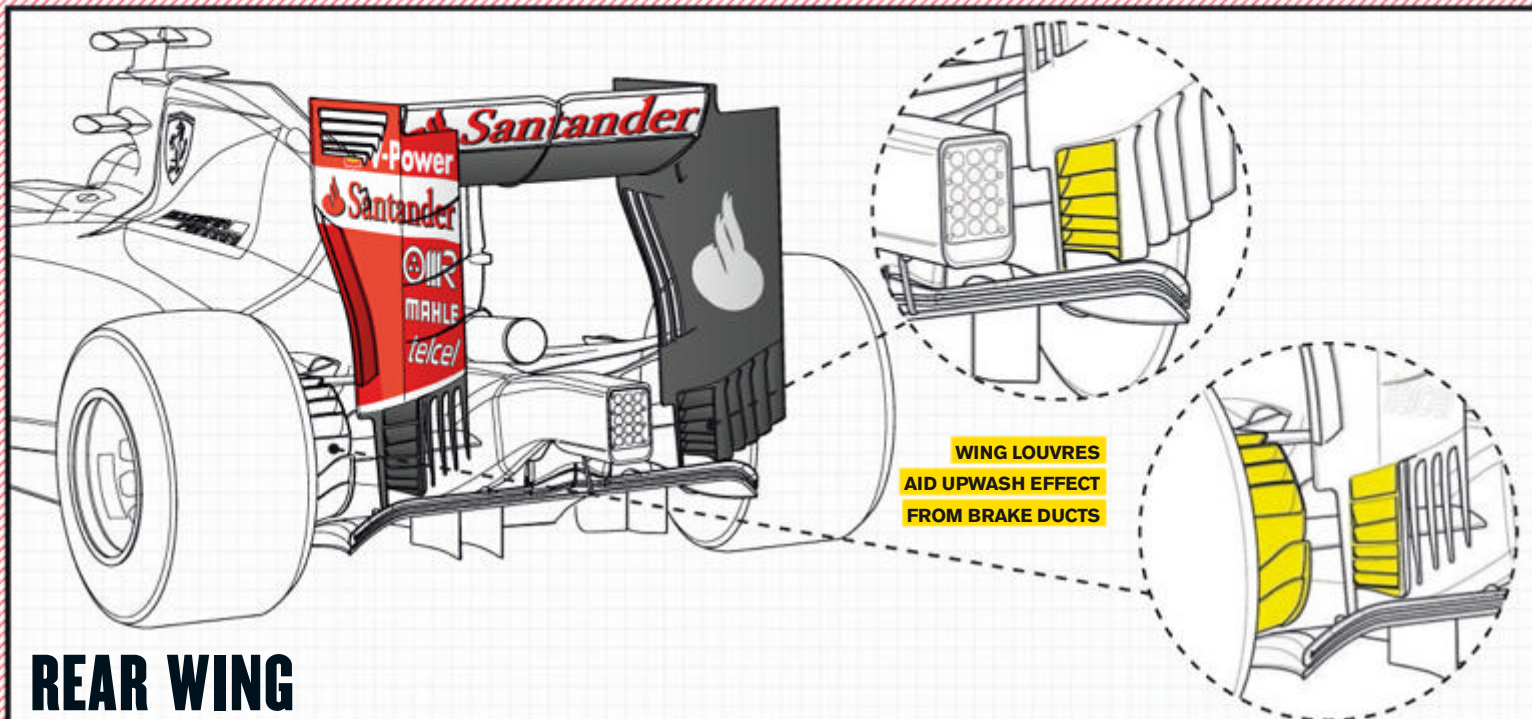
SIDEPD RADIATORS

Ferrari has made big gains here. Since the modified engine package creates more power, and therefore more heat, the radiators must be larger and cannot be vertically mounted as they were in 2014.

In order to package the radiators in a flatter position, Ferrari had to solve the problem of how to make the horizontal cooling airflow turn 90 degrees to pass vertically through the heat exchanger, and then turn again to exit the sidepods.

Rather than use large ductwork to turn the airflow, which would add bulk, Ferrari has chosen to use a series of small vanes under and over the radiator surface to redirect the air.

This ensures airflow distribution over the radiator cores is consistent, and that the outer sidepod shape can be made as small as possible.



REAR WING

Ferrari has experimented extensively with rear-wing endplates during the past two years. The rules dictate that the endplates must meet a large minimum cross-sectional area, which means

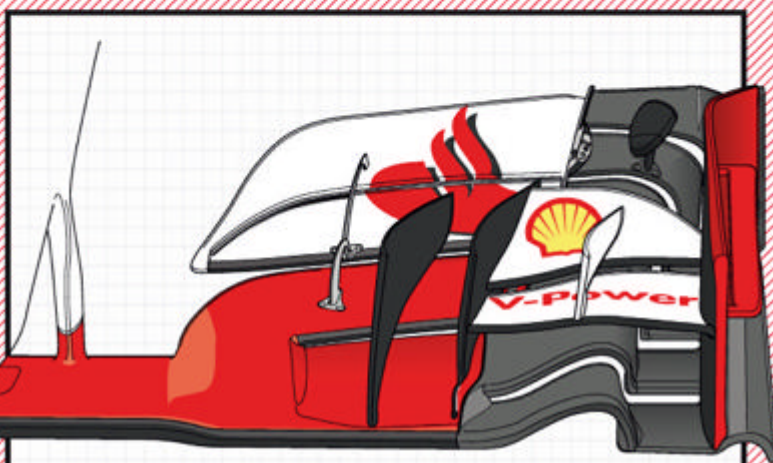
they obstruct airflow under the wing and around the rear wheels.

As with most others on the grid, the vertical leading edge has a pair of slots to improve flow through the wing. There are also vanes along the

endplates' lower edge to turn the air behind the rear tyre to reduce drag.

But Ferrari has added a series of louvres. This passes airflow upwards from inside the wing to the area behind the rear brake ducts. It's

common to shape the rear brakes to act as wings, and as a result they create an upwash. It appears Ferrari has added these louvres to aid the upwash effect and allow the rear ducts to create more downforce.



FRONT WING

The Ferrari launched with an incredible eight-element front wing, but this was subsequently replaced during testing with an ostensibly simpler one. In fact, this wing created even more complex airflow structures, but with less physical complication.

The key areas of the front wing are the outboard sections (marked in black), which are segmented from the inner sections of the wing. These are the hardest-working sections of the wing and are shaped to throw their wake outboard of the front tyre. This

improves the airflow downstream. Mercedes has its own, more aggressive, interpretation of this segmented outswept wing.

Ferrari also runs a different nose layout to most other teams, with a long snout mounted to a down-swept chassis front. According to technical director James Allison, this makes it difficult to engineer a short nose.

But there are still suggestions that a shorter nose will appear, although it's debatable whether the effort needed to manufacture and crash-test a new one will be worth the performance gain.

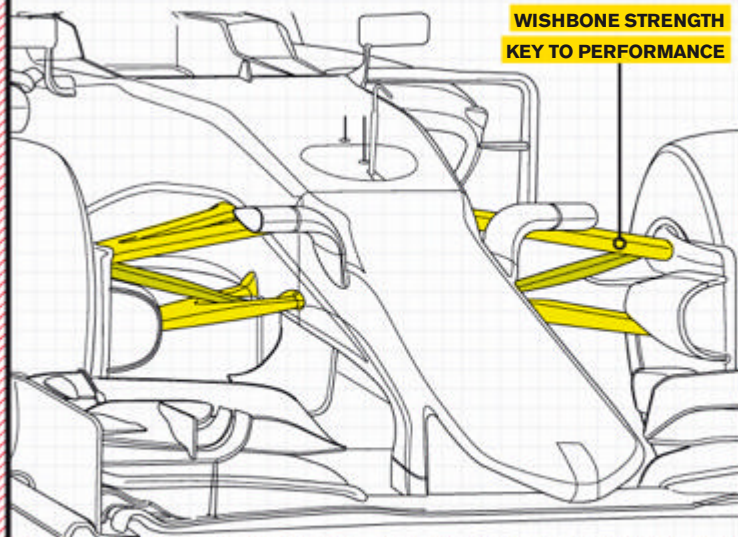
PULLROD FRONT SUSPENSION

The suitability of the pullrod front suspension is much debated. It involves the actuating rod pulling the springs and dampers rather than pushing. This means the rod is reversed from the conventional position, passing from the top of the wheel to the bottom of the chassis.

In this position, the pullrod works better for aerodynamic gain because it cleans up the brake-duct area and sits in a position to

control the front-wing wake.

It's often believed that the different rod position creates problems with suspension geometry, meaning it works the spring and dampers in a different way, but this is a fallacy. Ferrari has proved the pullrod works without compromising front-end grip, although this year it did need to stiffen the wishbones and pullrod to get the best performance out of it.



Why the Spanish GP is crucial for McLaren

McLaren is pinning its hopes on its first major upgrade package of the season in Spain. **LAWRENCE BARRETTO** examines why the team cannot afford for it to fail



28

DUNBAR/LAT

The opening chapter of the revived McLaren-Honda partnership has not gone to plan. The Woking-based team has failed to score a single point in the opening four races, making this the worst start to a Formula 1 season since it entered the category in 1966. On the face of it, the goal of one day dominating the sport as the partnership once did from 1988-91 appears frustratingly out of reach.

But all season long, the team has remained resolute that it is “making progress” and, if you look at its improvements across qualifying and the races, that appears to be the case. The deficit to the pacesetter in Q1 has been cut from 2.836s in Australia to 1.277s in Bahrain, where Fernando Alonso got the team into Q2 for the first time in 2015. Jenson Button finished 11th in the season-opening Australian Grand Prix, two laps down, and three races later Alonso also crossed the line 11th, but this time he was just under four seconds shy of 10th place and a world championship point.

But that is not to say that the pain has gone entirely. While Alonso was demonstrating the package’s measurable improvement in pace in Bahrain, on the other side of the garage Button was suffering a reliability nightmare.

The 2009 world champion stopped on track in both Friday practice sessions and at the start of qualifying. And when it came to race day, he was unable to leave the garage to take to the grid because of an electrical fault in his car’s energy-recovery system. So for the second time this season, McLaren failed to get one of its cars on the grid. For a team with 12 drivers’ titles and eight constructors’ wins in its expansive trophy cabinet, that’s not good enough.

Perhaps the partnership’s sheer ambition is to blame. McLaren’s approach to the aero concept of this year’s car was aggressive, and that put pressure on Honda to package its power unit to fit MP4-30’s ‘size-zero’ dimensions. The Japanese company has struggled for reliability and has therefore been running the power unit at reduced

output. As a result, the straight-line speed deficit remains one of its main weaknesses: the car was 9.3mph down in the main speed trap during Bahrain GP qualifying.

As reliability has improved, power has been increased and the hope is that this will continue at this weekend’s Spanish Grand Prix, coinciding with the team introducing its first major upgrade package – involving both the chassis and engine – of the season.

“After finishing 11th nearly on merit, if we have the increase of performance Honda promises for Barcelona then we should ideally be able to not be lapped anymore and to go for points,” says racing director Eric Boullier.

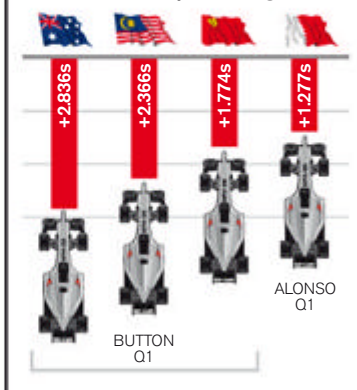
But Honda motorsport chief Yasuhisa Arai has admitted that the team is not planning on using any of its allocation of nine development ‘tokens’ before Spain, with work focusing on unlocking the potential of what it currently has. Boullier is confident that can be achieved.

“A lot can be defined through the mapping for performance, for fuel efficiency, for driveability, energy

deployment,” he says. “There is a lot of mapping these days with the technology. The upgrade coming for Barcelona is a technological upgrade in the engine, which will allow us and the engineers to unlock more performance out of these mappings. That’s going to be a step which obviously we can carry on but there will be also some other

McLAREN'S PROGRESS IN THE 2015 SEASON

Gap to P1 in the first part of qualifying based on the best performing McLaren



Button suffered serial car shutdowns during Bahrain weekend



'Size-zero' MP4-30 has had to run on reduced power during 2015



“People now have a sense of ownership and they’re more motivated as a result” ERIC BOULLIER



Dennis (right) is back at the helm; Boullier says team is “more motivated”

technological steps introduced after Barcelona.”

Engineering chief Peter Prodromou said that the team plans to keep pushing on with development all the way to the final race in Abu Dhabi, because the stability in the regulations into next year means the 2016 challenger will be an evolution. Meanwhile,

McLaren insists there has been a working cultural change following an upheaval in which Ron Dennis has returned to the helm, Prodromou has rejoined after a stint at Red Bull, and Boullier has been recruited from Lotus.

“The main outcome of that new approach is that people now have a sense of ownership in the car and

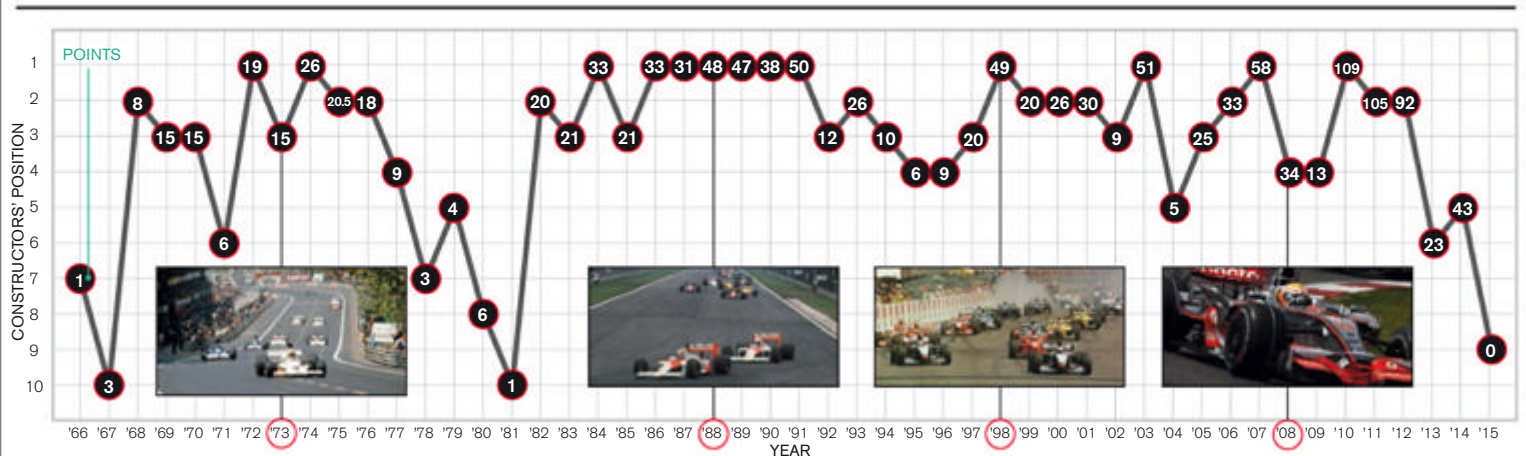
they’re more motivated and interested as a result,” says Boullier. “To give you an example, I guess about 50 per cent of the upgrades we brought to the track last year didn’t completely work; this year, we’ve brought that down to about five or 10 per cent.

“If the promised engine and chassis performance are delivered,

we should be expecting points at least,” he concludes.

A target like that would have been considered too low last time McLaren-Honda worked together, but it highlights the team’s current predicament. And with rivals expected to bring upgrades of their own to Barcelona, it’s a target McLaren-Honda must hit. ❖

McLAREN'S PERFORMANCE HISTORICALLY AFTER FOUR RACES



AUDI STAYS ON COMEBACK TRAIL

Audi and Porsche did battle for the second consecutive World Endurance Championship race. As **GARY WATKINS** reports, it ended with Audi laying down a serious marker for Le Mans





WEC

Spa (B)

May 1-2

Round 2/8



EBREY/LAT

DON'T CALL THE LATEST CAR TO CARRY THE AUDI R18 e-tron quattro monicker a low-downforce car. Low-drag, yes, but definitely not low-downforce. The debuting Le Mans-spec R18 was the fastest car in the middle sector, where downforce is at a premium, at Spa last weekend. And it looked after its tyres better than its rivals. Which was key to the narrow victory for Andre Lotterer, Benoit Treluyer and Marcel Fassler in the second round of the 2015 World Endurance Championship.

The winning Audi, which had lost a minimum of 15 seconds in the opening stint when Fassler spun at the Bus Stop, came in to this race when Lotterer double-stinted his tyres early in the third hour. It sealed victory when Treluyer was able to drive for a two and half stints on one set of Michelins at the end.

Treluyer's ability to maintain his pace on old tyres was vital. Audi didn't have the luxury of making a change when Treluyer pitted for the final time with 22 minutes to go. The gap between the Frenchman and the chasing Neel Jani, in the #18 Porsche 919 Hybrid shared with Marc Lieb and Romain Dumas, was just over 50s behind. That was enough to take on the fuel required to get to the end of the six hours, but not for fresh rubber.

The Audi came out of the pits with 13s in hand over Jani. The Swiss was able to get the gap down to 10s. But he came no closer, so Audi made it two wins from two races in this year's WEC.

"When they told me I was going to keep the tyres for a third stint, I thought, 'Oh!'" said Treluyer. "But that was our chance to win and I was still able to take risks in traffic and push."

The race turned in Audi's favour with the start of the double-stinting, an inevitability thanks to the new rule that limited teams to six sets of tyres in qualifying and the race at Spa. Audi Sport Team Joest's decision to forego tyres, and the need for

the Porsche to be given a top-up of oil – with the loss of 13s, the same as the eventual margin of victory – turned a 26s deficit into a nine-second advantage for the Audi. The gap briefly went up before Lieb started making inroads.

The Porsche caught the Audi at the end of Lotterer's stint, but was thwarted in its attempts to pass even with the benefit of greater hybrid power that propelled the 919 out of La Source and up the Kemmel Straight. Traffic halfway down the straight did for Lieb's first try, before he got alongside into Les Combes next time around. Lotterer hung it around the outside and squeezed his rival onto the inside kerb and stayed ahead. Next time, around Lieb had a moment passing an LMP2 car at Stavelot and just clipped the gravel.

Lotterer stopped to hand over to Treluyer at the end of that lap, while Lieb went around one more

time before pitting for fuel only. That gave him a 22s lead over the Audi, but Treluyer quickly started closing the gap.

The Audi driver needed barely a dozen laps to catch and pass the Porsche, though that hybrid punch won the lead back for Lieb on the run to Les Combes. Treluyer immediately came back at the leader and even looked to try to overtake.

The Frenchman was clearly reveling in the Audi's grip on a section of the track where it had a clear advantage over the Porsche. Three corners later, he stuck it around the outside of Lieb to take the lead in the Fagnes right-left.

Lieb was clearly struggling on his tyres and ducked into the pits to hand over to Jani a lap and a bit later.

"The tyres were damaged when I went off passing the P2 car and I had no grip at all," he said.



Fassler and Lotterer celebrate victory

Attrition gradually whittled leading group to two cars



"That's why I came in early and the team split the last two stints into two equal halves."

This might have suggested that Jani was on the fresh tyres as he attempted to chase down Treluyer over the final 10 laps. That wasn't quite the case, because he was running on a set that had been used in qualifying. "They weren't ideal for those last two stints," he offered.

Spa was a two-horse race for two reasons: each of the other two cars from Audi and Porsche hit problems of varying kinds, and Toyota weren't in the game. The pole-winning Porsche ended up third in the hands of Brendon Hartley, Timo Bernhard (the qualifying drivers) and Mark Webber. Hartley led the opening stint before overshooting his braking at the Bus Stop, and rather than turning back on himself nipped through a gap between the tyre stacks and the barriers. That resulted in a drive-through penalty, and then more time was lost when the right rear damper was replaced, which explained its one-lap deficit at the chequered flag.

The extra 919 for Spa and Le Mans driven by Nick Tandy, Nico Hulkenberg and Earl Bamber finished down in sixth place after losing three minutes to repairs when Tandy and the factory GTE Pro Porsche driven by Kevin Estre came together at Fagnes in Tandy's opening stint. The Frenchman, driving a works Porsche for the first time, was adjudged to have been at fault and was penalised accordingly.

The sprint-spec Audi shared by Marco Bonanomi, Rene Rast and Filipe Albuquerque wasn't on the pace of the two low-drag cars but still came home fourth. Its only delay came with a short trip into the garage to replace the left-side door after the window had popped out.

The second full-season Audi, racing in low-drag trim with Lucas di Grassi, Loic Duval and Oliver

Polesitting Aston came out on top



GIBSON

GTE

Three-way scrap goes Aston's way

ASTON MARTIN PREVAILED IN DRAMATIC circumstances in an ultra-close battle for GTE honours that could have gone the way of any one of the three manufacturers in class. The Vantage GTE shared by Richie Stanaway, Fernando Rees and Alex MacDowall ultimately took the victory by half a minute, but it would have been a close-run thing but for penalties for the best of the contenders from Ferrari and Porsche.

Rees held a lead of just a couple of seconds from a fast-closing AF Corse Ferrari 458 in Gianmaria Bruni's hands with just 15 minutes left on the clock. The Italian car was then awarded a 60-second stop-go penalty for an unsafe release at its final pitstop, leaving the Aston with a clear run to the flag.

Rees wasn't sure if he could have held off the Ferrari, which Bruni shared as usual with Toni Vilander. "I don't know if we could have passed me," said the Brazilian, who had qualified the #99 Aston on pole together with Stanaway, "but for sure I would have put up a big fight."

Bruni, who had passed MacDowall for the lead during the first half of his stint, reckoned it would have been tight, but he was correct in his assessment that the Ferrari was the faster car. Or at least it was in the second half of the race, once it had used up the three sets of tyres on which it had qualified: Bruni had gone back

out for a second run to set the fastest time of the session to leapfrog the car from fourth to second on the grid.

"There's a big drop-off on the tyres here, so it was just a question of surviving the first half of the race and then going for it," explained Bruni. "I think it was a good strategy."

The Ferrari had languished as much as half a minute behind the Aston, but the Ferrari gradually came back into it before Bruni was able to chase down a 25s deficit to MacDowall and take the lead as the cars approached their final pitstops. It was at this point that it all went wrong for the usually faultless AF Corse crew. A problem with the right-rear wheelnut delayed the car, but in yanking the wheelgun off the axle a mechanic lost his grip. The gun was lying over the white line that demarcates the working zone of the pitlane as Bruni powered away, hence the penalty.

The other unknown was whether the Aston could have made it to the end without a splash had Rees been under pressure from the Ferrari right to the end. Fuel saving had been the name of the game for the Aston drivers throughout, and it was estimated that the car had half a litre left in the tank at the end.

Porsche looked out of the hunt after its pair of Manthey-run 911 RSRs qualified only fifth and sixth, but the rear-engined cars were on the pace in the race. So much so that the lead car of Frederic Makowiecki and Richard Lietz might have won but for a drive-through awarded in the fourth hour for a track limits violation. Lietz, at that point, was right on Vilander's tail.

They eventually finished a distant second ahead of team-mates Kevin Estre and Sven Muller, who were penalised twice (once for Estre's collision with Tandy and once for track limits). Behind Bruni and Vilander in fourth came the Aston shared by Darren Turner, Stefan Mucke and Rob Bell, which was forced on to a six-stop strategy after sustaining a puncture 30 minutes into the race.

Ferrari was closing in before pit penalty



XPBIMAGES

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Wurz Toyota was highest, in fifth

▶ Jarvis, finished in seventh place after a race interrupted by two trips into the garage to investigate electrical issues (including the replacement of the electronic control unit) and a late-race off for Jarvis.

Toyota had an disastrous weekend: it started with the accident that put Kazuki Nakajima in hospital and forced a rebuild of the #1 TSO40 HYBRID around a new monocoque; and finished with its two cars finishing down in fifth and eighth positions. The most worrying thing for the Toyota Motorsport GmbH squad was that the #2 car shared by Alex Wurz, Stephane Sarrazin and Mike Conway had a trouble-free run, yet was three laps down at the finish.

The problems for the reigning world champions continued in the race. Their car needed two stops to rectify an electrical problem, related to the steering wheel, and finished in eighth place, 14 laps off the lead. The Toyotas, which were running in high-downforce trim, were just not competitive around Spa, and TMG's management wasn't entirely sure why.

"We cannot be happy with what we have seen here, because we were expecting it to be closer," said team director Rob Leupen. "We have made an improvement since last year, but it is not enough. The #2 car had a clean race but was too far off. We are missing speed and missing power."

Spa's 600m altitude took a toll on the Toyota's normally aspirated V8, while the super-capacitor storage system for its retrieved energy is less suited to Spa certainly than Porsche's battery. But there was more to it than that. Not least because the Toyota struggled over a double stint.

It was slower than the new Audi in the middle sector with its fast corners, and yet nine or so kilometres an hour down on top speed through the speed trap at the end of the Kemmel Straight. No wonder Leupen is now saying "we are the underdogs" as the WEC circus heads to Le Mans.

The strengths of Audi's low-drag R18 would appear to make it the favourite, but then we haven't seen Porsche's Le Mans aero yet. And as Lotterer said: "You have to respect Le Mans and the clock now gets re-set to zero."

FOR FULL RESULTS, PAGE 42



Porsche's Le Mans spec has yet to be seen



Renamed chassis has tasted Spa success before

XPB IMAGES

LMP2

Evans shines on debut for Jota

JOTA SPORT CONTINUED ITS RUN OF PODIUMS at the Spa WEC fixture and reprised its 2012 victory. The Nissan-engined machine in which Harry Tincknell, Mitch Evans and Simon Dolan more or less dominated LMP2 last weekend is referred to as a Gibson 015 these days, but it is built around the same Zytek monocoque – 07S/Z11SN chassis #9 – that the team has used right through that sequence.

Jota had to fight back from an early drive-through penalty after Tincknell had been adjudged to have jumped the start (he took the lead from fourth in class on the grid). The Briton managed to haul back a 30s deficit to finish his opening double only eight seconds behind class leader Sam Bird in the best of the OAK-run G-Drive Racing Ligier-Nissan JSP2s.

Impressive sportsar debutant Evans then put a minute and a half over silver driver Julien Canal in the G-Drive car and, crucially, Dolan was able to complete his stint with 22s still in hand over the chasing Roman Rusinov. The battle for class honours was all but over even before Bird brought the Ligier into the pits with a smoking Nissan engine shortly after retaking the wheel. The G-Drive car needed to do one more lap to complete 70 per cent distance, which meant that Rusinov returned to the track to take the chequered flag.

The second G-Drive Ligier shared by Luis Felipe 'Pipo' Derani, Gustavo Yacaman and Ricardo Gonzalez finished one lap behind in second. The car was never in the hunt after



Jota Sport drivers dominated class

EBREVLAT

Derani lost time behind the Signatech Alpine ORECA-Nissan 03R of Nelson Panciatici in the opening stint.

The Swiss Morand team bounced back from its recent off-track problems to claim third with the Morgan-Judd/BMW EVO shared by Oliver Webb, Pierre Ragues and Joel Amberg. They were two laps down at the finish, but would have been closer but for two pitstop delays.

KCMG ended up fourth with its ORECA-Nissan 05 coupe. Nicolas Lapierre and Matt Howson qualified second in class, but were sent to the back after the car failed the front skidblock deflection test. Because no remedy could be made at the track, the car was forced to start from the pitlane 30s after the final car crossed the line. The car, in which Richard Bradley joined Lapierre and Howson, would have made the podium without the loss of a minute to change the tail section after a light failure.



Second G-Drive Ligier finished a lap down

XPB IMAGES

IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR

@gazzasportscars



IT SEEMED LIKE AN OBVIOUS question: "Are you running your low-downforce car (we were still calling it that at this stage of the weekend) because you were uncompetitive here at Spa last year in high-downforce spec?"

But it was dealt with in short shrift. "We still believe we made the right decision last year," replied Audi Sport LMP boss Christopher Reinke.

It was a response that was as telling as the new R18 e-tron quattro's performance was out on the track. The low-drag car, as we have now been forced by empirical data to call it, was a shade quicker than last year's high-downforce car in the middle sector that includes the quick double-left at Pouhon. Yet it was 18km/h – yes eighteen kilometres an hour – faster through the speed trap at the end of the Kemmel Straight.

It is not a like-for-like comparison because the Audi now has double the hybrid punch of last year's car, something that is going to have a significant influence on the latter figure. But these gains indicate how hard everyone at Audi Sport worked over the winter.

It also suggests that Audi is going to be difficult to beat in the Le Mans 24 Hours next month. Porsche will be quicker down the straights, but Audi is going to be closer than last year and the R18s are still going to be flying through the Porsche Curves.



RACING TRIBUTE

Timo Bernhard celebrated the career of former World Endurance Champion Stefan Bellof at Spa by racing in a replica of the late German's helmet. Bellof lost his life at the track 30 years ago. "The Rothmans Porsches were the first cars I remember as a kid and Stefan was one of my idols," said Bernhard, "so that's why I wanted to do this."



Porsche's aero plans remain under wraps

New Porsche aero coming

PORSCHE WILL INTRODUCE HIGH-DOWNFORCE BODYWORK for its latest 919 Hybrid for the second leg of the WEC.

Porsche LMP1 technical boss Alex Hitzinger has revealed that a new specification aerodynamics are due to come on stream at the Nurburgring round in August. He indicated that this would be more easily distinguished

from the set-up used at the first two races of the season than the as-yet-unseen Le Mans aero.

"We wanted to be closer to our Le Mans spec [for Silverstone and Spa]," he explained. "The bodywork needs to be reliable for 24 Hours and if there is not a big difference [to the spec raced so far] that is a lot easier."

Nakajima doubt for Le Mans

TOYOTA DRIVER KAZUKI

Nakajima has only a slim chance of racing in next month's Le Mans 24 Hours after fracturing a vertebra in an accident in free practice at Spa.

The Toyota Motorsport GmbH team believes it is unlikely that the injury to his lower back will heal in time for him to take part in the WEC double-points round on June 13/14. The injury, which has not required surgery, was sustained in a 12g impact when he ran into the back of the Audi R18 e-tron quattro of Oliver Jarvis on a wet track at the end of the Kemmel Straight in first practice.

TMG technical director Pascal Vasselon explained that Nakajima was keeping his options open.

"Kazuki has a fighting spirit and doesn't want to rule himself out," he said.

The normal timeframe for recovery from such an injury is two to three months and team director Rob Leupens suggested it was "not realistic" that he would be able to recover in time.

Toyota plans to bring in new test and reserve driver Kamui Kobayashi for the team's shakedown at Spa ahead of the Le Mans Test Day on May 31. He would fit straight into Nakajima's seat alongside Anthony Davidson and Sebastien Buemi.

Nakajima remained in hospital in Verviers, near to Spa, as AUTOSPORT closed for press and is due to move to the south of France this week to continue his rehabilitation.



Nakajima fractured a vertebra in shunt



BYKOLLES ARRIVES

The revised 2015-specification CLM-AER P1/01 LMP1 fielded by the ByKolles team made a belated debut at Spa after undertaking an airfield shakedown the Friday before the race. Team director Boris Bermes described the car, driven at Spa by Simon Trummer, Vitantonio Liuzzi and Christian Klien, as "a major step forward". The CLM outqualified the LMP2 polesetter for only the second time, but failed to make the finish with what were described as "rear-end problems".

ASTON WINS GTE PRO

GTE Pro honours went to Aston Martin Racing trio Pedro Lamy, Mathias Lauda and Paul Dalla Lana for the second race in a row. They had a clear run after the Larbre Chevrolet Corvette C7.R retired when Kristian Poulsen crashed in the third hour.

AAI FIRMS UP PLANS

The Taiwanese Team AAI squad that won two guaranteed entries for the Le Mans 24 Hours courtesy of its successes in last year's Asian Le Mans Series will field one 991-shape Porsche 911 RSR and one 997-model 911 GT3-RSR in the big race. The Belgian ProSpeed team, which has sold AAI the 991 and leased the older 997, will run the cars under AAI management in the 24 Hours. The full driver line-ups for the two cars are scheduled to be announced this week and are likely to include some ProSpeed regulars.

ESM SHAKEDOWN

The US Extreme Speed Motorsport squad used the Spa weekend as an extended shakedown for its new pair of Ligier-Honda JSP2s. The cars, which had run for the first time on the Mangy-Cours club or 'training' circuit in the week leading up to the race, both suffered turbo-pipe failures on the way to eighth and ninth in class.



Leclerc keeps heat on Rosenqvist



Euro F3
Hockenheim (D)
 May 1-3



Round 2/11



Stunning Leclerc denies Rosenqvist

CHARLES LECLERC'S TEAM BOSS FRITS VAN

Amersfoort was pessimistic. "I think we're not quite there this weekend," he said after free practice on Thursday. Well, maybe nobody was ever really there at Hockenheim on ultimate pace compared to Felix Rosenqvist, the Swede winning the only dry race by nearly 10 seconds. But in Sunday's finale that didn't matter: it was wet, it was epic, and Leclerc well and truly announced his arrival as a star talent with a brilliant defeat of Rosenqvist for his second win in just his second outing in the Formula 3 European Championship.

Who said F3 was boring?

With Rosenqvist's rear tyres overheating, the F3 veteran was on the limit trying to fend off Leclerc, getting the back end out at angles that his numerous compatriots from the bill-sharing World Rallycross Championship would have been proud of. Leclerc too was pretty spectacular, especially when he had a big moment at the banked, left-handed Sachskurve halfway through.

Rosenqvist only had a temporary reprieve, and two laps later a slight misjudgement by Leclerc at the Spitzkehre hairpin meant light contact between the left-front wing of the Monegasque's Van Amersfoort Racing car and the right-rear wheel of the leading Prema Powerteam machine. With two further laps completed, Leclerc got it right, pulling to the outside of Spitzkehre, then

gaining traction to get the cutback on the exit. He drew to the right of Rosenqvist to run side by side, giving himself the inside line into Mercedes Arena and the race lead.

Almost immediately, there was a safety-car intervention, and once it had withdrawn there was only time remaining for two laps of racing. Now Leclerc could show his pace. During the time he'd been bottled up behind Rosenqvist, the distantly chasing Maximilian Gunther and Antonio Giovinazzi had been lapping faster than the leading duo (although not quickly enough to eradicate the huge deficit). Leclerc then slammed in a laptime half a second quicker than Giovinazzi, the next best, could manage all race.

Leclerc paid tribute to his "amazing" car. Whatever the VAR boys came up with, it had turned the tables on what had happened during the weekend to date. In wet qualifying he hadn't been too far adrift of Rosenqvist, but that was with a time set late in the session after a red flag, when the track was arguably quicker than it was at the point Rosenqvist had set his double poles.

In an unsatisfactory safety-car-interrupted opener, also in the wet, both Rosenqvist and Leclerc had played second fiddle to championship leader Giovinazzi, who earned his first win of 2015 thanks to a brave outside pass on Rosenqvist at Spitzkehre on the opening lap. The Carlin-run Italian had awesome pace throughout this race in Turn 2, which leads onto the back straight, and this was key to Rosenqvist never being in a position thereafter to make a decisive effort to reclaim the lead.

Perhaps Leclerc was enjoying a set-up that seemed to offer more consistency over a long run in wet conditions, such as those in race three. Certainly, while the teenager was praising his machine, Rosenqvist was fighting hard just to keep control of his: "I was struggling to keep the car on the road," he said. "I knew that if we didn't have a safety car he would pass me."



Giovinazzi took Friday's win

Of course, the safety car did come, but too late for Rosenqvist, and that meant the battle behind really kicked off. Gunther suffered the heartbreak of a spin at Turn 1 on the final lap, conceding third place to Giovinazzi, the Italian making it six podiums in six races to date this year.

Giovinazzi's Friday win was superbly executed, but a trip through the gravel at Sachskurve late in the wet qualifying session for races two and three gave him too much work to do thereafter. He chiselled his way past the impressive Gunther for third late in race two, then had a great first racing lap in the finale – passing Callum Ilott and Lance Stroll – to put himself in a position to benefit from the German's mistake.

Giovinazzi is doing a good job to lead the points, but Leclerc is only five adrift. Meanwhile, Rosenqvist has topped all six qualifying classifications but has won only two races. And it's obvious that, as a rookie, Leclerc should have more to come compared to his rivals...

Team boss van Amersfoort? Now he was less pessimistic. "I think we've seen a new, great driver coming," he smiled.

Points scrap: Ferrucci leads Pommer, Menezes, Dennis



IN THE PADDOCK

MARCUS SIMMONS
DEPUTY EDITOR

@marcussimmons54



WHAT A FANTASTIC F3 RACE WE HAD on Sunday. But what a shame that, by my reckoning, there were only around 150 people in the cavernous Sachskurve grandstand to watch it.

World Rallycross picked up a host of new fans in the form of the wide-eyed drivers, engineers and mechanics from F3. But what it also did was to extend the meeting by one day. No problem, it was a great show for the audience who showed up, but what rankled with many was F3's Sunday afternoon slot of 5.30pm. Again, *somebody* has to go last, but this was *after* the DTM 'Taxi' passenger laps. That's rather insulting, I think.

It also meant that, from the start of free practice to the end of the last race, Hockenheim took longer to complete than the Macau Grand Prix.



Leclerc wins –
but in a ghost town

Series organisers made requests to move it forward to 11am, on the grounds that the rallycross cars might leave the track in an undesirable condition, but that never really came close to happening.

Championship manager Christoph Hewer agreed that it wasn't a good slot, but said it was worth swallowing this one

as F3 normally gets a prime timetable position for its DTM supports. It was also important that the inaugural Audi TT Cup event got a decent Sunday curtain-raiser.

So, F3 lost that one, but the pill was sweetened by the news that Moscow Raceway's late-August round has been replaced by a Blancpain Sprint Series

support at the Algarve circuit on September 4-6, preceded by a two-day test.

Well done the FIA for listening to teams, for whom the journey to Russia is long, expensive and stressful, with convenient accommodation hard to come by. Portugal is also a long way, but it was hard to find anyone who wasn't smiling about the news.

Rookie Gunther and Mucke step up to challenge

MAXIMILIAN GUNTHER LED A new wave of rookies to shine at Hockenheim in the wake of Charles Leclerc's and George Russell's wins in the Silverstone opener.

German teenager Gunther is driving the Macau Grand Prix-winning car that Felix Rosenqvist still owns, but has lent back to his old

Mucke Motorsport team after switching to Prema Powerteam.

Gunther, who is particularly strong in fast corners, qualified third for all three races at Hockenheim.

It was a great recovery from a heavy shunt at the end of free practice, caused when a wheel broke as he was entering the stadium section.

"It was a very hard and fast crash," he said. "But the mechanics did a fantastic job to prepare it for qualifying two hours later."

A first podium proved elusive, but it was a much better weekend for Mucke overall, with Gunther's best result of fourth in race two equalled by fellow rookie Mikkel Jensen in the finale. Santino Ferrucci also finished two races in the top six, but was penalised for shoving Gunther wide on the last lap of the final race.

Carlin's Red Bull junior Callum Ilott took a step forward with a best result of fifth, the 16-year-old holding off Ferrucci in the final race. But he also earned a grid penalty for race one for running a red light in qualifying, which doesn't bode well for his driving test next year...



Gunther recovered well
after a free practice shunt

BIG NUMBER

1057

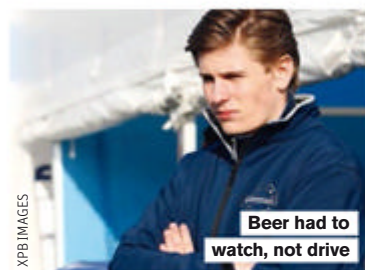
Number of laps Felix Rosenqvist has completed on F3 race weekends at Hockenheim since 2010. That's equivalent to just over 3000 miles!

Beer spill mops up team hopes

ITALIAN TEAM EUROINTERNATIONAL went from two cars, to one, to none.

First Marvin Kirchhofer pulled out of his deal to contest F3 alongside his main GP3 programme just a few days before the race weekend. Then Nicolas Beer was sidelined after a heavy impact in race one, when he was hit by Tatiana Calderon, who had missed her braking into Turn 2.

While initial reports were that Beer had a fractured vertebra, he said: "I just have pain in my neck and legs, otherwise fine." He will be checked at home in Denmark



XPB IMAGES

Beer had to
watch, not drive

before he can compete again.

Meanwhile, team boss Antonio Ferrari hopes to run GP3 racer Mitch Gilbert in the Kirchhofer car as a one-off in the forthcoming Pau Grand Prix, so the Australian can qualify for Macau.

RUSSELL'S TOUGH TIME

Silverstone race winner George Russell had a weekend to forget, including being taken off by Matt Solomon in second qualifying in an incident that precipitated a red flag and left the Hong Kong driver with a grid penalty. Russell's best result was a ninth in race two, after a race-long scrap with Alex Albon. Albon started race one from the rear of the grid after skating off into the gravel in opening qualifying before he had set a lap time.

DENNIS GOES FOURTH

Jake Dennis had a strong run to fourth in race one, but the Russell-Solomon red flag cost him several grid positions for races two and three, and then he stalled on the green-flag lap for race two. He emerged on top of a battle with Albon and Callum Ilott for eighth in race three.

NEW BOSS AT FORTEC

Fortec Motorsport has a new team manager in the form of Trevor Foster, who has moved over from the company's defunct GT squad. Foster replaces Bruce Jenkins, who has left Fortec. The last time Foster oversaw an F3 team was Fortec in 1995, and his first time at Hockenheim was as mechanic on Brian Hart's Formula 2 Brabham in 1971!

GREEN FLAG DRAMA

A bizarre incident on the green-flag lap ended up sidelining two drivers from race one. Julio Moreno bumped into the back of Alessio Lorandi, deranging his own front suspension. The only damage to Lorandi's car was the rainlight – but the Italian was called off the wet track when race director Sven Stoppe noticed.

Green took his first win
for Audi on Saturday

DTM

Hockenheim (D)

May 1-3

Round 1/9



Green back on the winning scene

AUDI FINISHED THE 2014 DTM SEASON LAST

October with three drivers on the Hockenheim podium, and as the championship's form manufacturer. Six months later at the same circuit, it picked up where it left off as the new season got under way. An Audi driver claimed a dominant victory in each race and it left with the top three in the drivers' standings.

But that it laid down an early marker is only the synopsis of a weekend that featured two races for the first time since 2002. They were held in contrasting conditions, one dry and the other wet, and featured different key players as six different drivers visited the podium.

The wins went to Jamie Green and Mattias Ekstrom, who essentially had inverted weekends. Green's two-season wait for his first Audi victory ended on Saturday, in the first of the reintroduced 40-minute races. From pole, he broke away from the pack immediately and controlled proceedings despite two safety-car periods as eight drivers failed to finish the year's first race.

His 13th on Sunday was a different story, one of being a blocked 17th in qualifying before finding progress in the wet difficult.

"Unfortunately my rain tyres never got into the window for performance, temperature wise, and then it got heavier and heavier and I didn't have any grip," he said.

"It's a funny old game, with the two days. You probably couldn't have a bigger contrast with my Saturday and Sunday. It's a bit bizarre, because after such a dominant performance I didn't have much time to really enjoy it and then bang, down to earth and the complete opposite emotions.

"So leaving now doesn't feel great, but in terms of the bigger picture we're right in there."

Only 12th on Saturday after a clash and an unscheduled pitstop, Ekstrom made Sunday his own. He started second after a wet-dry qualifying session, took the lead early on, and was comfortably clear before rain returned a third of the way into the hour-long race.

While Ekstrom pitted a lap later than Edoardo Mortara and lost the lead, he soon had it back and put on a masterclass over the remainder, winning by seven seconds.

"Yesterday was entertaining but no points, and today was not-so entertaining but a lot of points," he said on Sunday evening. "I can say I have tried everything this weekend, having ups and downs, driving in the dry, driving in the wet."

Despite Ekstrom and Green's victories, their lowly 'other' finishes mean the consistent Mortara leaves as the points leader, after finishing fifth on Saturday and second on Sunday.

Audi wasn't the only manufacturer whose drivers had up-and-down weekends.

Mercedes left Hockenheim's season opener 12 months ago without getting a single driver into the points, and soon split with its DTM boss. A massive restructuring programme and new-spec car looks a step forward – in all conditions – and it was rewarded with three podium finishes.

Two of those came on Saturday, from Pascal Wehrlein and Paul di Resta. Wehrlein qualified on the front row and while he trailed di Resta for the bulk of the race, he was able to reclaim second in the dying laps as the Scot struggled with brakes. Still, third for di Resta was his first podium since returning to the class last year.

On Sunday Wehrlein was ninth, while di Resta starred in qualifying before encountering traffic when the track was at its best. From 10th, he was spun by Nico Muller, had tyre pressures geared towards less rain rather than more, pitted again and ultimately finished 22nd.

But Mercedes still had reason to smile through Gary Paffett, who stormed from the back row to the podium to cap a mixed first DTM weekend for ART Grand Prix, see right. Excluded from qualifying for the second time in as many days, for not having the session's mandatory DRS spacer installed, Paffett made steady progress in the dry, then starred in the wet. Pitting early when the rain arrived got him to eighth and he went on with it, systematically climbing up the order to finish third, just behind Mortara.

BMW barely fired a shot as its drivers struggled to get one-lap pace out of the tyres. Maxime Martin was its top finisher in the dry on Saturday in eighth, as Timo Glock and reigning champion Marco Wittmann completed the top 10.

On Sunday, Martin Tomczyk was Paffett's final victim and settled for fourth ahead of Wittmann; and while there are some points on the board, there is work to be done. ❧



FOR FULL RESULTS, PAGE 42

IN THE PADDOCK

MITCHELL ADAM
INTERNATIONAL
EDITOR

@DrMitchellAdam



MOST OF THE PRE-RACE TALK AT Hockenheim wasn't about who would win, rather the DTM's revamped race formats. Sunday's race was shorter, there was one on Saturday for the first time in 13 years, they both had standalone qualifying sessions, option tyres were gone, and drivers could use DRS three times a lap.

Would it actually improve the racing? If so, by how much?

One event isn't enough to judge a new format and Sunday's weather made comparisons largely moot – wet races haven't been the problem in recent years.

For what it's worth, Saturday was entertaining. Local journalists remarked about the crowd, which wasn't sparse, but was perhaps below expectations for what's now a 'race day'. Those in the grandstands saw a 40-minute race that neither felt short nor long and confirmed Saturdays will be worth watching.

Jamie Green won comfortably, and his advantage was such that he'd have done so whether the race went for 12 minutes or eight days. And ultimately you don't want a format that prevents the right driver winning, so that's a plus over recent years where pit windows and safety cars have hurt plenty, including Green.

Behind him, some drivers were clearly feeling rusty after 195 days between races. However, a number were able to make organic progress, aided by the extra DRS opportunities. Among them, Timo Glock climbed from 20th to eighth and Augusto Farfus from 23rd to 10th.

Some drivers were rusty after 195 days between races



BIG NUMBER

1035

Days between Jamie Green's last DTM win for Mercedes, Norisring 2012, and his first for Audi

Paffett podium on ART debut

GARY PAFFETT FELT "PRETTY demotivated" as he walked to the grid on Sunday, but his podium capped a roller coaster debut for ART Grand Prix. Paffett was excluded from each qualifying session for separate technical infringements – basically teething problems, such as changing a broken but fairly unimportant sensor under parc ferme conditions.

Saturday ended with both ART Mercedes heavily damaged by what Paffett slammed as "a stupid thing to do" by Martin Tomczyk, when the BMW driver locked his rear brakes at the hairpin.

Starting on the back row again on Sunday, Paffett was hoping for rain after topping the wet morning warm-up. When it arrived, ART timed his stop to perfection.

"I actually said, 'It looks OK, I think we're fine', and they obviously saw a



Paffett took a hard-fought podium

bit more rain and called me in on the second-last corner," he said.

"They weren't quite ready so we lost a place but we gained about 10 on the circuit. We came out in P8 and once we got into a rhythm, the car was incredible. I've never had a car that easy to drive in the wet. To be

on the podium today feels like a win."

Rookie team-mate Lucas Auer had a tough baptism. A transmission problem kept him out of Friday practice. Then, after being caught up in the Tomczyk incident on Saturday, he went off the road en route to the grid and didn't start Sunday's race.



XPBIMAGES

Questions over 'slow zones'

TRIALS OF SPEED-RESTRICTED 'slow zones' to replace safety cars continued in practice, but Timo Glock isn't convinced it's right for the series.

"I think the system in general works, but there are still a lot of question marks for us drivers, in terms of what happens if you overshoot and how they measure it," he told AUTOSPORT.

"Personally, I don't think slow zone is the right way to go for the show. [On

Saturday], twice the safety car put the whole field together again and then it was back on to racing.

"We had good fights, and this is what the fans want to see. I don't think they want to see 20 cars doing 80km/h through the stadium, because of a yellow flag.

"The leader will never be happy about the safety car, it doesn't matter who it is, but that's how racing is."

DTM calendar may shuffle



Nürburgring round could take vacant F1 slot in July

THE NEW SEASON IS UNDER WAY, but there could still be a change to the DTM calendar, as organisers assess using the July weekend vacated by Germany's cancelled Formula 1 Grand Prix.

The summer slot appeals to organisers, and a race at the Nürburgring is being explored. Manufacturers aren't keen on a 10th race weekend – "I am convinced we will stay with nine," said Audi's Dieter Gass – so a reschedule is more likely.

Currently in September, the Nürburgring's existing round would move to July 17-19 if the plans eventuate, creating back-to-back events with Zandvoort. Hockenheim's October finale may then also be brought forward.

SCHEIDER'S WRIST

Timo Scheider raced with an injured wrist on Sunday, the result of opening-lap mayhem in his 150th DTM start. Antonio Felix da Costa made contact with the rear of Tom Blomqvist's BMW at the hairpin, pushing Blomqvist into Scheider's Audi and rotating the two-time champion's steering wheel. A paddle hit his left wrist, and while X-rays confirmed it didn't break a bone, he was heavily strapped for the next race.

ROOKIES IN THE WARS

It was a tough start for the rookies, with Maximilian Gotz claiming the best finish of the group with 16th on Sunday. Lucas Auer was in the wars (see above) while Tom Blomqvist showed promising pace in the dry, but retired due to damage acquired on the opening lap of Saturday's race. Having never driven his BMW in the wet before the weekend, he was 17th in race two.

FARFUS LOSES SLOT

Qualifying exclusions were a theme, with two each day, but none as costly as Augusto Farfus' on Saturday. BMW entered the final minute of the session with the best of its drivers in 13th. The Brazilian changed that in the dying seconds, jumping up to third, but his M4 ran out of fuel returning to the pits. With insufficient fuel for a sample to be taken by stewards, he was sent to the back.



XPBIMAGES

Michelisz hits the right note

Amid a cacophony at the Hungaroring, local hero Norbert

Michelisz took Honda's first win of 2015. By **STUART CODLING**



Chilton, Michelisz and Coronel on top

40

WTCC
Hungaroring (H)
May 3

Round 3/12



BUDAPEST'S PRE-EMINENT VENDOR OF AIR HORNS can afford to take the rest of the year off. The incessant parping from the grandstand opposite local hero Norbert Michelisz's garage began daily at 8am, come hell or (on Saturday at least) high water, building to an elated crescendo when Michelisz nailed the reverse-grid pole position on a track that had finally dried after hours of rain. Seldom has the 10th fastest time in a qualifying session been celebrated with such vigour.

He would have preferred to have gone quickest of all and secured pole for race one, of course, but Honda's much-improved Civic has not yet got

the legs to take on Citroen's C-Elysee in the dry. Championship leader Jose Maria Lopez was fastest in both wet practice sessions, but Michelisz and the works Civics of Gabriele Tarquini and Tiago Monteiro got tantalisingly close, even eclipsing Lopez's Citroen team-mates.

But with the sun out and the drying track evolving quickly, the tide turned once more: Tarquini ran a rear wheel over a still-damp kerb and was fired into the barrier in Q1, Monteiro was sixth in Q2 and missed the mark for Q3 by one place, and Michelisz decided to cut his losses entirely.

"If you said before the weekend that I wouldn't progress to Q3, I'd probably have been disappointed," he said. "But we felt that we didn't have the pace to challenge for the top three so we changed our strategy."

No matter. The Michelisz Massive recharged their air horns and blared a jaunty fanfare as their man was announced on pole for the reverse-grid race two. That Yvan Muller subsequently went fastest of the five drivers to graduate to Q3, thereby securing pole for Citroen in race one, passed almost without note.

In Saturday's first race, Michelisz played it safe. There were nervous scenes at the start as a

mysterious gap appeared on the grid behind front-row starter Hugo Valente's Chevrolet, and the field was directed to make an additional formation lap. When the lights went out Muller seemed to get away well, then lost ground as Lopez swooped up the inside and Ma Qing Hua and Sebastien Loeb joined the fray.

"I lost power after 20 metres," shrugged Muller later. "I was trying to cover everybody. Unfortunately my car was not wide enough to cover Hugo and Pechito [Lopez]..."

The Citroen 1-2-3-4 lasted but a few metres as Ma and Loeb touched, handing Valente a golden



Citroen briefly held a 1-2-3-4 in race one



Rob Huff suffers in a Citroën squabble



CAMPOS CAMERA

Hugo Valente and John Filippi had five-place grid penalties for ignoring yellow flags scratched. However, in presenting “new evidence” to the stewards, the Campos team was found to have made unapproved modifications to the mounting of the incident camera in Filippi’s car, earning a €1000 fine. Filippi was also reprimanded for crossing the white line at the pit exit during practice.

THOMPSON TWINGE

Just two Ladas raced this weekend after James Thompson took his doctor’s advice to withdraw from the event. He had been suffering from complications following recent dental treatment.

TARQUINI EXCLUDED

Honda’s Gabriele Tarquini was excluded from the results of race one after the stewards determined his team had checked his car’s tyre pressures in parc ferme. He had finished 11th, outside the points.

MA MISSES Q3

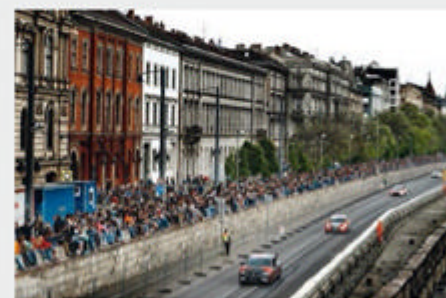
Ma Qing Hua failed to set a time after making Q3 because he did not reach the pit lane exit within his allocated time slot. “It’s a bit unfair,” he told AUTOSPORT. “I pushed as hard as I could on my in-lap [after Q2], but you don’t want to take too much out of your tyres. I was about five seconds too late.”

RYDELL ABSENT

Rickard Rydell’s Nika Racing team was absent for a second race in succession because Rydell has not yet recovered from the bout of thyroiditis that ruled him out of the Morocco round. He hopes to be back to full fitness in time for the Nurburgring.

STREET PARADE

WTCC and ETCC drivers were joined by Formula 1 star Kimi Raikkonen for a Budapest city-centre car demonstration in a variety of machinery. BBC commentator and former Red Bull and McLaren F1 driver David Coulthard also attended.



There was no sense fighting for seventh or eighth in the first race. I just had to be right for race two

NORBERT MICHELISZ

opportunity to reassert himself and grab third place behind Lopez and Muller.

“I knew I was on the dirty side of the track for the start,” said Valente. “But in a race you’ve always got to try to pass the guy ahead. I was a bit disappointed by my start, and then after that it was hard to overtake, because it always is at this circuit.”

Running in close proximity is difficult in this generation of touring cars, as demonstrated by the fact that only one driver – Tarquini, starting from the back of the grid – made an overtaking move after the second lap of race one. In spite of having the new-spec Honda aero package, Michelisz was determined to keep his powder dry for the all-important race two. He rose from 10th to seventh on the opening lap, then ceded a position to Tom Chilton, who had made it clear he intended to take it by force.

“If you’re driving close to the car in front you can’t tell much difference with the new aero package, because there’s so much understeer,” explained Michelisz. “In clear air it’s more consistent. There was no sense fighting for seventh or eighth in the first race. It was too risky. I knew the first race would be difficult and I just had to do everything to be right for the second race.”

The wisdom of this was palpable: of the other Honda drivers, Monteiro spent the majority of the race in fifth, tucked up behind Ma’s Citroën, while Tarquini’s forward progress stalled in 11th after he passed the semi-works Citroën of Mehdi Bennani on lap six. Similarly Rob Huff salvaged ninth place after losing three positions on the opening lap, passing Tom Coronel, but the Lada driver was unable to progress further.

Lopez was naturally delighted to beat Muller again, and a podium for Valente demonstrated that the latest-spec Chevrolet has potential, but all eyes – and air horns – were directed towards Michelisz as he took up pole position for race two. As he sat in meditative repose upon the grid, perhaps he was pondering the remarkable journey that has taken him from bedroom videogamer to talent-spotted WTCC race winner under the

wing of Zoltan Zengo – less high-profile than the elevation of the likes of Jann Mardenborough and Lucas Ordóñez via Nissan and Sony, perhaps, but no less effective.

Having carefully preserved both car and tyres for race two, and benefiting from the rain holding off once more, all Michelisz had to do was make a clean start. This he did, braking confidently into Turn 1 as chaos erupted in his wake.

In Morocco, the two ROAL Chevrolets had collided in circumstances that left Coronel fuming, but here the Dutchman clinically moved to second from third on the grid while team-mate Chilton, starting on the front row, got too much wheelspin away from the line (“My fault,” he said ruefully). Huff was fourth on the grid but quickly found himself enveloped by fast-starting Citroëns, then became collateral as they squabbled at the first corner.

The ensuing shunt put one in mind of the denouement of Agatha Christie’s *Murder On The Orient Express*, where it is revealed that most of the cast have plunged the knife into the hapless victim. Loeb swerved from the outside to the inside of Turn 1 after the apex, prompting Ma to take evasive action, during which Lopez got into a tankslapper. Huff, hugging the apex, was hit again and again, nearly losing his left-rear wheel in the process, and limped back to the pits to retire. Perhaps only Muller’s C-Elysee finished the race not bearing traces of yellow paint.

“It was slippery and everybody locked their brakes,” said Lopez diplomatically. “I got hit from behind – I think Ma hit someone – and it was basically a replay of the start of last year’s race.”

Monteiro, from fifth on the grid, evaded the action and ran fourth, but neither he nor factory team-mate Tarquini were to be the Honda stars of the show, even though Tarquini would come away having set the fastest lap. As the race settled into a smoothly processional affair, with Loeb shadowing Monteiro before dropping back into the clutches of Lopez, Michelisz drove away at the front, while Coronel opened a gap on Chilton.

“As a racing driver you hope for scenarios like this,” said Michelisz. “I made a good start – not perfect, but enough – then I built a gap. The second part of the race was very difficult. I tried not to push too hard. I could not hear the crowd but I could see them waving.”

Coronel, celebrating his first finish of the year – and on the podium at that – was in a generous mood and quick to pay compliments to a driver with whom he clashed at the last round.

“This guy [Michelisz] is a good personality,” he said. “He’s one of the fastest guys out there. If you put him in a Citroën, he would give Pechito [Lopez] problems.”

“I know you,” rejoined Michelisz. “This [praise] will be quite expensive for me...”

RESULTS ROUND-UP

WORLD ENDURANCE CHAMPIONSHIP

ROUND 2/8 SPA-FRANCORCHAMPS, MAY 2 (176 LAPS – 765.956 MILES)

1 Marcel Fassler (CH)/Andre Lotterer (D)/Benoit Treluyer (F)	Audi Sport Team Joest Audi R18 e-tron quattro (LMP1)	6h01m08.896s
2 Marc Lieb (D)/Romain Dumas (F)/Neel Jani (CH)	Porsche Team Porsche 919 Hybrid (LMP1)	+13.424s
3 Brendon Hartley (NZ)/Timo Bernhard (D)/Mark Webber (AUS)	Porsche Team Porsche 919 Hybrid (LMP1)	-1 lap
4 Marco Bonanomi (I)/Filipe Albuquerque (P)/Rene Rast (D)	Audi Sport Team Joest Audi R18 e-tron quattro (LMP1)	-2 laps
5 Alexander Wurz (A)/Stephane Sarrazin (F)/Mike Conway (GB)	Toyota Racing Toyota TS040 HYBRID (LMP1)	-3 laps
6 Nick Tandy (GB)/Nico Hulkenberg (D)/Earl Bamber (NZ)	Porsche Team Porsche 919 Hybrid (LMP1)	-3 laps
7 Loic Duval (F)/Lucas di Grassi (BR)/Oliver Jarvis (GB)	Audi Sport Team Joest Audi R18 e-tron quattro (LMP1)	-8 laps
8 Sebastien Buemi (CH)/Anthony Davidson (GB)/Kazuki Nakajima* (J)	Toyota Racing Toyota TS040 HYBRID (LMP1)	-14 laps
9 Harry Tincknell (GB)/Simon Dolan (GB)/Mitch Evans (NZ)	Jota Sport Gibson-Nissan O155 (LMP2)	-15 laps
10 Pipo Derani (BR)/Gustavo Yacamán (CO)/Ricardo Gonzalez (MEX)	G-Drive Racing (OAK) Ligier-Nissan JSP2 (LMP2)	-16 laps
11 Oliver Webb (GB)/Pierre Ragues (F)/Zoele Amberg (CH)	Team SARD Morand Morgan-SARD (LMP2)	-17 laps
12 Nicolas Lapierre (F)/Matt Howson (GB)/Richard Bradley (GB)	KCMG ORECA-Nissan O5 (LMP2)	-17 laps
13 Nelson Panciatici (F)/Paul-Loup Chatin (F)/Vincent Capillaire (F)	Signatech Alpine ORECA-Nissan O3R (LMP2)	-17 laps
14 Jonny Kane (GB)/Nick Leventis (GB)/Danny Watts (GB)	Strakka Racing Dome-Nissan S103 (LMP2)	-20 laps
15 Jacques Nicolet (F)/Jean-Marc Merlin (F)/Erik Maris (F)	OAK Racing Ligier-Nissan JSP2 (LMP2)	-24 laps
16 Fernando Rees (BR)/Alex MacDowall (GB)/Richie Stanaway (NZ)	Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-25 laps
17 Frederic Makowiecki (F)/Richard Lietz (A)	Porsche Team Manthey Porsche 911 RSR (GTE Pro)	-25 laps
18 Kevin Estre (F)/Sven Muller (D)	Porsche Team Manthey Porsche 911 RSR (GTE Pro)	-25 laps
19 Gianmaria Bruni (I)/Toni Vilander (FIN)	AF Corse Ferrari 458 Italia (GTE Pro)	-25 laps
20 Stefan Mucke (D)/Darren Turner (GB)/Rob Bell (GB)	Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-26 laps
21 Marco Sorensen (DK)/Christoffer Nygaard (DK)/Jonathan Adam* (GB)	Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-26 laps
22 Davide Rigon (I)/James Calado (GB)	AF Corse Ferrari 458 Italia (GTE Pro)	-26 laps
23 Johannes van Overbeek (USA)/Ed Brown (USA)/Jon Fogarty (USA)	Extreme Speed Motorsports Ligier-Honda JSP2 (LMP2)	-27 laps
24 Pedro Lamy (P)/Paul Dalla Lana (CDN)/Mathias Lauda (A)	Aston Martin Racing Aston Martin Vantage V8 (GTE Am)	-28 laps
25 Emmanuel Collard (F)/Francois Perrodo (F)/Rui Aguas (P)	AF Corse Ferrari 458 Italia (GTE Am)	-28 laps
26 Viktor Shaitar (RUS)/Andrea Bertolini (I)/Aleksy Basov (RUS)	SMP Racing (AF) Ferrari 458 Italia (GTE Am)	-29 laps
27 Klaus Bachler (A)/Christian Ried (D)/Khaled Al Qubaisi (UAE)	Abu Dhabi-Proton Racing Porsche 911 RSR (GTE Am)	-30 laps
28 Patrick Long (USA)/Patrick Dempsey (USA)/Marco Seefried (D)	Dempsey-Proton Racing Porsche 911 RSR (GTE Am)	-31 laps
29 Stuart Hall (GB)/Francesco Castellacci (I)/Roald Goethe (D)	Aston Martin Racing Aston Martin Vantage V8 (GTE Am)	-38 laps
30 Ryan Dalziel (GB)/Scott Sharp (USA)/David Heinemeier Hansson (DK)	Extreme Speed Motorsports Ligier-Honda JSP2 (LMP2)	-42 laps
31 Sam Bird (GB)/Roman Rusinov (RUS)/Julien Canal (F)	G-Drive Racing (OAK) Ligier-Nissan JSP2 (LMP2)	-52 laps
R Matt Griffin (IRL)/Duncan Cameron (GB)/Alex Mortimer (GB)	AF Corse Ferrari 458 Italia (GTE Am)	128 laps-damper
R Paolo Ruberti (I)/Gianluca Roda (I)/Kristian Poulsen (DK)	Larbre Competition Chevrolet Corvette C7.R (GTE Am)	61 laps-acc damage
R Vitantonio Liuzzi (I)/Simon Trummer (CH)/Christian Klien (A)	Team ByKolles CLM-AER P1/O1 (LMP1)	46 laps-rear end

Winner's average speed 127.253mph.
Fastest lap Hartley, 1m57.972s, 132.805mph.
LMP2 Tincknell, 2m09.364s, 121.110mph.
GTE Pro Mucke, 2m18.774s, 112.898mph.
GTE Am Bertolini, 2m20.311s, 111.661mph.
 * driver withdrawn from race



QUALIFYING

1 Bernhard	1m54.775s	Hartley	1m54.779s	1m54.767s
2 Tandy	1m54.920s	Hulkenberg	1m55.130s	1m55.025s
3 Jani	1m55.230s	Lieb	1m55.338s	1m55.284s
4 Lotterer	1m55.114s	Fassler	1m55.967s	1m55.540s
5 di Grassi	1m56.512s	Duval	1m56.571s	1m56.541s
6 Davidson	1m57.397s	Buemi	1m57.578s	1m57.487s
7 Sarrazin	1m57.917s	Conway	1m57.941s	1m57.929s
8 Albuquerque	1m57.633s	Bonanomi	1m58.367s	1m58.000s
9 Liuzzi	2m06.405s	Klien	2m08.167s	2m07.286s
10 Bird	2m07.110s	Canal	2m08.413s	2m07.761s
11 Webb	2m07.741s	Ragues	2m08.370s	2m08.055s
12 Derani	2m07.237s	Gonzalez	2m09.280s	2m08.258s
13 Tincknell	2m07.074s	Dolan	2m09.585s	2m08.329s
14 Panciatici	2m08.469s	Capillaire	2m09.334s	2m08.901s
15 Dalziel	2m09.657s	H Hansson	2m10.321s	2m09.989s
16 Kane	2m09.336s	Leventis	2m13.975s	2m11.655s
17 van Overbeek	2m12.216s	Brown	2m21.226s	2m16.721s
18 Rees	2m16.642s	Stanaway	2m17.039s	2m16.840s
19 Bruni	2m16.420s	Vilander	2m17.401s	2m16.910s
20 Turner	2m17.024s	Mucke	2m17.438s	2m17.231s
21 Rigon	2m17.501s	Calado	2m17.551s	2m17.526s
22 Sorensen	2m17.566s	Nygaard	2m17.958s	2m17.757s
23 Muller	2m17.978s	Estre	2m18.073s	2m18.025s
24 Lietz	2m17.568s	Makowiecki	2m18.508s	2m18.038s
25 Merlin	2m15.434s	Maris	2m21.540s	2m18.487s
26 Lamy	2m17.971s	Dalla Lana	2m21.185s	2m19.578s
27 Ruberti	2m19.329s	Roda	2m22.059s	2m20.694s
28 Bachler	2m19.610s	Ried	2m23.255s	2m21.432s
29 Griffin	2m19.892s	Cameron	2m23.894s	2m21.893s
30 Collard	2m18.937s	Perrodo	2m24.980s	2m21.958s
31 Shaitar	2m20.649s	Basov	2m25.170s	2m22.909s
32 Long	2m19.900s	Dempsey	2m26.706s	2m23.303s
33 Hall	2m21.772s	Goethe	2m27.266s	2m24.519s
34 Lapierre	2m07.268s	Howson	2m08.673s	2m07.971s*

CHAMPIONSHIP

LMP drivers 1 Treluyer/Lotterer/Fassler, 50; 2 Jani/Lieb/Dumas, 36; 3 Conway/Sarrazin/Wurz, 22; 4 Buemi/Davidson, 19; 5 Hartley/Bernhard/Webber, 17; 6 Duval/di Grassi/Jarvis, 16. **LMP manufacturers** 1 Audi, 70; 2 Porsche, 53; 3 Toyota, 47. **LMP2 drivers** 1 Yacamán/Derani/Gonzalez, 44; 2 Canal/Rusinov/Bird, 28; 3 Howson/Bradley, 27; 4 Watts/Kane/Leventis, 25. **GTE drivers** 1 Bruni/Vilander, 37; 2 Lietz, 36; 3 MacDowall/Rees/Stanaway, 34; 4 Makowiecki, 24; 5 Rigon/Calado, 21; 6 Nygaard/Sorensen, 21. **GTE manufacturers** 1 Aston Martin, 59; 2 Ferrari, 58; 3 Porsche, 57. **GTE Am drivers** 1 Lauda/Dalla Lana/Lamy, 52; 2 Collard/Perrodo/Aguas, 36; 3 Basov/Bertolini/Shaitar, 30; 4 Ried/Al Qubaisi/Bachler, 22.



FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 2/11 HOCKENHEIM, MAY 1-3

RACE 1 (16 LAPS – 45.474 MILES)

1 Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315	35m33.962s
2 Felix Rosenqvist (S) Prema Powerteam Dallara-Mercedes F315	+0.228s
3 Charles Leclerc (MC) Van Amersfoort Racing Dallara-Volkswagen F314	+0.793s
4 Jake Dennis (GB) Prema Powerteam Dallara-Mercedes F315	+2.419s
5 Maximilian Gunther (D) Mücke Motorsport Dallara-Mercedes F312	+2.518s
6 Lance Stroll (CDN) Prema Powerteam Dallara-Mercedes F315	+3.973s
7 Markus Pommer (D) Motopark Dallara-Volkswagen F315	+5.697s
8 Mikkel Jensen (DK) Mücke Motorsport Dallara-Mercedes F312	+6.635s
9 Brandon Maisano (F) Prema Powerteam Dallara-Mercedes F312	+7.616s
10 Gustavo Menezes (USA) Carlin Dallara-Volkswagen F312	+8.769s
11 Santino Ferrucci (USA) Mücke Motorsport Dallara-Mercedes F312	+10.287s
12 George Russell (GB) Carlin Dallara-Volkswagen F312	+10.488s
13 Callum Iott (GB) Carlin Dallara-Volkswagen F312	+10.666s
14 Alexander Albon (T) Signature Dallara-Volkswagen F315	+12.069s
15 Matt Rao (GB) Fortec Motorsports Dallara-Mercedes F313	+13.633s
16 Arjun Maini (IND) Van Amersfoort Racing Dallara-Volkswagen F312	+14.192s
17 Fabian Schiller (D) Team West-Tec Dallara-Mercedes F312	+14.873s
18 Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314	+18.998s
19 Cao Hong Wei (PRC) Fortec Motorsports Dallara-Mercedes F312	+19.917s
20 Sam MacLeod (GB) Motopark Dallara-Volkswagen F315	+20.763s
21 Dorian Boccia (F) Signature Dallara-Volkswagen F314	+21.806s
22 Matthew Solomon (PRC) Double R Racing Dallara-Mercedes F313	+22.681s
23 Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314	+23.952s
24 Michele Beretta (I) Mücke Motorsport Dallara-Mercedes F312	+24.195s
25 Mahaveer Raghunathan (IND) Motopark Dallara-Volkswagen F314	+24.923s
26 Li Zhi Cong (PRC) Fortec Motorsports Dallara-Mercedes F312	-1 lap
R Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314	13 laps-off
R Kang Ling (PRC) Mücke Motorsport Dallara-Mercedes F312	12 laps-off
R Ryan Tveter (USA) Carlin Dallara-Volkswagen F312	11 laps-accident
R Nicolas Beer (DK) EuroInternational Dallara-Mercedes F312	8 laps-accident
R Tatiana Calderon (CO) Carlin Dallara-Volkswagen F312	8 laps-accident
R Alessio Lorandi (I) Van Amersfoort Racing Dallara-VW F312	7 laps-rainlight
R Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F312	3 laps-off
R Nicolas Pohler (D) Double R Racing Dallara-Mercedes F313	0 laps-acc damage
NS Julio Moreno (EC) T-Sport Dallara-NBE F312	0 laps-accident damage

Winner's average speed 76.715mph.
Fastest lap Giovinazzi, 1m51.181s, 92.028mph.



DTM

ROUND 1/9 HOCKENHEIM (D), MAY 2-3

RACE 1 (26 LAPS – 73.896 MILES)

1 Jamie Green (GB) Team Rosberg Audi RS5 DTM	42m47.133s
2 Pascal Wehrlein (D) HWA Mercedes C63 DTM	+2.327s
3 Paul di Resta (GB) HWA Mercedes C63 DTM	+3.221s
4 Edoardo Mortara (I) Abt Sportsline Audi RS5 DTM	+3.930s
5 Mike Rockenfeller (D) Team Phoenix Audi RS5 DTM	+4.667s
6 Nico Muller (CH) Team Rosberg Audi RS5 DTM	+5.203s
7 Maxime Martin (B) RMG BMW M4 DTM	+11.140s
8 Timo Glock (D) MTEK BMW M4 DTM	+13.840s
9 Marco Wittmann (D) RMG BMW M4 DTM	+14.465s
10 Augusto Farfus (BR) RBM BMW M4 DTM	+15.458s
11 Bruno Spengler (CDN) MTEK BMW M4 DTM	+15.968s
12 Mattias Ekström (S) Abt Sportsline Audi RS5 DTM	+16.247s
13 Antonio Felix da Costa (P) Team Schnitzer BMW M4 DTM	+18.233s
14 Christian Vietoris (D) HWA Mercedes C63 DTM	+20.797s
15 Adrian Tambay (F) Abt Sportsline Audi RS5 DTM	+25.038s
16 Maximilian Götz (D) Mücke Motorsport Mercedes C63 DTM	+25.434s
R Lucas Auer (A) ART Grand Prix Mercedes C63 DTM	16 laps-accident damage
R Gary Paffett (GB) ART Grand Prix Mercedes C63 DTM	15 laps-accident damage
R Martin Tomczyk (D) Team Schnitzer BMW M4 DTM	15 laps-accident
R Daniel Juncadella (E) Mücke Motorsport Mercedes C63 DTM	10 laps-off
R Miguel Molina (E) Abt Sportsline Audi RS5 DTM	9 laps-accident damage
R Tom Blomqvist (GB) RBM BMW M4 DTM	6 laps-accident damage
R Timo Scheider (D) Team Phoenix Audi RS5 DTM	1 lap-accident damage
R Robert Wickens (CDN) HWA Mercedes C63 DTM	1 lap-accident damage

Winner's average speed 103.627mph.
Fastest lap di Resta, 1m34.751s, 107.986mph.

RESULTS BY FORIX



Rosenqvist enjoys his race-two victory

QUALIFYING 1 1 Rosenqvist, 1m32.455s; 2 Giovinnazzi, 1m32.469s; 3 Gunther, 1m32.609s; 4 Leclerc, 1m32.845s; 5 Stroll, 1m32.916s; 6 Dennis, 1m32.960s; 7 Maisano, 1m32.997s; 8 Hyman, 1m33.037s; 9 Pommer, 1m33.133s; 10 Sette Camara, 1m33.158s; 11 Menezes, 1m33.187s; 12 Maini, 1m33.218s; 13 Jensen, 1m33.281s; 14 Ferrucci, 1m33.409s; 15 Beretta, 1m33.426s; 16 Beer, 1m33.435s; 17 Tvetter, 1m33.455s; 18 Russell, 1m33.463s; 19 Illott, 1m33.102s*; 20 MacLeod, 1m33.283s*; 21 Moreno, 1m33.517s; 22 Lorandi, 1m33.695s; 23 Fittipaldi, 1m33.816s; 24 Boccolacci, 1m33.835s; 25 Jeffri, 1m33.901s; 26 Schiller, 1m34.034s; 27 Calderon, 1m34.170s; 28 Rao, 1m34.214s; 29 Cao, 1m34.238s; 30 Ling, 1m34.318s; 31 Raghunathan, 1m34.551s; 32 Solomon, 1m33.643s*; 33 Li, 1m34.929s; 34 Pohler, 1m35.424s; 35 Albon, 1m41.693s. * grid penalty.

RACE 2 (22 LAPS – 62.527 MILES)

1 Rosenqvist, 34m17.939s; 2 Leclerc, +9.065s; 3 Giovinnazzi, +12.888s; 4 Gunther, +16.576s; 5 Illott, +21.924s; 6 Ferrucci, +23.058s; 7 Menezes, +31.552s; 8 Albon, +32.172s; 9 Russell, +33.082s; 10 Maisano, +34.679s; 11 Jensen, +39.781s; 12 Schiller, +40.495s; 13 Hyman, +41.182s; 14 Stroll, +46.975s; 15 Dennis, +48.935s; 16 Rao, +52.141s; 17 Pommer, +52.948s; 18 Cao, +54.623s; 19 MacLeod, +54.984s; 20 Fittipaldi, +55.319s; 21 Calderon, +55.816s; 22 Jeffri, +58.217s; 23 Pohler, +59.621s; 24 Beretta, +1m01.124s; 25 Sette Camara, +1m04.807s; 26 Solomon, +1m06.095s; 27 Moreno, +1m06.870s; 28 Ling, +1m09.835s; 29 Li, +1m17.488s; 30 Lorandi, +1m27.960s; 31 Raghunathan, -1 lap; 32 Boccolacci, -1 lap; R Tvetter, 3 laps-misfire; R Maini, 0 laps-accident; NS Beer, 0 laps-injury.
Winner's average speed 109.380mph.
Fastest lap Rosenqvist, 1m32.892s, 110.146mph.

QUALIFYING 2 1 Rosenqvist, 1m49.630s; 2 Leclerc, 1m49.869s; 3 Gunther, 1m50.423s; 4 Illott, 1m50.510s; 5 Giovinnazzi, 1m50.773s; 6 Stroll, 1m50.847s; 7 Dennis, 1m51.144s; 8 Albon, 1m51.171s; 9 Pommer, 1m51.362s; 10 Ferrucci, 1m51.408s; 11 Menezes, 1m51.435s; 12 Jensen, 1m51.595s; 13 Maini, 1m52.077s; 14 Tvetter, 1m52.092s; 15 Schiller, 1m52.240s; 16 Maisano, 1m52.324s; 17 Lorandi, 1m52.509s; 18 Russell, 1m52.540s; 19 Hyman, 1m52.705s; 20 Calderon, 1m52.789s; 21 MacLeod, 1m52.855s; 22 Cao, 1m53.309s; 23 Boccolacci, 1m53.550s; 24 Beretta, 1m53.601s; 25 Sette Camara, 1m53.620s; 26 Fittipaldi, 1m53.878s; 27 Rao, 1m54.710s; 28 Jeffri, 1m54.944s; 29 Solomon, 1m55.122s; 30 Ling, 1m55.127s; 31 Pohler, 1m55.235s; 32 Li, 1m55.436s; 33 Moreno, 1m55.461s; 34 Raghunathan, 1m56.072s; NS Beer, 1m54.588s.

RACE 3 (18 LAPS – 51.159 MILES)

1 Leclerc, 36m03.129s; 2 Rosenqvist, +2.998s; 3 Giovinnazzi, +7.136s; 4 Jensen, +8.045s; 5 Gunther, +10.940s; 6 Stroll, +12.475s; 7 Pommer,

QUALIFYING 1 1 Green, 1m33.044s; 2 Wehrlein, 1m33.160s; 3 Mortara, 1m33.331s; 4 Muller, 1m33.338s; 5 di Resta, 1m33.340s; 6 Rockenfeller, 1m33.342s; 7 Tambay, 1m33.342s; 8 Blomqvist, 1m33.358s; 9 Molina, 1m33.489s; 10 Ekstrom, 1m33.502s; 11 Martin, 1m33.526s; 12 Scheider, 1m33.567s; 13 Juncadella, 1m33.580s; 14 Wittmann, 1m33.591s; 15 da Costa, 1m33.604s; 16 Vitoris, 1m33.621s; 17 Spengler, 1m33.652s; 18 Tomczyk, 1m33.842s; 19 Gotz, 1m34.056s; 20 Glock, 1m34.109s; 21 Wickens, 1m34.121s; 22 Auer, 1m34.168s; 23 Farnus, 1m33.310s*; 24 Paffett, 1m33.582s*. * excluded from qualifying.

RACE 2 (35 LAPS – 99.475 MILES)

1 Ekstrom, 1h02m43.856s; 2 Mortara, +7.361s; 3 Paffett, +8.171s; 4 Tomczyk, +18.785s; 5 Wittmann, +28.929s; 6 Rockenfeller, +29.819s; 7 Wickens, +30.678s; 8 Wehrlein, +34.085s; 9 Spengler, +38.929s; 10 Glock, +39.812s; 11 Vitoris, +42.630s; 12 Scheider, +46.180s; 13 Green, +48.527s; 14 Martin, +49.838s; 15 Juncadella, +50.379s; 16 Gotz, +53.207s; 17 Blomqvist, +1m06.932s; 18 Molina, +1m11.439s; 19 Muller, +1m12.182s; 20 da Costa, +1m21.578s; 21 Farnus, +1m24.372s; 22 di Resta, +1m34.157s; R Tambay, 12 laps-accident damage; NS Auer, 0 laps-accident damage.
Winner's average speed 95.144mph.
Fastest lap Scheider, 1m35.766s, 106.841mph.

QUALIFYING 2 1 Rockenfeller, 1m34.516s; 2 Ekstrom, 1m34.721s; 3 Wittmann, 1m34.968s; 4 Mortara, 1m35.089s; 5 Molina, 1m34.546s; 6 Tomczyk, 1m35.112s; 7 da Costa, 1m35.113s; 8 Martin, 1m35.304s; 9 Wickens, 1m35.361s; 10 di Resta, 1m35.397s; 11 Scheider, 1m35.485s; 12 Spengler, 1m35.514s; 13 Muller, 1m35.537s; 14 Glock, 1m35.577s; 15 Wehrlein, 1m35.579s; 16 Farnus,



Home win for Norbert Michelisz in Hungary

+13.351s; 8 Dennis, +14.132s; 9 Albon, +15.367s; 10 Illott, +15.788s; 11 Menezes, +16.517s; 12 Boccolacci, +18.490s; 13 Maini, +20.351s; 14 MacLeod, +20.837s; 15 Schiller, +21.368s; 16 Hyman, +22.048s; 17 Maisano, +22.857s; 18 Russell, +23.234s; 19 Beretta, +23.689s; 20 Tvetter, +23.883s; 21 Cao, +24.852s; 22 Jeffri, +25.256s; 23 Solomon, +25.823s; 24 Ling, +26.579s; 25 Calderon, +26.920s; 26 Moreno, +28.449s; 27 Sette Camara, +28.869s; 28 Ferrucci, +29.680s; 29 Li, +30.707s; 30 Raghunathan, +32.648s; 31 Rao, +47.700s; 32 Pohler, -1 lap; R Fittipaldi, 12 laps-accident; R Lorandi, 1 lap-gearbox; NS Beer, injury.
Winner's average speed 85.141mph.
Fastest lap Leclerc, 1m49.061s, 93.816mph.

GRID FOR RACE 3

1 Rosenqvist; 2 Leclerc; 3 Gunther; 4 Stroll; 5 Illott; 6 Giovinnazzi; 7 Jensen; 8 Ferrucci; 9 Pommer; 10 Menezes; 11 Dennis; 12 Schiller; 13 Albon; 14 Tvetter; 15 Lorandi; 16 Hyman; 17 MacLeod; 18 Maini; 19 Maisano; 20 Beretta; 21 Calderon; 22 Cao; 23 Rao; 24 Russell; 25 Boccolacci; 26 Fittipaldi; 27 Li; 28 Ling; 29 Moreno; 30 Pohler; 31 Sette Camara; 32 Jeffri; 33 Solomon; 34 Raghunathan; NS Beer.

CHAMPIONSHIP

1 Giovinnazzi, 106; 2 Leclerc, 101; 3 Rosenqvist, 92; 4 Dennis, 46; 5 Russell, 41; 6 Stroll, 36; 7 Gunther, 34; 8 Albon, 34; 9 Pommer, 28; 10 Menezes, 25.



Jamie Green took the DTM honours

1m35.446s**; 17 Green, 1m35.817s; 18 Auer, 1m36.017s; 19 Gotz, 1m36.528s; 20 Vitoris, 1m36.988s; 21 Juncadella, 1m39.171s; 22 Blomqvist, 1m36.101s**; 23 Paffett, 1m35.270s*; 24 Tambay, 1m35.373s*. * excluded from qualifying. ** grid penalty.

CHAMPIONSHIP

1 Mortara, 30; 2 Ekstrom, 25; 3 Green, 25; 4 Wehrlein, 22; 5 Rockenfeller, 18; 6 di Resta, 15; 7 Paffett, 15; 8 Tomczyk, 12; 9 Wittmann, 12; 10 Muller, 8.

WORLD TOURING CAR CHAMPIONSHIP

ROUND 3/12 HUNGARORING, MAY 3

RACE 1 (13 LAPS – 35.389 MILES)

1	Jose Maria Lopez (RA) Citroen Total Citroen C-Elysee WTCC	24m11.868s
2	Yvan Muller (F) Citroen Total Citroen C-Elysee WTCC	+3.958s
3	Hugo Valente (F) Campos Racing Chevrolet RML Cruze TC1	+10.290s
4	Ma Qing Hua (PRC) Citroen Total Citroen C-Elysee WTCC	+11.059s
5	Tiago Monteiro (P) Honda Racing Team JAS Honda Civic WTCC	+11.523s
6	Sebastian Loeb (F) Citroen Total Citroen C-Elysee WTCC	+14.102s
7	Tom Chilton (GB) ROAL Motorsport Chevrolet RML Cruze TC1	+14.805s
8	Norbert Michelisz (H) Zengo Motorsport Honda Civic WTCC	+15.548s
9	Rob Huff (GB) Lada Sport Lada Vesta WTCC	+17.642s
10	Tom Coronel (NL) ROAL Motorsport Chevrolet RML Cruze TC1	+18.104s
11	Mehdi Bennani (MA) Sebastian Loeb Racing Citroen C-Elysee WTCC	+23.764s
12	Gregoire Demoustier (F) Craft Bamboo Chevrolet RML Cruze TC1	+35.625s
13	John Filippi (F) Campos Racing Chevrolet RML Cruze TC1	+45.968s
14	Stefano D'Aste (I) Munnich Motorsport Chevrolet RML Cruze TC1	+48.486s
EX	Gabriele Tarquini (I) Honda Racing Team JAS Honda Civic WTCC	+18.522s
R	Mikhail Kozlovskiy (RUS) Lada Sport Lada Vesta WTCC	6 laps-mechanical
NS	James Thompson (GB) Lada Sport Lada Vesta WTCC	0 laps-tooth abscess

Winner's average speed 87.749mph.
Fastest lap Lopez, 1m50.783s, 88.461mph.

QUALIFYING 3 1 Muller, 1m48.848s; 2 Valente, 1m49.081s; 3 Lopez, 1m49.567s; 4 Loeb, 1m49.572s; 5 Ma, no time.

QUALIFYING 2 Lopez, 1m49.171s; Muller, 1m49.191s; Loeb, 1m49.281s; Valente, 1m49.518s; Ma, 1m49.763s; 6 Monteiro, 1m49.819s; 7 Huff, 1m49.834s; 8 Coronel, 1m50.021s; 9 Chilton, 1m50.284s; 10 Michelisz, 1m50.301s; 11 Bennani, 1m50.384s; 12 D'Aste, 1m51.745s.

QUALIFYING 1 Muller, 1m49.269s; Huff, 1m49.929s; Lopez, 1m49.988s; Monteiro, 1m50.053s; Valente, 1m50.709s; Loeb, 1m50.753s; Ma, 1m50.764s; Chilton, 1m50.791s; Michelisz, 1m50.820s; Bennani, 1m50.882s; Coronel, 1m51.549s; D'Aste, 1m51.686s; 13 Filippi, 1m51.715s; 14 Demoustier, 1m52.355s; 15 Kozlovskiy, 1m54.179s; 16 Tarquini, no time; NS Thompson, 1m52.153s.

RACE 2 (14 LAPS – 38.111 MILES)

1 Michelisz, 26m00.367s; 2 Coronel, +7.103s; 3 Chilton, +9.315s; 4 Monteiro, +10.176s; 5 Loeb, +11.235s; 6 Lopez, +12.040s; 7 Muller, +13.065s; 8 Valente, +18.639s; 9 Ma, +19.826s; 10 Demoustier, +30.021s; 11 Filippi, +38.660s; 12 D'Aste, +42.030s; 13 Tarquini, +1m11.284s; R Kozlovskiy, 6 laps-mechanical; R Bennani, 1 lap-engine alarm; R Huff, 1 lap-accident.
Winner's average speed 87.928mph.
Fastest lap Tarquini, 1m50.356s, 88.803mph.

GRID FOR RACE 2

Decided by qualifying, but with the top 10 reversed.

CHAMPIONSHIP

1 Lopez, 130; 2 Loeb, 96; 3 Muller, 86; 4 Monteiro, 58; 5 Ma, 53; 6 Michelisz, 47; 7 Chilton, 42; 8 Tarquini, 38; 9 Valente, 27; 10 Bennani, 26.



Solberg leads as rallycross entertains the DTM audience

WORLD RALLYCROSS HOCKENHEIM (D), MAY 1-3 RD 2/13

Solberg supreme at Hockenheim

PETTER SOLBERG WASN'T CONFIDENT about his prospects for the WRX's groundbreaking cohabitation with the DTM at Hockenheim. OK, he'd topped the qualification heats, but rain was due for Sunday's final stages and, without his usual engine engineer, he was concerned that he may struggle from the startline.

He needn't have worried. On a greasy track, Solberg made great starts in both his semi-final and the final to lead both from lights to flag and claim the maximum 30 points.

"We've worked really hard with the set-up for each condition; the

car is getting better and better," said Solberg. "This isn't going to be an easy season. I've done well so far but it's unbelievable how high the level is this year. All the drivers have done a big job over the winter."

While the Norwegian dominated the final day, Latvian Reinis Nitiss won the second semi to join Solberg on the front row. Nitiss followed the reigning champion into Turn 1 and maintained the position to the end to score the OlsbergsMSE Ford team's first podium of the season.

Timmy Hansen just made it into the semis in 12th position, the

Peugeot driver having struggled through the heats. From sixth, he climbed the field in his semi, passing Johan Kristoffersson for the last spot in the final.

Hansen made the best start of all in the final, making it into third by the first corner and following Nitiss for the duration. As the pair took their joker on the final tour, Robin Larsson made a desperate attempt to make the last podium slot his, but made contact with Hansen and spun. Hansen hung on for third from Toomas Heikkinen, as Larsson retired within yards of the line and

Andreas Bakkerud went out on lap two with a broken upright.

Liam Doran was a heat winner, but went out of his semi after contact with PG Andersson.

● Hal Ridge

RESULTS

1 Petter Solberg (Citroen DS3), 6 laps in 4m37.837s; 2 Reinis Nitiss (Ford Fiesta), +2.540s; 3 Timmy Hansen (Peugeot 208); 4 Toomas Heikkinen (Volkswagen Polo); 5 Robin Larsson (Audi A1); 6 Andreas Bakkerud (Fiesta). **Points 1 Solberg, 57**; 2 Johan Kristoffersson, 42; 3 Bakkerud, 37; 4 Hansen, 37; 5 Nitiss, 34; 6 Heikkinen, 29.

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SUPER GT FUJI (J), MAY 3 RD 2/8

Quintarelli & Matsuda back on top

REIGNING CHAMPIONS RONNIE Quintarelli and Tsugio Matsuda took their first win of 2015.

Quintarelli grabbed pole in his NISMO Nissan, and the Italian led from the start. Throughout the 500km race the leading car stayed just out of reach of the Impul Nissan of Joao Paulo de Oliveira and Hironobu Yasuda.

Briton James Rossiter started his TOM'S Lexus from fourth, and made up one place during the first stint. Together with Daisuke Ito, he completed the podium.

Behind the leading Honda of Koudai Tsukakoshi and Hideki Mutoh, ex-F1 racer Heikki Kovalainen continued his Japanese adventure with fifth in his SARD



Nissans cleared off at Fuji

Lexus. Opening-round winners Andrea Caldarelli and Ryo Hirakawa carried maximum ballast but moved up from 14th to sixth to preserve their series lead.

● Jiro Takahashi

RESULTS

1 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R), 110 laps in 2h56m20.204s; 2 Hironobu Yasuda/Joao Paulo de Oliveira (Nissan), +11.559s; 3 Daisuke Ito/James Rossiter (Lexus RC F); 4 Koudai Tsukakoshi/Hideki Mutoh (Honda NSX Concept-GT); 5 Kohei Hirate/Heikki Kovalainen (Lexus); 6 Andrea Caldarelli/Ryo Hirakawa (Lexus). **Points 1 Caldarelli/Hirakawa, 25**; 2 Matsuda/Quintarelli, 20; 3 de Oliveira/Yasuda, 19; 4 Takuya Izawa/Naoki Yamamoto, 15; 5 Hirate/Kovalainen, 12; 6 Rossiter/Ito, 11.

V8 SUPERCARS BARBAGALLO (AUS), MAY 2-3 RD 4/14

Davison takes surprise win

JUST WHEN IT LOOKED LIKE

Prodrive's Fords would sweep Barbagallo Raceway's three V8 Supercar races, a safety car changed the complexion of the finale – and up popped an unexpected winner.

Mark Winterbottom was in winning form in both of Saturday's races, with team-mate Chaz Mostert taking a second and a fourth.

On Sunday Craig Lowndes and his Triple Eight Holden looked set to upset their plans. But Will Davison charged late in the race to give Erebus Motorsport its first win of

the season after a fine drive in his Mercedes. Lowndes was second ahead of Fabian Coulthard, who swept through the field after starting at the rear of the grid.

Jamie Whincup had a troubled weekend, with qualifying problems and an off-track excursion on Sunday. The multiple champion's best result was second in race two.

● Phil Branagan

RESULTS

Race 1 1 Mark Winterbottom (Ford Falcon), 25 laps in 24m36.1409s; 2 Chaz Mostert (Ford), +0.5928s; 3 Craig Lowndes (Holden Commodore); 4 Shane van Gisbergen (Holden); 5 Jason Bright (Holden); 6 David Reynolds (Ford). **Race 2 1 Winterbottom**, 25 laps in 24m34.8717s; 2 Jamie Whincup (Holden), +2.9186s; 3 Fabian Coulthard (Holden); 4 Mostert; 5 Lowndes; 6 James Courtney (Holden). **Race 3 1 Will Davison (Mercedes E63 AMG)**, 83 laps in 1h25m26.7265s; 2 Lowndes, +5.6075s; 3 Coulthard; 4 Mostert; 5 Courtney; 6 Garth Tander (Holden). **Points 1 Lowndes, 717**; 2 Courtney, 665; 3 Winterbottom, 643; 4 Coulthard, 641; 5 Whincup, 630; 6 van Gisbergen, 595.



Davison on top in Western Australia

TCR INTERNATIONAL VALENCIA (E), MAY 3 RD 3/11

Oriola scores in front of home crowd

SEAT MACHINERY DOMINATED THE European debut of the TCR International Series at Valencia, with Craft-Bamboo driver Pepe Oriola claiming his first victory in race one before Target Competition ace Stefano Comini consolidated his points lead with a win in race two.

Oriola made a perfect start to the opening race, which laid the foundations for a comfortable victory. He took it easy on the tyres as he controlled the race, ending up four and a half seconds clear of team-mate Sergey Afanasiev, who held second throughout ahead of Jordi Gene to ensure a podium sweep for the Craft-Bamboo squad.

Andrea Belicchi ran in fourth throughout in his Target SEAT, meaning that fifth was the most hotly disputed of the leading



Nogues Opel gets spat out

XPBIMAGES



Oriola (left) clashed with Nykjaer in race two

positions. Ultimately this went to Mikhail Grachev in his Engstler-run Audi TT after a battle with Comini.

The second race was more dramatic, with the safety car deployed immediately after polesitter Gianni Morbidelli's West Coast Honda Civic and Oscar Nogues's Campos-run Opel Astra collided, wiping out Gene in the process.

Comini picked his way through to take the lead, converting that into a comfortable win ahead of team-mate Michel Nykjaer. The Dane clashed with Oriola mid-race, but survived, while Oriola slipped to fifth behind Dutchman Bas Schouten. Schouten eventually lost third with a fuel-pump failure late on, which initially handed the final podium slot to Belicchi, who was

then relegated to ninth because he ignored a drive-through penalty.

Belicchi was one of a glut of drivers penalised for passing under the safety car. Most served their penalties in the race, allowing Morbidelli – after pitting for repairs under the safety car – to take third.

RESULTS

Race 1 1 Pepe Oriola (SEAT Leon Racer), 15 laps in 26m06.049s; 2 Sergey Afanasiev (SEAT), +4.593s; 3 Jordi Gene (SEAT); 4 Andrea Belicchi (SEAT); 5 Mikhail Grachev (Audi TT); 6 Stefano Comini (SEAT). **Race 2 1 Comini**, 17 laps in 33m54.125s; 2 Michel Nykjaer (SEAT), +7.775s; 3 Gianni Morbidelli (Honda Civic TCR); 4 Kevin Gleason (Honda); 5 Oriola; 6 David Cebrian (SEAT). **Points 1 Comini, 106**; 2 Morbidelli, 91; 3 Oriola, 89; 4 Belicchi, 75; 5 Gleason, 57; 6 Gene, 53.

NASCAR SPRINT CUP TALLADEGA (USA), MAY 3 RD 10/36

Earnhardt in the Chase as Hendrick aces it

HENDRICK MOTORSPORTS KEPT control of a relatively tidy Talladega NASCAR Sprint Cup race to claim a one-two finish with Dale Earnhardt Jr and Jimmie Johnson.

The usual drafting chaos didn't erupt until the final lap and a half, as until then the field stayed rigidly in a long single-file train behind the Hendrick Chevrolet pair, with no one willing to risk losing the slipstream.

By the time fourth-placed Denny Hamlin decided to make a move –

prompting plenty of others to follow – it was too late to get a sufficient run on the lead pair. Earnhardt was duly able to book his Chase spot with a sixth Talladega win, while Johnson stayed clear of a last-gasp surge from Paul Menard to take second, as Hamlin fell to ninth.

Wood Brothers' rookie Ryan Blaney looked like he had a shot at emulating the team's shock 2011 Daytona 500 success with Trevor Bayne as he stalked Earnhardt and Johnson onto the final lap, but he

was too cautious and found himself fourth over the line.

Bayne himself instigated the race's sole 'big one' mega-pile-up, spinning while Menard was passing him on lap 47 of 188. The subsequent shunt caught up almost everyone outside the top 10 and significantly damaged 15 cars.

A less-destructive tangle occurred on the final lap, with polesitter and long-time leader Jeff Gordon among those left dragging battered cars over the line.

RESULTS

1 Dale Earnhardt Jr (Chevrolet SS), 188 laps in 3h08m08s; 2 Jimmie Johnson (Chevy), +0.158s; 3 Paul Menard (Chevy); 4 Ryan Blaney (Ford Fusion); 5 Martin Truex Jr (Chevy); 6 Sam Hornish Jr (Ford); 7 Ryan Newman (Chevy); 8 Kevin Harvick (Chevy); 9 Denny Hamlin (Toyota Camry); 10 Josh Wise (Ford). **Chase grid 1 Harvick, 2 wins/394 points**; 2 Johnson, 2/342; 3 Joey Logano, 1/335; 4 Earnhardt, 1/319; 5 Brad Keselowski, 1/305; 6 Matt Kenseth, 1/292; 7 Hamlin, 1/281; 8 Kurt Busch, 1/255; 9 Truex, 0/354; 10 Jamie McMurray, 0/297; 11 Kasey Kahne, 0/286; 12 Menard, 0/280; 13 Aric Almirola, 0/279; 14 Jeff Gordon, 0/277; 15 Newman, 0/271; 16 Danica Patrick, 0/253.



Dale Junior on top in Alabama

MILLER/LAT



JAPANESE FORMULA 4

Toyota protege Sho Tsuboi took a hard-fought win in the first race at Fuji, by less than a tenth of a second from opening-round double winner Tadasuke Makino (above). Makino was back atop the podium in race two, defeating Nissan-backed hopeful Yuichi Mikasa.

V8 DEVELOPMENT

Cameron Waters won all three Dunlop V8 Supercars races at Barbagallo. The Ford driver led two of the races from lights to flag. Chris Pither and Jack Le Brocq filled the race one and two podiums, but in race three it was Paul Dumbrell and Andrew Jones who both swept through the field to second and third.

NASCAR XFINITY

Joey Logano won a thriller at Talladega in his Penske Ford. He pipped the smoking Chevrolet of Brian Scott to the line, with Austin Dillon third. Dillon's younger brother Ty bounced back from involvement in an early shunt to finish eighth and retake the lead in the close-fought points standings.

FRENCH FORMULA 4

A gripping first race of a wet weekend on the Le Mans Bugatti circuit went to Russian Alexey Koroneev after a battle with Sacha Fenestraz. Axel Matus and Valentin Moineault were in the early lead scrap before taking third and fourth. Fenestraz looked all set to win the finale, but technical problems struck late on, allowing Moineault victory from Nikita Troitckii. The reversed-grid race was won by Julien Darras from Troitckii. Ledenon hero Giuliano Alesi's best result was a fifth.

FRENCH GT

The Sport Garage Ferrari team won two of the three races at Le Mans. The first was won by Stephane Lemeret, Eric Cayrolle and Arno Santamato, with Soheil Ayari, Maxime Pialat and Nicolas Tardif taking the finale. In the second race, it was the Duqueine Ferrari of Dino Lunardi, Romain Brandela and Bruno Strazzer on top.

FRENCH CARRERA CUP

Ex-LMP2 racer Maxime Jousse took the spoils in race one at Le Mans, with Mathieu Jaminet a distant second. In the second race, Ukrainian Oleksandr Gayday popped up for a surprise win after making the right tyre choice in slippery conditions, with Jaminet second again.

RALLY JEDDAH

Saudi Arabian Yazeed Al-Rajhi and German navigator Timo Gottschalk earned a comfortable victory. The Hummer Dbug pair won the Prologue and both desert selective sections to win by 34m40s.

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ITALIAN FORMULA 4

Estonian Ralf Aron began the season in style with two wins at Vallelunga. He led the first race from Prema team-mate Guan Yu Zhou before the Chinese was demoted by Joao Vieira and Robert Schwartzman. Aron (leading, above) had to battle past polesitting Ferrari protege Zhou in race three, while a clash in the fight for third between David Beckmann and Vieira gave Matteo Desideri a podium. Beckmann won the reversed-grid encounter.

ITALIAN GT

Ferraris took the honours in the opening two races of the season at Vallelunga. The Ombrà Racing 458 of Alex Frassinetti and Matteo Beretta triumphed in the first race, before Scuderia Baldini 27 duo Stefano Gattuso and Lorenzo Case won race two.

ETCC

Local hero Ferenc Ficza rose from fifth on the grid to win the opening round of the European Touring Car Championship at the Hungaroring after polesitter Dusan Borkovic was handed a drive-through penalty for contact with Petr Fulin (all driving SEAT Leons). Lanky WTCC refugee Borkovic won race two, assisted by Alexandr Artemyev hitting polesitter Michal Matejovsky (BMW) at Turn 1.

GERMAN CARRERA CUP

Christian Engelhart was made to sweat to complete an opening-round Hockenheim double. Engelhart drove away in the first race to win from Alex Riberas, who was under pressure most of the way from Briton Ben Barker. In Sunday's wet race, Engelhart survived a last-lap attack from Jeffrey Schmidt to triumph, with Barker taking his second podium of the weekend.

AUDI SPORT TT CUP

Austrian Marc Aurel Coleselli won the first race in the brand-new DTM support series at Hockenheim after getting the better of polesitter Nicolaj Moller Madsen at the start. Dennis Marschall was a distant third, but it was a different story in the wet on Sunday, when Marschall got the better of Moller Madsen. The Dane fended off late pressure from Alexis van de Poele, whose pace suggested he's inherited the wet-weather skills of father Eric.

CONTINENTAL TIRE GT

The Stevenson Motorsports Chevy Camaro Z/28.R of Robin Liddell and Andrew Davis triumphed narrowly over the Ford Mustang of Billy Johnson/Scott Maxwell in a thrilling 150-minute encounter at Laguna Seca. The Nissan of Brad Jaeger/BJ Zacharias and the Porsche of Hugh and Matt Plumb were also in close attendance at the finish.

UNITED SPORTSCAR LAGUNA SECA (USA), MAY 3 RD 4/10

Westbrook wins shootout in the west



RICHARD WESTBROOK AND MICHAEL Valiante became the fourth different pairing to win a United SportsCar race this season following a copybook performance in California. Their Spirit of Daytona Coyote Corvette's first victory since Watkins Glen last June was enough to vault them into the points lead.

Valiante took advantage of a first-corner skirmish between front-row starters Jordan Taylor (Wayne Taylor Racing Dallara Corvette DP) and Scott Pruett (Chip Ganassi Racing Riley-Ford EcoBoost) to take the lead on the opening lap. Taylor, the polesitter, piled on the pressure before finally finding a way past after 15 laps.

After two early cautions, the race boiled down a flat-out duel between the Taylor brothers and Westbrook, who had taken over from Valiante at the first opportunity after 23 laps.

Westbrook's deficit generally hovered around eight seconds, although it was reduced by almost half following the second rounds of pitstops, when Ricky Taylor took over from his brother. The leaders elected to make their final fuel stop at the earliest opportunity, with

around 45 minutes remaining, whereupon Westbrook continued to turn some quick laps before pitting for fuel only. The strategy worked to perfection as the Briton emerged from the pits narrowly ahead.

Westbrook negotiated frequent clumps of slower cars in the closing stages before holding on by 1.351s.

John Pew/Ozz Negri finished a distant third in Mike Shank's Ligier-Honda JSP2. Negri set the fastest lap following an excellent first stint from Pew, but was hindered by a bent steering arm sustained in an incident with Dane Cameron following an early restart.

Chris Cumming and Bruno Junqueira used a daring fuel strategy to win the PC class for RSR Racing, while the BMW Team RLL Z4 GTEs secured a one-two finish in GTLM. This time Lucas Luhr and John Edwards combined to take the win over team-mates Dirk Werner and Bill Auberlen. Patrick Lindsey and Spencer Pumpelly (Park Place Porsche) won the GTD category by just over three seconds from the Paul Miller Racing Audi R8 of Dion von Moltke/Christopher Haase.

● Jeremy Shaw

RESULTS

1 Richard Westbrook/Michael Valiante (Coyote-Corvette DP), 112 laps in 2h40m46.127s; 2 Ricky Taylor/Jordan Taylor (Dallara-Corvette DP), +1.351s; 3 John Pew/Oswaldo Negri Jr (Ligier-Honda JSP2); 4 Joao Barbosa/Christian Fittipaldi (Coyote-Corvette); 5 Eric Curran/Dane Cameron (Coyote-Corvette); 6 Bruno Junqueira/Chris Cumming (ORECA-Chevrolet FLM09).

PC 1 Junqueira/Cumming; 2 Jon Bennett/Colin Braun (ORECA); 3 James French/Mike Hedlund (ORECA). **GTLM 1 John Edwards/Lucas Luhr (BMW Z4 GTE)**; 2 Bill Auberlen/Dirk Werner (BMW); 3 Patrick Pilet/Michael Christensen (Porsche 911 RSR); 4 Pierre Kaffer/Giancarlo Fisichella (Ferrari 458 Italia); 5 Jorg Bergmeister/Christensen (Porsche); 6 Oliver Gavin/Tommy Milner (Chevrolet Corvette C7.R).

GTD 1 Patrick Lindsey/Spencer Pumpelly (Porsche 911 GT America); 2 Christopher Haase/Dion von Moltke (Audi R8 LMS); 3 Ian James/Mario Farnbacher (Porsche).

Points 1 Valiante/Westbrook, 129; 2 Scott Pruett/Joey Hand, 113; 5 Curran/Cameron, 112; 6 Pew/Negri, 103. **PC 1 Bennett/Braun, 99**; 2 Michael Guasch/Tom Kimber-Smith, 97; 3 Cumming/Junqueira, 91. **GTLM 1 Jan Magnussen/Antonio Garcia, 128**; 2 Auberlen/Werner, 126 3 Luhr/Edwards, 121. **GTD 1 von Moltke/Haase, 87**; 2 Bill Sweedler/Townsend Bell, 86; 3 Cooper MacNeil/Leh Keen, 83.

AUTO GP HUNGARORING (H), MAY 2-3 RD 1/6

Pizzonia puts it on Regalia

FACU REGALIA AND ANTONIO

Pizzonia shared the wins as the 2015 season began with a nine-car grid.

Saturday's race began behind the safety car, owing to the wet track conditions, and Pizzonia judged his break perfectly after it peeled off at the end of the first lap. As the rain eased off Regalia chipped away at the leading margin, and when Pizzonia made a mistake with two laps to go he pounced. Christof von



Pizzonia (8) couldn't keep Regalia behind

Grunigen rose to third after entertaining dices with Leonardo Pulcini and Luis Sa Silva.

A reversed grid put Andres Mendez on pole for race two, but Pizzonia blasted through from seventh on the grid to lead by the end of the first lap, winning from Pulcini and Johnny Cecotto Jr.

● Stuart Codling

RESULTS

Race 1 1 Facu Regalia, 19 laps in 40m40.898s; 2 Antonio Pizzonia, +0.823s; 3 Christof von Grunigen; 4 Leonardo Pulcini; 5 Johnny Cecotto Jr; 6 Luis Sa Silva.

Race 2 1 Pizzonia, 20 laps in 32m56.764s; 2 Pulcini, +10.247s; 3 Cecotto; 4 Sa Silva; 5 Nikita Zlobin; 6 Regalia. **Points 1 Pizzonia, 41**; 2 Regalia, 32; 3 Pulcini, 27; 4 Cecotto, 22; 5 Sa Silva, 18; 6 von Grunigen, 18.



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Ecosse on a roll at Rockingham

Sims and champion Attard notch first victory of their 2015 campaign. By **ALEX KALINAUCKAS**

ALEXANDER SIMS AND MARCO ATTARD TASTED their first success of the season with a masterful performance to beat the Motorbase Aston Martins to victory at Rockingham.

The British GT field enjoyed greater exposure during the first live-televised event of the season, and the Ecurie Ecosse pair of Sims and Attard stepped up to claim pole position and the win despite a locked pedal box giving Sims discomfort when he took over. "The car seemed to suit the Rockingham track better," said Sims. "The Balance of Performance swung a little in our favour, it may have been a difference of five or 10 kilos [of ballast], but that helped the performance. We were strong here last year, and thankfully it's continued."

Daniel Lloyd and Ahmad Al-Harthy had claimed the lead during the pitstop phase as the #1 was delayed by a success penalty from the opening

round of the season. Lloyd put up a spirited defence of the lead after Sims regained that lost ground during the first 20 minutes of their stints, but the Aston driver was forced off the track under braking for Deene as they lapped a gaggle of GT4 cars. "With his momentum he would have passed me anyway," said a philosophical Lloyd after the race. "It was inevitable I think. I'm just over the moon to bring it home in second."

Rory Butcher and Liam Griffin finished less than a second behind their Motorbase team-mates in third place, despite running large portions of the race by themselves. That all changed when a throttle issue hampered Lloyd in the final four laps and the two Astons ran closely – hotly pursued by Lewis Plato in fourth place – but Griffin could not find a way past. "I just pushed like hell on the last few laps and it wasn't good enough to beat Dan,"

said Griffin. "But I'm really happy for him and Ahmad and I'm really glad to still be up the top of the table."

At the start of the race, Andrew Howard in the #007 Aston Martin had initially stolen the lead from Attard with a better exit from Deene as the pack charged through on the opening lap. Unlike in previous years, there was no contact at the first braking zone and the field negotiated the corner in a sensible manner.

However, the safety car was called into action just a few corners later after a huge accident eliminated both of the Von Ryan Racing McLarens. Salih Yoluc smashed in stable-mate Ross Wylie after losing control on the approach to the Brook chicane, having already tagged the Triple Eight Racing BMW of Lee Mowle.

"I'm just mightily, mightily frustrated," said a



Adam Carroll was furious after being black-flagged



Attard and Sims embrace

BRITISH GT4 ROCKINGHAM (GB), MAY 2-3

Gunn and Chadwick dominate in GT4



Pole and win for the Ecurie Ecosse pair at Rockingham



Chadwick and Gunn are on a title charge

ROSS GUNN AND JAMIE CHADWICK DOMINATED GT4 proceedings throughout the weekend as they took pole position and a comfortable class win to overcome the disappointment of being excluded from the second race at Oulton Park last time out.

"We did dominate but it wasn't as easy as it looked," said a delighted Gunn after the race. "We left Oulton on a bit of a sour note, but to come back and get 37 points is exactly what we were aiming for really."

Chadwick had opened up a 47-second lead before she handed over to Gunn and the Beechdean pair eventually finished a lap clear of the #61 Aston Martin squad. That result was itself impressive for the Academy Motorsport team as the car required a lengthy rebuild ahead of the meeting following a crash at Paul Ricard the previous weekend.

Kieran Griffin and Jake Giddings completed the GT4 podium while the #77 Issy Racing duo – who

had been so dominant at Oulton Park – finished well down the field.

After their first win of the season, Gunn reckons a GT4 championship push is on the cards for the #407: "Qualifying yesterday just showed how quick we are compared to the others and we didn't actually expect this track to suit us," he said. "Fingers crossed this is like a sign for the rest of the season."

RESULTS

1 Jamie Chadwick/Ross Gunn (Aston Martin GT4 Challenge), 74 laps in 2h01m47.546s; 2 Willie Moore/Dennis Strandberg (Aston), -1 lap; 3 Kieran Griffin/Jake Giddings (Aston); 4 David Pattison/Luke Davenport (Ginetta G55); 5 Graham Johnson/Mike Robinson (Ginetta); 6 Paul McNeilly/Jamie Stanley (Ginetta).

Fastest lap Chadwick 1m31.859s (80.34mph).

Points 1 Johnson/Robinson, 58; 2 Gunn/Chadwick, 55.5; 3 Yusuf/Kershaw, 39; 4 Davenport/Pattison, 36; 5 Giddings/Griffin, 30.5; 6 McNeilly/Stanley & Moore/Strandberg, 27.



Rick Parfitt #44 pitted with electrical failure



Attard (right) led the early stages

sore Wylie afterwards. "But it's a great testament to show how well built the McLarens are."

The top five cars broke clear of the pack once racing got back under way and Attard was able to reclaim the lead at Deene at the start of lap 10. Rick Parfitt in the #44 Ginetta was on course to join the leaders but his good work was undone moments later as an electric failure broke his gearbox and he was forced to pit for lengthy repairs. Steve Tandy brought the #32 sister car into the pits as a result of contact with #11 Aston Martin of Mark Farmer to compound a disastrous race for the Team LNT squad, as both cars were eventually forced into retirement.

Attard pulled out a small gap before Al-Harthy charged back and the two leaders entered the pits together on lap 33. Lloyd emerged from the stops in the lead thanks to the #1's success penalty, but

Sims immediately set a new fastest lap as he closed the gap down in just a few laps.

Behind the two leaders and the lonely Butcher in third, the #17 TF Sport Aston Martin was engaged in lengthy battle with the #30 RAM Racing Mercedes for much of the race before the safety was called in action again following the most controversial moment of the race.

Adam Carroll in the #18 FF Corse Ferrari appeared to drift into the path of James Harrison in #62 Aston Martin he had just lapped and the Academy Motorsport driver went onto the grass on the approach to Tarzan and eventually ended up stranded in the gravel. The stewards took a dim view of the incident and black flagged the Ferrari, a decision that undid Carroll's excellent work at the restart to pass two cars into the Deene hairpin – RAM's Plato nipping past the #17 in the process.

"It's ridiculous – a black flag is completely out of order," said a furious Carroll after the race.

When racing resumed, Sims was able to pull out a lead and the Barwell-run pair took the chequered flag to move to within one point clear of Butcher and Griffin in the standings. A renewed attack will surely come in the Silverstone showpiece.

RESULTS

1 Marco Attard/Alexander Sims (BMW Z4), 78 laps in 2h01m16.513s; 2 Ahmad Al-Harthy/Daniel Lloyd (Aston Martin Vantage), +10.498s; 3 Liam Griffin/Rory Butcher (Aston); 4 Alistair Mackinnon/Lewis Plato (Mercedes SLS AMG); 5 Derek Johnston/Matthew Bell (Aston); 6 Lee Mowle/Joe Osborne (BMW).

Fastest lap Sims 1m25.508s (86.30mph).

Points 1 Attard/Sims, 60.5; 2 Griffin/Butcher, 59.5; 3 Mowle/Osborne, 37; 4 Howard/Adam, 34; 5 Harthy/Lloyd, 28; 6 Carroll/Eastwood, 26.



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NO GALL FOR THE GAUL



Frenchman Esteban Ocon moves sideways into GP3 this season after missing out on F1, and even GP2, and seeing 2014 rival Max Verstappen land a Toro Rosso drive. But the F3 champion isn't dejected. By [MARCUS SIMMONS](#)

Platini, Tresor, Tigana, Rocheteau, Giresse... Great players from the amazing French team of the 1982 World Cup, their skill and Gallic flair shone a bright light over the finals. They were dumped out of the semi-finals by a dour, cynical West Germany side that went on to lose the final to Italy but, for a glorious week of summer, they'd become the favourite team of anyone whose nation wasn't still in the competition (and that, of course, included the English).

For a long time over the winter, it looked as though Esteban Ocon was about to become a motorsport equivalent of those defeated talismans of French sport, none of whom would ever lift the ultimate prize as a player. As a brilliant rookie Formula 3 European champion, and as a protege of the Gravity management stable that is so umbilically linked with the Lotus Formula 1 team, Ocon seemed a shoo-in for graduation – at the very least as reserve – after shining on a free practice outing in Abu Dhabi. And why not, seeing as Max Verstappen – who'd finished third in the F3 series Ocon had won – was already there with Toro Rosso. ▶

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... but the
F3 rivals are
still friends

► If not that, then surely he’d be following the example of fellow Gravity man Romain Grosjean by contesting GP2 with DAMS, with which he tested in Abu Dhabi straight after his F1 run... No, that avenue closed when the team signed GP3 champion Alex Lynn to join Pierre Gasly.

OK, how about a holding season in DTM with Mercedes, which had already backed Ocon in F3 as a works-supported driver, and which was welcoming ART Grand Prix – French, and with Gravity history! – to its fold? ‘Non’ was the answer here too. Behind the scenes, a dispute between Gravity’s shareholders – which has since placed the company into voluntary liquidation – was rumbling. This wasn’t looking good.

But what we didn’t know was that good things were happening. Ocon has been placed in GP3 with ART and, although it’s a bit of a sideways step, it comes with a simultaneous role as reserve driver for Mercedes’ DTM line-up, which should be announced by the time you read this. Neither Ocon nor Gravity’s Gwenael Lagrue, who has overseen the 18-year-old’s career since he discovered him in karting, can say anything at the moment, but Ocon is still viewed as F1 material, so you’d guess that a role at Brackley will follow...

“Well, the first plan was to do GP2 and have a clear role with Lotus F1 but, as you know, many things in F1 can change,” says Lagrue, who has always been adamant that Ocon’s links with Gravity do not necessarily tie him to Lotus. “For various reasons it didn’t happen, and on

top of it we had a possible other choice...”

“Jolyon Palmer came with a budget to do some Fridays [in free practice] and, with the F1 situation, a lot of teams like Lotus, Force India etc need [paying] drivers to survive. It’s not so much the team’s fault, more the F1 situation’s fault.”

Odd to think that Palmer, as GP2 champion, had to use commercial strength to break into F1 when his achievements should have put him there automatically, and that it was regarded as a negative thing that a non-paying driver from a more-junior category lost out. But that goes to show how highly regarded last year’s F3 crop was – after all, aside from Verstappen, Tom Blomqvist and Lucas Auer have also joined the groups of paid professionals this season, in their cases in the DTM.

“It’s true!” laughs Lagrue about the Palmer paradox. “But everything [including GP2 with DAMS] was linked to his possible role with Lotus,



Blomqvist, another Ocon
scalp, is in DTM

and if this didn’t happen the GP2 thing didn’t happen either. From there we had the chance to do GP2 with another team, but to invest a lot of money with a team that was possibly not able to help Esteban to win, when you know that 2016 will not be the right window to go into F1... we agreed that it would be better to do GP3 with ART and try to do what Daniil Kvyat and Valtteri Bottas did before [graduate straight to F1]. Better to be in GP3 and try to fight for the title than to be in GP2 just to be in GP2.”

But still, it was two steps back from the aim last November, when Ocon took to the track in Friday practice for the Abu Dhabi Grand Prix, on a track he had never seen before, and in a car he had never driven (he had dialled himself in with an outing in the 2012 Lotus at Valencia).

“Everything was going really fast after my title and yeah, it was straight into the F1 world a little bit,” reflects Ocon. “Everything was good, I did my job which was very important, the team was happy. Then in the winter it was a bit more difficult – I wasn’t sure where I was going to drive. But in the end, the plan for this year was the best we had. I’ve got a good team behind me, so I’m still very happy with this programme.”

While Ocon was an ART Junior Team driver in Formula Renault in 2013, that squad is actually the renamed R-Ace GP team and operates from different premises. “The GP3 team is really ART Grand Prix,” points out Ocon, “the same people as the GP2 team.” ►

‘Tony Fire’ is a
man to watch,
says Ocon



IS FERRARI MAN FUOCO A TITLE CONTENDER?

He had the biggest, rowdiest fan club in European Formula 3 last season. You’re all thinking Max Verstappen, aren’t you? But actually it was Antonio Fuoco, the Ferrari protege who, as reigning FRenault ALPS champion, was followed around the continent by a horde of chanting *Calabresi*.

An early win at Silverstone flattered to deceive, and Fuoco would take only one more victory. But, having spent 2014 alongside him at Prema Powerteam, Esteban Ocon has a wary eye on ‘Tony Fire’, who lines up with a Carlin team keen to add a second successive GP3 title.

“He will definitely be one of the tough rivals,” says Ocon. “He’s my friend outside the track, and he is really fast – so much that he made me struggle at some points last year.”

So why did he fall off the pace of fellow rookies

Ocon and Verstappen in F3? “I don’t really know,” says Ocon. “He made a few mistakes, which was quite strange, like in Pau for example, and those mistakes killed his season. But if you look, when he didn’t make mistakes he was there all the time, and sometimes he was in front of me. My consistency was the key last year.”

Another big threat to Ocon comes from within the ART awning: team-mate Marvin Kirchhofer, who stays on for a second year in GP3 after finishing third in 2014. “He definitely was my reference for all the testing,” says Ocon. “Now I hope he is not going to be my reference anymore and that I will be his reference! We will see, but we have worked well together with the car and we’re happy with how it’s gone so far. Let’s see how prepared we are...”

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Ocon is a GP3 title favourite with ART

► Still, it must be a bit disappointing to set his horizons lower, at least in the short term... "Honestly not at all," he laughs with the air of someone who knows he's still on the right path. "I'm lucky to race this year – a lot of drivers don't have my chance, so I have to take mine. I've got everything in my hands to win this year."

So, no jealous feelings towards Verstappen? "No I'm not jealous at all!" he says. "We still text each other a bit and I'm always telling him, 'See you soon mate, I'm really looking forward to being with you in F1. I think it's good what he is doing, showing that the young drivers can be fast with no experience. So yeah, I'm really happy for him and will keep pushing to join him.'"

In some ways, Ocon's off-season has paralleled Alex Lynn's from 12 months ago. Both won major F3 honours with Prema Powerteam (Lynn at the Macau Grand Prix), then stepped into GP3 with the world expecting them to win. Now Ocon has to emulate Lynn from 2014 in claiming that title,

The 18-year-old is still being groomed for F1



'rookie' berth had already gone to Auer. Still, a DTM reserve role worked out pretty well when Gravity got Marco Wittmann into the BMW team three years ago...

"Now Esteban is more involved with the Mercedes family, and of course DTM is very important to Mercedes," says Lagrue. "You can see what they are doing with Pascal Wehrlein for example. In case F1 doesn't happen, then DTM is clearly an option. I would prefer for him to have 10 seasons in DTM than one in Formula 1 with a team at the back. If you can reach Formula 1 in a good situation that's fantastic, but if not why not have a career like Bernd Schneider?"

"For us he is still very young and has a lot of chances to reach F1. We are still in preparation for that and any opportunity that comes up, he will be even more ready. We are not Red Bull – we haven't the same possibilities – but our job is to prepare a driver until he can turn professional."

Ocon, who had a morning in a Mercedes

"The GP3 car you can compare to a current F1 car I think. The car is like a monster – you have to really grab hold of it!" ESTEBAN OCON

but first he's had to get to grips with a very different kind of racing car.

"It's totally different to F3," he says. "You can compare F3 with the 2012 F1 car, because it's not got enough power compared to the aero grip. The GP3 car you can compare to a current F1 car I think [although it should be remembered that Ocon's reference here is the disastrous Lotus E22]. It moves a lot, not much grip, but a lot of power. It's much harder to drive than the F3 car."

There's also the task of learning the very different demands of GP3 qualifying to nursing the Pirelli rubber on a race run. "In the beginning

my race pace was quite good I think," he says. "Strangely, my driving style from F3 helped. In qualifying, to find pace I had to change a bit my style to find the grip, but the team gave me advice and I made a massive improvement." Lynn says that you have to feel out of control to wrestle a qualifying time out of a GP3 car, and Ocon agrees: "He's right. The car is like a monster – you have to really grab hold of it!"

DTM work began at last weekend's Hockenheim opener with Ocon giving passenger rides. Lagrue says that by the time the Lotus/DAMS negotiations fell out of bed, the ART Merc

C-Coupe at Jerez last December, adds: "The car is amazing! It's massive but the aero grip is insane – like an F3 car more or less. It doesn't move at all and I was really impressed, and quite happy that you drive it like a single-seater. My first goal is to go to F1, but if I miss out I would be really happy to have a professional career in the DTM or another series."

Lagrue stresses that it's business as usual for Gravity despite the background problems: "The message we received from [board member] Eric Lux is clear: we continue, the team are paid, and it doesn't affect the drivers."

So, no worries for Ocon becoming 2015 GP3 champion? "For sure the goal is to win the championship right away, because then F1 opportunities will open up," says Lagrue. "I am quite confident for him, but we have to go there with humility and do the best job we can."

Just like those celebrated French footballers of 1982. But now, with Mercedes support for Ocon, France is on the same side as Germany. And, if there's any justice, it will mean his recent near-miss wasn't the closest he'll get to performing on his sport's biggest stage. ❧

Ocon could emulate Wehrlein's growing link with Mercedes



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DRIVERS

ANTONIO FUOCO (I)



#1
Age 18
2014
5th in Euro F3

The Ferrari Driver Academy prospect had a mixed season in F3 last year. When everything is right he's seriously fast, but he isn't a great improviser. F1 circuits are more likely to suit him in a year where he needs results.

JANN MARDENBOROUGH (GB)



#2
Age 23
2014
9th in GP3

He hasn't shown the same remarkable form he has in sportscars, but the late starter made huge strides in 2014. If the Nissan GT Academy protege can add consistency to his game, he has the potential to add to his win tally.

MITCH GILBERT (AUS)



#3
Age 20
2014
16th in Euro F3,
26th in GP3

The Australian has a patchy record in recent years after losing his way in European F3. Aside from qualifying fifth on his debut, last year's GP3 form was unremarkable too. But there were signs of promise in Formula Renault 2.0 in the UK.

ART GRAND PRIX



DRIVERS

ALFONSO CELIS JR (MEX)



#4
Age 18
2014
21st in GP3

The Mexican doesn't have any form to speak of in car racing, but after 2014's learning season at Status he has the chance to get the best out of himself with one of the best teams in the business. Expectations are, however, low.

MARVIN KIRCHHOFFER (D)



#5
Age 21
2014
3rd in GP3

He finished third last year, so by definition he's a title contender. He's quick, but did blow hot and cold. But now in his second season with ART, he is likely to be Ocon's strongest rival for the title, if he can find consistency.

ESTEBAN OCON (F)



#6
Age 18
2014
1st in Euro F3

The Frenchman is fast and won the ultra-competitive European F3 title last year. So he is expected to win the GP3 crown this year. Only his lack of GP3 experience relative to some of his rivals can be considered a weakness.

ARDEN INTERNATIONAL



DRIVERS

KEVIN CECCON (I)



#14
Age 21
2014
15th in GP3
(part-season)

Given Ceccon has six seasons in single-seaters under his belt, it's scarcely believable that he's still only 21. He has a bit about him, but has rarely harnessed that ability, admittedly partly down to being with middling teams.

EMIL BERNSTORFF (GB)



#15
Age 21
2014
5th in GP3

There was a point last season when Bernstorff, after a strong weekend at the Red Bull Ring, threatened to emerge as a title contender. That didn't happen but, after moving from Carlin to Arden, he could get in the championship mix.

ALEX BOSAK (PL)



#16
Age 21
2014
11th in Formula Renault ALPS

There's nothing in Bosak's CV to say that he's of the calibre to make an impact in his rookie GP3 season. All he can really do is get his head down, learn as quickly as he can and try to pick up the odd point when it's on offer.

JENZER MOTORSPORT



DRIVERS

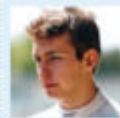
PAL VARHAUG (N)



#20
Age 24
2014
17th in GP3

Won the inaugural GP3 race in 2010. Since then has achieved nothing of note – save for finishing second in the relatively weak Auto GP series in 2012. Did nothing in GP3 last year and needs to take a big step to feature.

MATHEO TUSCHER (CH)



#21
Age 18
2014
12th in GP3

The former FIA F2 runner-up had a quiet 2014, but still has youth on his side. Key to improved results is likely in qualifying, as he averaged 13th on the grid last season. Regular top-10 finishes would be a decent return.

RALPH BOSCHUNG (CH)



#22
Age 17
2014
7th in ADAC Formula Masters

On paper, there seems little to get excited about Boschung, but he fared well in a strong German Formula Masters field last season and has taken to GP3 well in testing. He could be a dark horse to pick up some results.

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STATUS GRAND PRIX



DRIVERS

SEB MORRIS (GB)



#7
Age 19
2014
3rd in Formula Renault NEC

The 19-year-old steps up from FRenault 2.0 with a justified reputation for speed. Peaks are great, but consistency has been a problem during his single-seater career, which has largely comprised finishing third in championships.

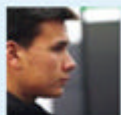
ALEX FONTANA (CH)



#8
Age 22
2014
11th in GP3

The Swiss has shown well on his day. If he can build on his good pace at the back end of last season, when he qualified in the top three for the final two races, he could find himself dipping into the leading group consistently.

SANDY STUVIK (T)



#9
Age 20
2014 1st in Euroformula Open

One of a clutch of drivers to graduate from Euroformula Open, his pre-season testing form has been unconvincing. The Scando-Thai (he's part-Norwegian) looks destined for midfield, but a sprint-race victory is certainly possible.

KOIRANEN GP



DRIVERS

ADDERLY FONG (PRC)



#10
Age 25
2014
24th in GP3 (part-season)

The 25-year-old has a long CV in a multitude of single-seater and sportscar series, and has made little impression in any. The Lotus-contracted driver has achieved nothing in 22 GP3 starts, so don't expect that to change.

JIMMY ERIKSSON (S)



#11
Age 24
2014
4th in GP3

Judged on his best weekends last year, he was GP3-title calibre. But the disparity between his best and worst was too big. If he can match his qualifying form of Silverstone and Monza more often, he's a serious title threat.

MATT PARRY (GB)



#12
Age 21
2014
11th in Formula Renault Eurocup

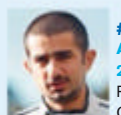
Parry didn't have as strong a season as was expected last year, so the 2013 McLaren AUTOSPORT BRDC Award winner needs to regain the career momentum he lost. He has ability plus a strong team behind him.

CAMPOS RACING



DRIVERS

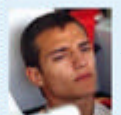
ZAID ASHKANANI (KW)



#23
Age 20
2014 2nd in Porsche GT3 Cup Middle East

Success in a regional Porsche series is difficult to translate into success in single-seaters at international level. So Ashkanani can only really steel himself for a season starting near the bottom and improving as he learns.

ALEX PALOU (E)



#24
Age 18
2014 3rd in Euroformula Open

Palou won races in Euroformula Open last season, and was solid in the Macau Grand Prix. That, on top of a solid karting record, suggests there is some raw material to work with. Needs to aim to emerge as Campos's lead driver.

TBA



#25

TRIDENT



DRIVERS

ARTUR JANOSZ (PL)



#26
Age 20
2014
16th in Euro F3, 26th in GP3

Success in Euroformula Open F3 machinery isn't a guarantee of success elsewhere, and testing indications are that Janosz will struggle on his switch to GP3. Can only treat it as a learning year, especially with an unconvincing Trident.

LUCA GHIOITTO (I)



#27
Age 20
2014
17th in FR3.5

The Italian made a real splash when he pitched up in GP3 last year and banged it on pole for his debut in wet conditions at Spa. Thereafter, things didn't go so well and he will do well to replicate that kind of performance in 2015.

OSCAR TUNJO (CO)



#28
Age 19
2014
22nd in FR3.5

Spent last season making little impression in Formula Renault 3.5, but the step back to GP3 level could do him good. He's looked solid in testing, but last season his race pace too often didn't match his qualifying speed.

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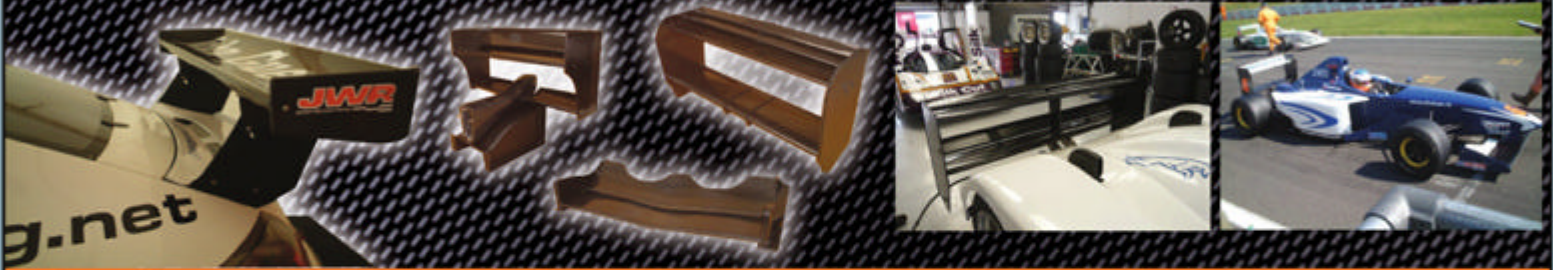
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In British GT at Rockingham last weekend reigning Avon Tyres British GT Champions Ecurie Ecosse team of Marco Attard and Alexander Sims took the overall win. Sims also qualified the car on pole and gained fastest lap, which individually saw him move to the top of the Sunoco Whelen Challenge.

In the Sunoco 200 Challenge MINI Challenge's Rob Smith in the latest spec F56 (Gen 3) Mini managed a near perfect performance two weekends ago at Donington Park and currently leads by over 30 points!



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Rockingham woes
angered FF Corse

SCOTT MITCHELL
FEATURES EDITOR

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QUIT THREATS ARE NEVER

nice, but they aren't exclusive to Formula 1. For every Red Bull, you have an FF Corse.

Anthony Cheshire's team has done a very impressive job since Gary Eastwood stepped up to the GT3 class in 2013, first with Rob Barff and now with Adam Carroll.

It went toe-to-toe with the factory-affiliated AF Corse Ferrari team and comprehensively outperformed it, earning a first victory at Rockingham last year.

Eastwood and Carroll won together for the first time at Oulton Park this season but that was stripped from them late on Monday morning, and 12 months on from the team's maiden triumph at Rockingham its involvement in British GT may have been terminated at the same venue.

Is it just posturing? It might be easy to assume so. But why would it be? Short of Carroll having licence points rescinded, Eastwood stands to gain little personally from espousing his views. And there are plenty of other places he and FF Corse can go to race Ferraris...

It would be bad for the championship to lose FF Corse, which has punched above its weight against more "well-established" teams, and a driver of Adam Carroll's pedigree. And Eastwood seems prepared to pull the plug.

That's not to say that officials should cut slack to those who wield the chequebooks. If nothing else, it's a telling reminder that you can attract high-profile names to a championship all you want – but the man with the funding still calls the shots.

FF Corse's British GT quit threat

Rockingham race exclusion leaves FF Corse considering series future

RACE-WINNING BRITISH GT squad FF Corse has threatened to quit the championship following its exclusion from last weekend's two-hour race at Rockingham.

Pro driver Adam Carroll was running sixth in his and team-mate Gary Eastwood's Ferrari 458 Italia during the second half of the race.

He was battling for fourth when he attempted to lap the GT4 Aston Martin Vantage of Academy Motorsport's James Harrison into Tarzan. Carroll moved up the inside of Harrison, who was pushed onto the wet grass.

Harrison took evasive action but became stuck in the gravel. The incident caused a safety car and the stewards black-flagged Carroll.

This is the second time that FF Corse had been punished this season after losing its race-one

victory at Oulton Park for a pitlane infringement. Now, Eastwood is considering leaving.

"I've had approaches from other championships around Europe, they're talking to us and we are now looking to pull out of British GT," said Eastwood. "The black flags were needed more at Oulton Park with the amount of carnage there. We want to take it forward and get justice for Adam."

Carroll believes that the penalty for the incident was harsh.

"It's an extreme decision when you look at the driving standards in British GT," Carroll said. "A black flag is incredibly final. He [Harrison] indicated, let me go and I was in front of him actually."

"The road tapers inwards at Tarzan and if you're on the outside going into the hairpin, in fact the

road actually goes away from you. You can't still go around knocking people off but the incident was very, very light.

"There's no damage on each car. There's been a lot of incidents in the early stages of the season, so maybe they're using me as an example."

Senior clerk of the course and British Racing and Sports Car Club chairman Bernard Cottrell said the decision was justified.

"Adam was punished for his driving standards," he said. "He's a professional, international driver, one of the best in my opinion."

"But you cannot drive another car off the track. His behaviour in the stewards' room was also disappointing."

BRITISH GT REPORT P48

Exclusion after team-mate clash

BRITISH GT3 RACER SALIH

Yoluc was excluded for a second consecutive British GT meeting last weekend after hitting Von Ryan Racing team-mate Ross Wylie.

Yoluc made contact with the rear of Lee Mowle's Triple Eight BMW Z4 on the School Straight before locking his McLaren MP4-12C's tyres at the

Brook chicane, flying over the inside kerbs before hitting Wylie, sending both cars into retirement. Yoluc received six penalty points and a £2000 fine.

"I was a bit stiff with a sore head and neck but I was glad I was still in one piece," Wylie said. "It's frustrating as he is a team-mate too and so it reflects badly on the team."



Yoluc (12) clattered
team-mate Wylie



GT3 and GT4 Astons will be at festival

Aston Martin Festival

Three Beechdean Astons for Le Mans

THE BEECHDEAN ASTON MARTIN squad is planning a three-car assault on the Aston Martin Festival of Le Mans this year, including a new GTE-specification machine.

Team boss Andrew Howard plans to run a 2015-spec Vantage GTE machine alongside its GT3 and GT4 racers, with the ultimate aim of competing in the Le Mans 24 Hours.

Celebrity baker Paul Hollywood, who has been racing with the team to earn race-licence signatures, will compete in the GT4 that he drove in the Silverstone round of the Britcar Trophy.

"The aim is to run the GTE car in the European Le Mans Series and at Le Mans, as well as racing in the World Endurance Championship," Howard said. "I'm hoping to pull the budget together to

have [British GT3 team-mate] Jonny Adam with me in the GTE, but he's progressing up the Aston Martin Racing ranks and I'd prefer him to be in a Pro car.

"It's more likely that there will be contributing drivers seeking a move from single-seaters. There is the potential to have a star guest in the GT4 car alongside Paul, and another British GT racer in the GT3 machine. The target is to get mileage

in the GTE machine this year."

"Andrew has been wanting to get the GTE car out for a while and this is the perfect opportunity for it," said Adam.

"I am being more involved with Aston Martin Racing now, I've hardly got a weekend to spare. Andrew wants to get the team to Le Mans so this is a perfect way to start."

GT Cup

Endurance ace Mowlem makes British racing return

SPORTSCAR STALWART JOHNNY

Mowlem will return to British racing for the first time since his 1997 Porsche Cup UK title triumph in the GT Cup round at Brands Hatch this weekend.

The 46-year-old, who won all 17 races aboard a Eurotech-run Porsche 911 Carrera RS in his successful 1997 campaign, will race an FF Corse-run Ferrari 458 Challenge machine in the GT Cup on the Kent circuit's grand prix layout. The outing is the first of three or four planned for this season together with racing rookie Ivor Dunbar.

"I've been coaching Ivor and doing track days with him for about 15 years, but he never wanted to race until a couple of years ago," explained 2013 European Le Mans Series GTE champion

Mowlem, who claimed pole position in the Prototype Challenge class at the Daytona 24 Hours this year. "He's very much a rookie, but we are looking to see how far we can get, with an eye maybe on the Le Mans 24 Hours in the future."



Mowlem set to return in GT Cup

Porsche Championship

Tetraplegic makes race debut in 911 at Brands



McGloin with her Cayman S

A TETRAPLEGIC WHEELCHAIR user made her racing debut last weekend in the Porsche Club series.

Nathalie McGloin was injured in a car crash in which she broke her neck as a passenger, aged 16.

McGloin, paralysed from the waist down, has learned to race with hand controls, and began to gain her ARDS licence 18 months ago. After competing in four sprints, scoring a class victory in the first, she was granted a licence.

Having qualified 20th in her Cayman S, she finished the opening race 14th from the 21 starters. She completed the weekend with a 12th-place finish in race two.

"I loved the challenge of the 911, the fact that it wasn't an easy car to drive," she said. "Each time I thought I'd mastered the car, I upgraded to something more powerful, something that required more skill."

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Formula Ford 1600

Ex-Champion of Brands winner Charsley to return

ANDY CHARSELEY WILL MAKE A Formula Ford 1600 comeback in this year's Champion of Brands series.

The 47-year-old, who began racing Kent-engined machinery in 1986, will return in a new Ray GR15. Charsley also plans to compete in the Formula Ford Festival and Walter Hayes Trophy events.

"I won the Champion of Brands in 1992 in a Kent but then went on a long sabbatical due to lack of money, then family became the priority," Charsley said.

"I've been speaking with a friend for years about making a comeback, and we've now decided to buy the new car from Gavin Ray and start a team. I'll run the car for this year, including in the Burt Ray Memorial Trophy, to get it properly set up before then getting a young prospect in for next season."

Charsley has been testing at Brands Hatch, alongside fellow opening weekend entrant, BBC Formula 1 commentator Ben Edwards.



Mazda MX-5 SuperCup

Ex-BTCC man O'Neill eyes more MX-5 outings

FORMER BRITISH TOURING CAR

Championship driver Paul O'Neill is hoping to make further appearances in the Mazda MX-5 SuperCup after scoring a double podium during his outing at Rockingham last weekend.

O'Neill, who raced in the BTCC between 2001 and 2013 and is now an ITV pundit, was invited to race by Paul Sheard. He drove the MX-5 Mk3 to second in the opening race, narrowly missing out on a chance for the lead after a series of fast laps.

Following that, a race-long battle with the top three ended with another second place finish.

"I should be racing at the final rounds of the season at Donington Park on October 17-18," he said.

"Paul wants me to race so hopefully we can sort it out. I want to compete whenever I can on a weekend off and Donington is a great track.

"I adore club racing and I know that Paul will give me a good car."



Lotus Elise Trophy

Fiesta champ's Lotus move

FORD FIESTA CHAMPION DAVID

Ellesley will remain in the Lotus Elise Trophy this year.

Ellesley, who lifted his second Fiesta title last year by winning the ST division, bought a 1.8-litre S1 Elise and made his debut during the opening rounds at Donington Park with a best finish of sixth.

"I wanted a fresh challenge this year and there's a lot of quality at the front of the Elise Trophy, and going back to rear-wheel drive sold it for me," said Ellesley. "I haven't raced RWD since my [British] Formula Ford days and it takes time to adapt to how to use the throttle and the weight of the Elise.

"I know the engine is a bit down on outright power so we're fixing that and I've got some new suspension coming, too. The pace wasn't bad at Donington, but hopefully the changes can move me closer to the front."



HUMBLE PYE

The voice of club racing



"FAREWELL TO TOP HILLCLIMBERS TURNBULL AND HAND"

Based not far apart, in Sutton Coldfield and South Yardley, Rob Turnbull and Rowland Hand were synonymous with the wonderful sporting and social hillclimb scene since the 1970s.

Silver-haired perma-tanned haulage contractor Turnbull – who died of cancer on April 15, aged 71 – sprang on to the vibrant scene in 1975 with a 1600cc Brabham BT35 in which he regularly shattered class records and slayed giants up and down the country.

Rob graduated to two-litre F2 Ralt RT1 (with Cosworth BDG, then Hart 420R engines) and March 762 chassis designed for circuit racing, before switching to specialist Pilbeam, Roman and Gould hillclimb machinery.

He won five RAC British Championship rounds – the first a long overdue and immensely popular success in a 2.8 Pilbeam-Hart MP50 at Wiscombe Park in '92.

Rob's other four victories were achieved in Goulds – a 3.5 Ford DFR V8-powered GR37 (Bouley Bay and Prescott, 2002), ex-DTM 2.5 Opel V6-motivated GR55 (Bouley Bay, 2003) and 3.5 HB-engined GR55 (Gurston Down, 2009). His last appearance in a championship Run-Off was at Loton Park at the end of 2012, after which his illness took hold.

Rowland 'Ron' Hand – who died following heart problems in Portugal last month – was well known for

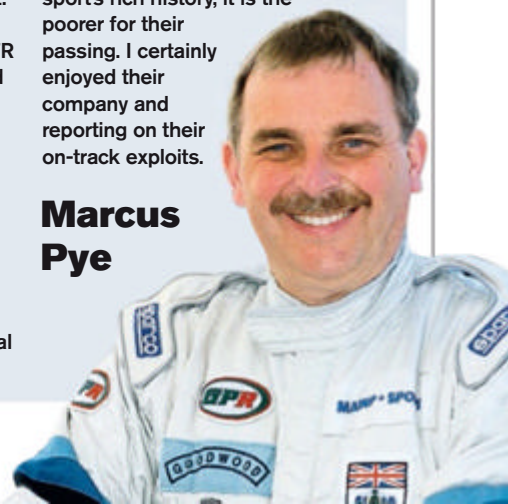
his exploits in saloon and Sports Libre machinery.

He competed initially in a rapid Ford Anglia 105E with home-brewed downdraught fuel-injection, but achieved much success in a Cosworth BDG-powered Sunbeam Stiletto clone and a Chevron B19 replica in the '80s. Ron prepared numerous cars for customers including Dave and Lynne Whitehead, and was a gearbox guru always ready to assist rivals in the paddocks at events.

I can imagine Ron and Rob, favourite tipples in hand, looking down on the thriving national hillclimb scene and comparing notes with fellow past masters. Not least five-time British champion Tony Marsh, quadruple title-winner Roy Lane and double winner Sir Nick Williamson.

While all their achievements shaped this explosive and exacting sport's rich history, it is the poorer for their passing. I certainly enjoyed their company and reporting on their on-track exploits.

Marcus Pye



Bryant family Cobra heads
winning Shelby version



DONINGTON HISTORIC FESTIVAL DONINGTON PARK, MAY 2-4 HSCC

Voyazides and Hadfield bite in Cobra

LEO VOYAZIDES' NIGHTMARE ON

Saturday, as his Lola T70 lay battered in the Craner Curves, turned to joy when 17 hours later his Shelby-sanctioned AC Daytona Cobra coupe evocation took the chequered flag in a wonderful **GT & Sports Car Cup** enduro, centrepiece of the fifth Donington Historic Festival.

Mastering gruesome conditions, Voyazides and Simon Hadfield outwitted Olly and Grahame Bryant (AC Cobra) and Tony Wood/Will Nuthall in Wood's Lister-Jaguar – rebuilt after its Goodwood crash – as the Jaguar E-types of Carlos Monteverde/Gary Pearson and Nigel Greensall/Galal Mahmoud faded.

Healey stalwarts Jeremy Welch/Karsten Le Blanc and Morgan SLR pair Keith Ahlers/Billy Bellinger drove superbly to fifth and sixth, seven seconds deciding GT3 honours. GT2 winners Giuseppe Ward/Richard Bull (TVR 'Grannie') finished a brilliant 10th in a pack containing Martin Halusa's magnificent Ferrari 'Breadvan' and the ex-Lumsden/Sargent Le Mans car of Ross Warburton and Fred Wakeman

(Lister-Jaguar Costin coupe).

A **Pre-War Sportscar** race celebrated the 80th anniversary of the first Donington GP, won by 'Mad Jack' Shuttleworth in the Alfa Romeo P3 now owned by Tony Smith. Debutant Eddie Williams led boldly before a dusty moment benefited Frazer Nash team-mates Fred Wakeman/Patrick Blakeney-Edwards. Richard Pilkington's Talbot Lago split them at the finish.

Californian Wakeman and Blakeney-Edwards added another golden arrow to their **RAC Woodcote Trophy** quiver in their pretty Cooper-Jaguar T38. Overheating claimed Chris Ward's T33, leaving Gary Pearson to bring Carlos Monteverde's ex-Jim Clark Jaguar D-type home second, a worn diff promoting lairy oversteer.

Jason Minshaw and Phil Keen won the **Stirling Moss Trophy** race after a classic Lister-Jaguar tussle with Chris Ward, who explored the Redgate gravel. Gregor Fisker/Bobby Verdon-Roe howled their Ferrari 246S to third, ahead of poleman Olly Bryant, whose Lotus 15 was started

by dad Grahame. Billy Bellinger/Keith Ahlers finished a sensational fifth in the little Lola prototype, while a chicane clash between the class-leading Lotus 111s of Tim Jacobsen and Sam Stretton rewarded Gabriel Kremer, 78, whose Lotus 17 had led overall in son Dion's hands as last to stop.

Darwin Smith twice saw off later **Formula 2** cars in his March 722, James Hanson (Chevron B42) and Andy Smith (FAtlantic March 79B) his closest pursuers after a dropped valve halted Martin O'Connell's Chevron B40. Gunning for a title hat-trick, Robert Simac (March 712) topped the 1600cc F2s.

The inaugural **Jaguar Heritage Challenge** race – an aggregate result after Jamie Boot's engine blew, causing mayhem – lost Matt Nicoll-Jones on its resumption and fell to Martin O'Connell/Andrew Kirkaldy in Sandy Watson's E-type. Historic F1 champions Joaquin Folch and Martin Stretton were a strong third in the Spaniard's ex-Bruce McLaren lightweight E.

Two high-revving Alfa Romeo

GTAs outran **U2TC** rivals, but no sooner had Frank Stippler relayed Alex Furiani than its engine died, thus the ecstatic Banks brothers repeated their 2014 win in Alfaholics' version. Jackie Oliver and Richard Shaw flew BMW's flag admirably to net silver from the smoky Lotus Cortina of Richard Meaden/Grant Tromans.

Patrick Watts (Peugeot) and Stewart Whyte (Honda) won the **Super Touring** championship openers, with the cars on Hoosier tyres for the first time. Poleman Paul Smith's ex-Christian Abt Audi A4 skated off at the Old Hairpin on Sunday, while Redgate leader Craig Davies's sizzling Ford Sierra RS500 was nudged out by Watts on Monday's first lap.

Saturday's excursion cost Jon Fairley an **HGPCA** double, Peter Horsman slithering past for victory with Julian Bronson third in his Scarab. Horsman's gearbox failed on Sunday, freeing Fairley. Will Nuthall scythed Giorgio Marchi's Cooper T53 from the back to second, drawing Barry Cannell's BRP T51 past Bronson too.

The spectacle of Guillermo Fierro's ex-Fangio Maserati 250F, Stephan Rettenmaier's green ex-Salvadori version, Nick Topliss's ERA R4A (second in the 1936 British Empire Trophy here), duelling Aston Martin DBR4s and Peter Mullen's dayglo-nosed BRM P261 highlighted an eclectic field.

The Will Mitcham/Team Broccoli U2 combo was uncatchable in **Formula Junior's** front-engined

Minshaw (63) and
Ward in epic fight





New beats old in late T70 scrap

What's not to like about an endurance race starring Lola T70s and Chevron B6/B8s, especially when a dank wet evening brings headlights on early, imbuing proceedings with a 1964-71 Spa-like quality?

Chris Ward set out to build a lead for Paul Gibson in the latest Broadley Automotive T70 Mk3B recreation, but by mid-race Simon Hadfield had swept Leo Voyazides' ex-Wilson Fittipaldi 1969 original ahead, relaying its owner with a handy advantage.

With its wing mirrors knocked skywards at the second stop, the Greek was driving blind as Clubmans ace Gibson hounded him down. "I didn't know where he was until the red car came past," said Leo, for whom wet weather had all but eliminated fuel-saving strategy thoughts. Voyazides retaliated



Voyazides/Hadfield Lola (1) tangled with Gibson/Ward car

immediately, attacking Gibson — confidence sky high having eroded a minute's deficit — approaching the outside of the Craner Curves' downhill left-hander five minutes from home. Neither gave way, and after a scrape the white car speared right into the tyre wall.

"I'm sorry [he went off] but nobody was going to pass me there," said Gibson. Voyazides, whose car lost a wheel and most of its bodywork, had no issue. "I had to try and we touched," he said later, still classified second.

Olly Bryant, who started from the back, had relieved Voyazides of second when his T70's throttle stuck open at the Old Hairpin. Olly

coaxed it back to the pits on the ignition toggle, then its master switch, under a pace car. He resumed seven laps down, yet finished fifth.

The Chevron scraps were sensational. Andrew Kirkaldy/Martin O'Connell beat Will Schryver and rapid B6 debutant James Littlejohn to third. Behind Jason Wright/Andy Wolfe (Gelscoe Ford GT40) and the family Kremer (ex-Chris Amon Elva-BMW Mk8), Nigel Greensall brought Alec Hammond's late-built B8 back between Chris Chiles Jr and the impressive Josh Beebee in Lord Angus Clydesdale's '69 example.



Pretty March of Smith took F2 double

RESULTS

GT & SPORTS CAR CUP (59 LAPS) 1 Leo Voyazides/Simon Hadfield (AC Cobra Daytona Coupe)

1h30m58.752s (76.98mph); 2 Oliver & Graham Bryant (AC Cobra) +1m19.133s; 3 Tony Wood/Will Nuthall (Lister-Jaguar Knobby); 4 Carlos Monteverde/Gary Pearson (Jaguar E-type); 5 Jeremy Welch/Karsten Le Blanc (Austin-Healey 3000); 6 Keith Ahlers/Billy Bellingier (Morgan +4 SLR); 7 Nigel Greensall/Galal Mahmoud (Jaguar E-type); 8 Jamie Boot/Paul Pochciol (Jaguar E-type); 9 Chris Clarkson/David Smithies (Austin-Healey 3000); 10 Giuseppe Ward/Richard Bull (TVR Grantura). **Class winners** Wood/Nuthall; Welch/Le Blanc; Ward/Bull; Steve Wright/Ian Clark (Porsche 356A). **Fastest lap** Hadfield 1m20.424s (88.58mph). **Pole** Hadfield. **Starters** 36.

1000KM WORLD SPORTS CARS 1964-71 (106 LAPS)

1 Chris Ward/Paul Gibson (Broadley Lola T70/c) 2h31m04.983s (83.29mph); 2 Leo Voyazides/Simon Hadfield (Lola T70 Mk3B) 3 laps; 3 Andrew Kirkaldy/Martin O'Connell (Chevron B8); 4 Will Schryver/James Littlejohn (Chevron B6); 5 Oliver Bryant (Lola T70 Mk3B); 6 Jason Wright/Andy Wolfe (Ford GT40/c); 7 Dion & Gabriel Kremer (Elva Mk8); 8 Paul Ingram/Chris Chiles/Chris Chiles Jr (Chevron B8); 9 Jason Minshaw/Alec Hammond/Nigel Greensall (Chevron B8/c); 10 Robert Beebee/Steve Boulbee Brooks/Josh Beebee (Chevron B8). **CW** Kirkaldy/O'Connell; Wright/Wolfe; Mark & James Bates (Porsche Carrera RSR). **FL** Hadfield 1m10.731s (100.72mph). **P** Ward. **S** 21.

MAD JACK PRE-WAR SPORTSCARS (24 LAPS)

1 Fred Wakeman/Patrick Blakeney-Edwards (Frazer Nash Super Sports) 40m00.255s (71.19mph); 2 Eddie Williams/Andrew Hall (Frazer Nash Super Sports) +6.989s; 3 Richard Pilkington (Talbot-Lago T26SS); 4 Richard Illife (Riley Kestrel); 5 Martin Halusa (Bugatti T35c); 6 Richard Hudson/Stuart Morley (Bentley 3/4½). **CW** Pilkington; Illife; Hudson/Morley. **FL** Williams 1m34.589s (75.32mph). **P** Rudiger Friedrichs (Alvis Speed 20). **S** 24.

MRL RAC WOODCOOTE TROPHY (42 LAPS) 1 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38)

1h00m39.950s (82.17mph); 2 Carlos Monteverde/Gary Pearson (Jaguar D-type) +20.361s; 3 Rick Bourne/Malcolm Paul (Lotus-Bristol 10); 4 Till Bechtolsheimer (Allard-Cadillac J2); 5 Ben Eastick (Jaguar E-type); 6 Rudiger Friedrichs (Jaguar C-type). **CW** Bourne/Paul; Bechtolsheimer; Steve Boulbee Brooks (Aston Martin DB35); Malcolm Harrison/Paul Taft (Cooper-Bristol T25). **FL** Chris Ward (Cooper-Jaguar T33) 1m23.461s (85.36mph). **P** Ward. **S** 31.

MRL STIRLING MOSS TROPHY (43 LAPS)

1 Jon Minshaw/Phil Keen (Lister-Jaguar Knobby) 58m38.306s (87.04mph); 2 Chris Ward (Lister-Jaguar Costin) +18.658s; 3 Gregor Fisken/Bobby Verdon-Roe (Ferrari Dino 246S); 4 Grahame & Oliver Bryant (Lotus 15);

5 Tony Wood/Will Nuthall (Lister-Jaguar Knobby); 6 Billy Bellingier/Keith Ahlers (Lola Mk1 Prototype). **CW** Bryant/Bryant; Bellingier/Ahlers; Dion & Gabriel Kremer (Lotus 17); Simon Edwards (Rejo Mk4). **FL** Ward 1m19.583s (89.52mph). **P** O Bryant. **S** 24.

HSCC HISTORIC F2 (23 LAPS) 1 Darwin Smith (March-BDG 722)

25m57.544s (105.13mph); 2 James Hanson (Chevron-BMW B42) +3.804s; 3 Andy Smith (March-BDA 79B); 4 Mark Piercy (Lola-BDG T360); 5 Steve Allen (March-BMW 782); 6 Robert Simac (March-BDA 712). **CW** A Smith; Simac. **FL** D Smith 1m05.272s (109.14mph). **P** D Smith. **S** 20. **RACE 2 (23 LAPS) 1 D Smith 25m49.312s (105.69mph)**; 2 A Smith +7.889s; 3 Piercy; 4 Jamie Brashaw (Chevron-BDG B25); 5 Allen; 6 Simac. **CW** A Smith, Simac. **FL** D Smith 1m04.946s (109.69mph). **P** D Smith. **S** 17.

HSCC JAGUAR HERITAGE CHALLENGE (27 LAPS)

1 Martin O'Connell/Andrew Kirkaldy (E-type) 58m47.977s (54.49mph); 2 Joaquin Folch/Martin Stretton (E-type) +8.301s; 3 Chris Ward/John Young (E-type); 4 Sam Hancock/Ben Shuckburgh (E-type); 5 Martin Melling/Graeme Dodd (E-type); 6 Gregor Fisken/Bobby Verdon-Roe (E-type). **CW** Ben Eastick (D-type); Bob Binfield (E-type); Christopher Scholey/Nick Finburgh (XK120); Tom Barclay (Mk1). **FL** Matt Nicoll-Jones (E-type) 1m19.334s (89.80mph). **P** O'Connell. **S** 31.

U2TC (42 LAPS) 1 Andrew & Maxim Banks (Alfa Romeo GTA)

1h00m28.461s (82.43mph); 2 Jackie Oliver/Richard Shaw (BMW 1800TiSA) +18.053s; 3 Richard Meaden/Grant Tromans (Ford Lotus Cortina); 4 Carlos Monteverde/Gary Pearson (Ford Lotus Cortina); 5 David Tomlin/Martin Stretton (Ford Lotus Cortina); 6 Dion Kremer (Ford Lotus Cortina). **CW** Frank Stippler/Alexander Furiani (Alfa Romeo GTA). **FL** Stippler 1m23.647s (85.17mph). **P** Stippler/Furiani. **S** 26.

HGCC/TGRE SUPER TOURING CARS (16 LAPS) 1 Patrick Watts (Peugeot 406)

20m17.588s (93.52mph); 2 Stewart Whyte (Honda Accord) +2.635s; 3 Neil Smith (Alfa Romeo 156); 4 Tom Gladdis (Honda Accord); 5 Mark Jones (Renault Laguna); 6 Craig Davies (Ford Sierra RS500). **CW** Andy Wolfe (Vauxhall Astra); Harry Whale (BMW M3). **FL** Whyte 1m14.202s (96.01mph). **P** Paul Smith (Audi A4). **S** 20. **RACE 2 (16 LAPS) 1 Whyte 19m54.993s (95.29mph)**; 2 Watts +4.547s; 3 N Smith; 4 Gladdis; 5 Jones; 6 James Dodd (Nissan Primera). **CW** Wolfe; Whale. **FL** Whyte 1m13.562s (96.84mph). **P** Watts. **S** 17.

HGPCA PRE-'66 & PRE-'61 GP CARS (18 LAPS) 1 Peter Horsman (Lotus 18/21)

25m40.256s (83.18mph); 2 Jon Fairley (Brabham BT11) +10.549s; 3 Julian Bronson (Scarab); 4 Peter Mullen (BRM P261); 5 Sid Hoole (Cooper T66); 6 Alan Baillie (Cooper T71/73). **CW** Bronson; Mullen; Baillie; Steve Hart (Cooper-Maserati T51); Barry Cannell (Cooper T51); Guillermo Fierro (Maserati 250F); Eddie McGuire (Cooper-Bristol Mk1); Clive Wilson (Cooper T43). **FL** Fairley 1m21.850s (87.04mph). **P** Fairley. **S** 32. **RACE 2 (19 LAPS) 1 Fairley 25m39.502s (87.85mph)**; 2 Will Nuthall (Cooper T53) +5.381s; 3 Barry Cannell (Cooper T51); 4 Bronson; 5 Hoole; 6 Hart.

CW Nuthall; Bronson; Hoole; Hart; Fierro; Baillie; McGuire. **FL** Nuthall 1m18.925s (90.26mph). **P** Fairley. **S** 31.

FORMULA JUNIOR, FRONT-ENGINE (14 LAPS)

1 Will Mitcham (U2 Mk2) 21m33.144s (77.04mph); 2 Andrew Tart (Bond FJ) +29.108s; 3 Mark Woodhouse (Elva 100); 4 Richard Ellingworth (Gemini Mk2); 5 Justin Fleming (Lola Mk2); 6 Crispian Besley (Elva 100). **CW** Peter Mullen (OSCA); Graham Barron (Gemini Mk2). **FL** Mitcham 1m27.257s (81.64mph). **P** Mitcham. **S** 25.

RACE 2 (15 LAPS) 1 Mitcham 21m03.729s (84.47mph)

2 Ellingworth +31.853s; 3 Woodhouse; 4 Tart; 5 Fleming; 6 Sir John Chisholm (Gemini Mk2). **CW** Mullen; Barron. **FL** Mitcham 1m22.834s (86.00mph). **P** Mitcham. **S** 25.

FORMULA JUNIOR, REAR-ENGINE (14 LAPS)

1 Sam Wilson (Lotus 20/22) 21m26.989s (77.41mph); 2 Jonathan Hughes (Brabham BT6) +9.814s; 3 Sam Smeeth (Lotus 22); 4 Michael Hibberd (Lotus 27); 5 Richard Smeeth (Wainor 63); 6 Steve Jones (Cooper T67). **CW** Andrew Wilkinson (Lynx Mk3); Crispian Besley (Cooper T56); Ian Simmonds (Envoy Mk1). **FL** Wilson 1m27.167s (81.73mph). **P** Wilson. **S** 30. **RACE 2 (16 LAPS) 1 Wilson 21m14.323s (89.36mph)**; 2 Andrew Hibberd (Lotus 22); 3 Hughes; 4 M Hibberd; 5 Smeeth; 6 Smeeth. **CW** Alex Morton (Auser 73); Besley. **FL** A Hibberd 1m17.930s (91.42mph). **P** Wilson. **S** 23.

HRDC HISTORY OF THE BTCC (31 LAPS) 1 Mike Whitaker/Eugene O'Brien (Ford Mustang) 45m06.764s

(81.55mph); 2 Mike Gardiner/Niki Faulkner (Ford Falcon) +20.297s; 3 Richard Dutton (Ford Lotus Cortina); 4 Richard Meaden/Grant Tromans (Ford Lotus Cortina); 5 David Tomlin (Ford Lotus Cortina); 6 John Avill/Ross Hyett (Ford Lotus Cortina). **CW** Dutton; Mike & Andrew Jordan (Austin A40); Ding Boston (Riley 1.5); Ros Shaw/Jas Matthews (Alfa Romeo Giulia Sprint). **FL** Dutton 1m24.051s (84.76mph). **P** Whitaker/O'Brien. **S** 35.

HRDC TOURING GREATS PRE-'60 (30 LAPS) 1 Mike & Andrew Jordan (Austin A40)

46m13.270s (77.02mph); 2 Richard Meaden/Jeff Gordon (Alfa Romeo Giulietta T1) +29.420s; 3 Matthew Moore (Austin A40); 4 Richard Butterfield/Peter Dorlin (Jaguar Mk1); 5 Steve Soper/Malcolm Harrison (Volvo Amazon); 6 Ding Boston (Riley 1.5). **CW** Meaden/Gordon; Butterfield/Dorlin; Soper/Harrison; Alan Wheelwright/Darryl Davis (Ford Corsair); David Lillywhite (Austin A35 Academy); Mark & Andrew Cross (Morris Minor). **FL** A Jordan 1m28.616s (80.39mph). **P** Gordon. **S** 31.

MRL HISTORIC TOURING CAR CHALLENGE (36 LAPS)

1 Steve Dance (Ford Capri) 50m14.682s (85.03mph); 2 Tom Pochciol (Ford Capri) +1m03.803s; 3 Patrick Watts/Nick Swift (MG Metro Turbo); 4 Mike Wrigley/Paul Pochciol (Ford Capri); 5 Allen Tice/Chris Conoley (BMW 2002); 6 Les Ely (BMW 2000). **CW** T Pochciol; Tice/Conoley. **FL** Steve Soper (Rover Vitesse) 1m17.099s (92.40mph). **P** Soper/John Young. **S** 15.

division. Sam Wilson won both 'pushers' contests, but Andrew Hibberd (who retired in Saturday's grotty conditions) challenged mightily on Sunday. Jonathan Hughes atoned for a wild spin while attacking Wilson, recovering to third.

Fifty years after Roy Pierpoint's British title in a Ford Mustang, Mike Whitaker/Eugene O'Brien's similar car won the **History of the BTCC** feature. Mike Gardiner/Niki Faulkner (Falcon) and Richard Dutton (Lotus Cortina) led the chase through a diverse field. Andrew Jordan won his class, converting dad Mike's Austin A40 start. They also won the **Touring Car Greats** finale, Jordan Jr eroding Richard Meaden's hard-earned lead in Jeff Gordon's rorty Alfa Romeo.

Attrition riddled the **Historic Touring Car Challenge**, won by Steve Dance's well-prepared Ford Capri. There was final-lap drama when Nick Swift (in Patrick Watts's MG Metro Turbo) outbraked himself in a bid to rob Tom Pochciol of second, spun and collected the UFO Capri. Swift ran back to offer profuse apologies.

● Marcus Pyle

Lanaan celebrates
race-three one-two



BRDC FORMULA 4 ROCKINGHAM, MAY 2-3 BRSCC

Last-lap lunge lands Mealin points lead

EBREY/LAT

CHRIS MEALIN EMERGED WITH THE championship lead after three different race winners shared the spoils at Rockingham where different weather conditions tested the drivers.

Reigning champion outfit Lanaan Racing delivered the perfect reposte to HHC Racing's success in the opening rounds of the season at Oulton Park, as it fought back to claim two of the wins on offer last weekend, with Rodrigo Fonseca claiming victory in the first race, before Mealin triumphed in the third encounter.

Mealin described the weekend as "crazy" after he fought back from early contact to take fourth in race one, before scoring more points with sixth in race two. "I'm happy with [the championship lead] of course," said Mealin. "But it's an awfully long championship, we've got six rounds left. It's a nice position to be in and I won't knock it but I've just got to keep this consistency and good results and

just build the points up."

The weekend had started brightly for HHC as Harrison Newey and Will Palmer locked out the front row in qualifying but that was as good as it got. Newey looked set to challenge for his first win of the season but a driveshaft failure on the way to the grid scuppered his chances before race one even got going and he failed to take up pole position. With his team-mate stranded on the side of the road, Palmer inherited the lead of race and was on course to add to his previous championship lead.

But there was a very different story on offer by the time the field exited the Deene hairpin. Palmer was under pressure from SWR's Jordan Albert and the pair both locked up, triggering a reaction from the pack behind. The ensuing chaos eliminated Palmer, Hernan Fallas, Fernando Urrutia and Tom Jackson, while Fonseca emerged from the resulting safety-car period with a lead he would never

lose. Jack Lang finished third behind a delighted Ameya Vaidyanathan, who scored his first podium finish in only his fourth-ever race weekend. "To walk away with a podium is just something I can't explain," said a visibly emotional Vaidyanathan after the race, "it's just a great feeling."

Wet weather threw a variable into the mix for the reversed-grid race but Michael O'Brien lead from start to finish, to claim his inaugural series victory. Jordan Albert made a great start and challenged O'Brien at Deene as the field sensibly took it easy through the first heavy braking zone. One exception to that was Ciaran Haggerty who "just went for it" and as a result rocketed from P13 to third by the end of first lap. But the Scottish driver then went off at Deene on the following lap and would later retire with a puncture sustained during contact with Jackson. The HHC duo of Newey and Palmer charged through the



O'Brien won
tricky race two

EBREY/LAT

pack in the wet conditions to claim P4 and P5.

The inevitable slow speeds of the wet race meant Palmer and Newey could not gain a better position on the grid for race three and Fonseca lead the Lanaan trio off the line in the finale. Mealin emerged as his closest challenger throughout the race before the Isle of Man driver dived down the inside at Deene on the final lap to secure his second win of the season and consolidate his championship lead.

● Alex Kalinauckas



Fonseca missed out
on double victory

RESULTS

RACE 1 1 Rodrigo Fonseca, 12 laps in 20m10.521s; 2 Ameya Vaidyanathan, +4.257s; 3 Jack Lang; 4 Chris Mealin; 5 Jordan Albert; 6 Jack Bartholomew. **RACE 2** 1 Michael O'Brien, 12 laps in 21m00.971s; 2 Tom Jackson, +0.658s; 3 Albert; 4 Harrison Newey; 5 Will Palmer; 6 Mealin. **RACE 3** 1 Mealin, 13 laps in 20m17.308s; 2 Fonseca, +0.385s; 3 Zubair Hoque; 4 Bartholomew; 5 Jackson; 6 Lang. **POINTS** 1 Mealin, 140; 2 Fonseca, 126; 3 Bartholomew, 104; 4 Palmer, 103; 5 Jackson, 99; 6 Newey, 83.

BRITISH GT SUPPORTS
ROCKINGHAM, MAY 2-3 BRSCC

VW rookie bags first series wins

OULTON PARK STAR DAVID SUTTON almost missed the Rockingham round of the Volkswagen Racing Cup, with sponsorship shortfalls requiring a last-minute boost to make the races.

With the need to impress and attract sponsors apparent, Sutton made the same strong start he did at Oulton with pole and an opening victory to round off a perfect Saturday.

A lot can change in a day and the Sunday proved to be an ordeal for the championship leader. Torrential rain and a slippery circuit greeted the Volkswagen grid on Sunday morning and it initially favoured the experienced drivers such as triple champion Joe Fulbrook and 2013 titlist Aaron Mason. In the end, inexperience shone as Jack Walker-Tully took his first victory in his first-ever wet race.

A reversed grid of the top six finishers from race one featured Chris Panayiotou on pole ahead of debutant Jason Tingle. The getaway meant the top two battled it out on the Turn 1 banking, opening the door for three-time Rockingham winner Mason to ease into second ahead of Tingle.

It didn't take him long to dispatch Panayiotou, with mistakes at both Deene and Chapman aiding Mason's transition into the lead. Those same errors opened the door to Sutton who moved second.

A lap later, Sutton moved into the lead at Deene and looked set to make it a double win for the second race weekend in a row.

The potential win evaporated moments later as Sutton spun and Mason returned to the front.



Sutton was on top form at Rockingham

EBREY/LAT

Further down the grid, Tingle had fallen into fourth and promoted Walker-Tully into second.

Mason had lost his nearest rival in Sutton but on the same lap a poor exit from the Brook chicane led to Walker-Tully exploiting the pace deficit and take the lead on the pit straight.

He never looked back, taking his first win before following it up with a second victory in the final race.

With the track now dry and the sun out, Walker-Tully's race appeared easier, thanks to a final grid made up of the second fastest qualifying times, but it required two impressive overtakes on Joe Fulbrook and Sutton at the first few corners from third.

Walker-Tully built a lead but a safety-car appearance caused by a stranded car at Steel Straight meant an excellent restart was needed to make it two in a row.

KELLETT TO THE FORE

James Kellett's hat-trick hopes were ended by the impressive Jamie Chadwick in the final Ginetta GT5 Challenge race.

Having cruised to comfortable victories in the opening two races, Kellett seemed set for a trio after James Robinson and Luca Hirst's



Walker-Tully won twice

EBREY/LAT

challenge ended in a spin at Deene that forced Robinson to slow.

Kellett was perhaps set for a comfortable lead, but the quickening Chadwick had other ideas. On the following lap, his better exit from the final corner meant he stormed past at Turn 1. His pace increased thereafter and he set the fastest lap on the way to victory by nearly five seconds.

Chadwick proved to be a thorn in Kellett's side all weekend. It was roles reversed in the first as Kellett defended resolutely on the final lap to take victory. He then followed it with a more comfortable win in the

second. While Kellett couldn't make it a clean sweep, Roger Evans did in the Alfa Romeo Championship. In the first race it looked like Vincent Dubois was set for victory, having passed Chris Snowdon for the lead at the start.

It was a blow for polesitter Evans, but he was able to squeeze past Snowdon on the inside of Deene to boost hopes of a victory challenge. It took just a lap for him to get his first chance, looking for a move at Tarzan. Dubois was able to block his first attempt, but Evans' superior pace meant he took the lead soon after.

A late slide at Gracelands meant Dubois ran alongside Evans with few laps remaining. The finest of margins decided the race, as Dubois missed a gear allowing Evans to charge to the flag unopposed.

A transmission error meant Dubois didn't risk his 156 the following day, gifting Evans his second win.

The trend of close racing was bucked in the Ginetta Racing Drivers' Club with a grid of new racers watching on as Adrian Campbell-Smith started with a dominant first victory. Even rain on the Sunday morning couldn't stop him, as he made it two out of two.

Alan Henderson came into Rockingham on top of the Mazda MX-5 SuperCup standings but a trip to the gravel at Brooklands on the opening lap put him on the back foot as championship rival Jonathan Clements took the win. Henderson came out all guns firing in the second race, taking an early lead and he was able to hold off Paul O'Neill and Clements to win.

● Tom Errington



Kellett leads huge GT5 field through T1

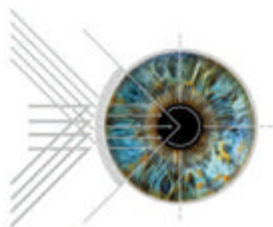
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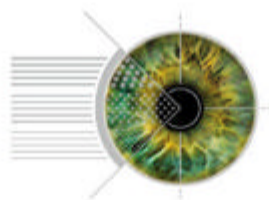
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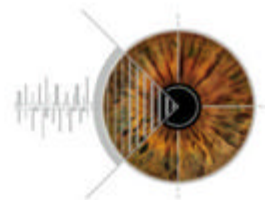
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MG TROPHY BRANDS HATCH,
MAY 2-3 MGCC

Hill denied MG double by Makar

CODY HILL PUT DOWN A MARKER FOR this year's MG Trophy when he beat a capacity field in the first round of the 2015 title chase at the wheel of reigning champion Chris Bray's ZR190.

On his first visit to Brands Hatch the 23-year-old mechanic from Adelaide qualified fastest and overcame a poor start to win on a dry Saturday afternoon. Sunday's wet outing was less rewarding, another tardy getaway leaving him trying unsuccessfully to overcome Ross Makar in a race affected by caution periods.

Getting to grips with front-wheel drive while also dealing with the apparent disadvantage of the Brands Hatch pole, Hill was third when race one set off, behind Doug Cole from fourth on the grid. Fellow front-row starter Jason Burgess was robust in defence until Hill took partially to the grass to overtake on Cooper Straight for the sixth time, and Makar also took advantage by demoting Burgess to fourth.

By the end of lap eight Cole and Hill were together, and a quicker line through Graham Hill Bend next time round helped Hill seize the initiative and soon establish a useful lead, aided by traffic and the race's fastest lap. Cole, Makar and Burgess continued to dispute the lesser places and took the flag with a shade over 1s covering all three. Andrew Ashton's eighth overall earned him victory in the ZR170 class in front of Daniel Molloy.

"I really had to battle my way through," said Hill, "but after that it was a case of managing the lead and dealing with backmarkers."

Thirty-two cars heading into a wet first corner on Sunday morning raised several alarming possibilities, but all was well until two clashed and continued at Graham Hill Bend. Makar was in front, chased by Hill, Burgess (who would later retire) and Cole, but the action slowed on lap seven behind the safety car to recover a gravel-trap casualty.



Hill (centre) had to regain lost ground

The same thing happened again after two more racing laps, and the chequered flag flew only two further laps following the resumption.

Makar kept Hill bottled up in second place and Cole finished close behind, but the star performer was fourth man Paul Luti from 11th on the grid, making a return to the championship in a ZR170 rather than his ZR190. Ashton and Molloy were next in class, sixth and seventh overall.

BUMPER BRANDS SUPPORT

Defending **Porsche Club** champion Peter Morris and Mark McAleer had a win and a second place each as the new season began. The driver taking the immediate initiative was able to defend the place each time. Kevin Harrison was third in race one and fourth in race two.

Two races for the **MGB, C and V8 championship** provided some of the best action. Russell McCarthy nursed his overheating car to a narrow race-one success and streaked ahead in race two, leaving five more of the V8s to contest second. Several of them raced again in the **Thoroughbred Sports championship**, Rob Spencer beating Neil Fowler, Ian Prior and



Mixed weekend for Sibley

Simon Cripps, and had a final chance to stretch their legs in the **MG Challenge**. Both McCarthy cars retired, but V8s still took the first five places.

Mike Williams led almost half of Saturday's **Metro Cup** race before falling back. Tom Sanderson won, and completed a double on Sunday once Williams stopped.

The Elites of Brian Arculus and Robin Ellis headed the first **Equipe GTS** race and joined Pete Foster and Peter Edney in a close quartet on Sunday. Foster's progress was meteoric after breaking his gearbox the day before, and he took a winning lead on lap 17.

Chris Whiteman was a double **Tin Tops** winner, but only after Tom Bridger's Rover 220 let him down while leading. In race one,

Bridger had enough momentum to take the flag in second place, but retired in race two. Pete Osborne was promoted to second and Terry Searles twice finished third.

Paul Sibley scored a customary **Midget** win on Saturday but retired with a broken stub axle the following day, handing victory to Saturday runner-up Martin Morris.

Rod Birley won both **Motorsport News saloon** races, after pole starter Rick May broke his new Escort's propshaft and suffered a lurid lap one moment which threatened to wipe out half the field. Malcolm Wise took advantage of the confusion but was soon back to second with Gavin Thomson third, the places they occupied again in race two.

John Darby spun away an early lead in the first **MG Cup** race. New leader Ed Davies was overtaken by Tim Diment less than half a lap from the flag. Diment won again in race two, fending off the recovering Darby with Davies third.

Robin Ellis (Lotus Elite) won a poorly supported **1950s and '60s invitation** race and Charles Jones scored a double in the races for **Triple M** old-timers.

● Brian Phillips



McAleer and Morris shared the race wins



Williams led the Metro Cup race

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Donaldson took two wins in the rain

KNOCKHILL, MAY 3 SMRC

Donaldson stars at gloomy Knockhill

ATROCIOUS WEATHER DID ITS best to disrupt last weekend's SMRC meeting, with torrential rain lashing the circuit for most of the day before thick fog descended and forced officials to abandon the meeting with four races left to run.

Unsurprisingly, the conditions did not make it easy to overtake, but some of the best moves came in the **Scottish Saloons and Sportscar** encounters. Appropriately, Ian Donaldson took a brace of deserved victories in his Mitsubishi Evo despite pressure from Paul Brydon, who negotiated the traffic well in fighting back from a slower start.

The highlight came in race two as Finlay Crocker recovered from

gear selection problems in his SEAT Leon Eurocup machine. He showed great bravery through the spray and enjoyed an intense battle with Alistair Robertson's Ginetta G50. He then caught second placed Matt Collins and grabbed the place with one lap to go.

Reigning **Legends** champion John Paterson continued his unbeaten run with a dominant victory in the first heat. Although some way behind, a tough battle for second was headed for most of the race by Steven McGill but he was denied by David Hunter, who out-dragged him exiting the hairpin with two laps to go. The big story of heat two came from a hefty shunt for Scott Hynds, who ran into the back of David Newall while he was recovering from an off track



Heavy rain led to many incidents

moment. Hynds removed himself from the car and stated he was unhurt but was sent for checks after the car was launched skywards at speed. Paterson again fought through the field and led by lap three although he didn't manage to break free from Hunter who finished a much closer second.

Although Oliver Mortimer's strong start to the **Mini** season continued with two solid podiums, it was Ken Thirlwall and Joe Tanner who shared the spoils. While Tanner was delighted to take the race two win after his dismal start to the season, significantly, it was the result of an impressive race-long duel, which was only resolved on the last lap.

Willy Toye drove with typical flamboyance in his Triumph TR8 to work his way through the field in the **Classics**. He closed to within a second of race-long leader Stan

Bernard by the end of race one and came out fighting in race two. Toye seized the advantage at the start and was never headed to take a popular win.

Gary Clark's win in the second group of **BMW Compacts** was one of the highlights of the meeting. He fought from eighth on the grid to take the win after a bold move on Cliff Harper at Clark on lap eight. Earlier in the day, Steven Dailly had taken a dominant win in the first race while newcomer Andrew Winchester starred as he rose from eighteenth on the grid to finish third.

The first **Formula Ford** race began under the safety car because of the heavy rain and, with poor visibility behind, Adam MacKay soon built a gap when racing started for real. The championship leader lapped some two seconds faster than anyone else and then eased back to take the win. Sixteen-year-old Neil MacLennan continued his impressive debut and kept Jordan Gronkowski honest in the battle for best of the rest. The second race was about to get underway when the fog truly took hold.

● Jonathan Crawford



A costly crash in the BMW race



SILVERSTONE, MAY 2 750MC

Horsfield wins after Littman lucks out

ROB HORSFIELD REPEATED HIS success of a year ago by winning the **Roadsports Endurance Series** – but this time he came up against more than double the opposition. A full grid of 40 cars took to the track at Silverstone, but the Toyota MR2 was again unbeatable.

Horsfield qualified his car – converted to run as a ‘Speedster’ during the off season – on pole position and led from the moment the lights went out. When JM Littman’s Porsche Boxster snapped a gear linkage in the early stages, Horsfield was left without his most likely challenger. Jason Jones took up the chase in the MR2 Roadster he was to relay to brother Tony, but he was never a threat.

Even the mid-race pitstops could not disrupt Horsfield’s flow, and at the end of a largely incident-free race – in stark contrast to the chaotic Donington Park season-opener – Horsfield ran out winner by nearly half a minute. Tony Jones came home in second place.

“The tyres were overheating and the brakes had gone, but it was really good fun,” said Horsfield.

An all-MR2 podium was completed by the Lewis Batchelor and Simon Phillips combination. In the first half, Batchelor had been



AUTOSPORT photographer Jakob Ebrey took to the track

disputing the Class B lead with David Gardner (Porsche Boxster), but after the stops the principal opposition came from the Hot Hatch Fiesta ST of Joe Ferguson.

“It is absolutely awesome, I didn’t think we had made it to the podium,” said Phillips.

Ferguson, who shared the car with fellow former Stock Hatch champion Tom Bell, was the last finisher on the lead lap. Donington winner Allan Gibson took his Lotus Exige to fifth, while in sixth overall Christopher Mills completed the Class B podium in the Boxster that he shared with Gardner.

A driver who should certainly have featured in the top six was Neville Anderson. The Vauxhall Vectra driver was second quickest behind Horsfield on fastest lap times, but he effectively had a three-lap handicap after his car refused to start in the paddock.

For 2015, the Roadsports grid includes competitors in the Armed Forces Race Challenge at selected

events, and the highest-placed finisher was Darren Smee’s Honda Integra DC2, although the focus on the challenge is on consistency rather than pace. Fellow AFRC competitor Darren Howe topped Roadsports Class C in his VW Golf GTi Mk2, ahead of Ben Corbey’s Honda CRX and the Sarah Niblett/Steve Ayres Hyundai.

LANSLEY MISSES DOUBLE Stephen Lansley and Nick Whitehead made it four different winners in the first four rounds of the **Sport Specials Championship**.

Lansley started on pole for race one, but botched the start and ended the first lap in sixth as Clive Hudson led in his Eclipse. Lansley’s luminous Procomp LA Gold made short work of the recovery, taking Hudson at Becketts on lap four. Hudson fought back, but Lansley asserted his authority from lap six. Hudson and fellow Eclipse man Paul Boyd completed the top three.

Whitehead’s Ariel Atom led for

all but the middle third of race two, with Lansley’s stint in front ended when he was boxed in by traffic between Woodcote and Copse. Hudson was heading for third, but contact with Stephen Ward’s Westfield allowed Boyd through.

Trefor Slatter and Chris Hopkins shared the **750 Trophy** wins. Michael Harvey (JB Special) led the opener from pole, and when frontrunners Hopkins (HCS Trophy) and Andy Schultz (JoMo) spun at Becketts it became a two-horse race. Slatter dived ahead at Becketts on lap three to take the lead in his Centaur, then fended off Harvey for his first win in 37 years. Gregan Thruston’s Austin 7 was third, with Hopkins and Schultz climbing back to fourth and sixth.

Harvey and Slatter disputed the race-two lead, but their scrapping brought Hopkins into contention. Hopkins pounced at Copse on lap six when Slatter lost momentum after an attempt on the lead at Woodcote failed, and then removed



Gray claimed two BikeSports wins



Horsfield leads away from a packed field



Webb prevailed in 1600cc Clubmans

Harvey from the lead at Woodcote at the end of the lap. Slatter grasped first place at Becketts, but then swapped positions with Hopkins several times with the outcome only decided in favour of Hopkins on the final lap.

Tim Gray (Spire GT-3) took a **BikeSports** double in spite of having to start race two from the back, having completed a hat-trick of wins. James Breakell (Radical PR6) took second in race one, but his ongoing clutch issues meant that Tim Porter's SR3 caught and passed him in race two.

Ray Mallock and Mark Charteris shared the **Classic Clubmans** spoils. A second-corner clash between them in the first race sent Charteris to the pits, from where he climbed back to fifth. Barry Webb did the double in the 1600cc class.

The TVR Tuscan of Tim Davis lasted the 40-minute distance to win the **SR>/Bernie's V8** contest in spite of losing his dashboard readouts. With no brakes and fried tyres respectively, the Sunbeam of William Smallridge and the Crosse 9S of Mark Hobbs saw their challenges fade.

● Ian Sowman



Gardner dominated in Classic FF1600

CASTLE COMBE, MAY 4 CCRC

Gardner overcomes penalty to dominate Classic FF1600

MIKE GARDNER WAS ONE OF THE stars of Castle Combe's Bank Holiday meeting. The **Classic Formula Ford 1600** points leader led from pole to flag to win race one. Despite a 10-second penalty, the man from Newark was comfortably ahead of Simon Davey and Stuart Kestenbaum.

Gardner continued his form with another masterclass in race two, finishing over 21 seconds ahead of Davey. There was a sensational battle for third, with Chris Stuart holding the position into the final corner but dropping to fifth behind Kestenbaum and Kevin Mansell.

Vaughan Fletcher inherited the lead and claimed victory in race one of the **Classic Thunder Championship** as polesitter Ilsa Cox ran into problems on the last lap, having held a big lead. Fletcher took advantage, holding off Andy Robinson to win.

Fletcher looked to make it consecutive victories in race two as Cox's SEAT failed to work properly, but experienced car problems of his own. Dale Gent's

audacious overtaking manoeuvres in his Subaru earned him victory ahead of Robinson and Ian Froggatt.

David Hickton won the first **Toyotires Touring Cars** race with a controlled performance. After a long safety-car delay, Hickton and Olly Allen moved ahead of polesitter Kevin Willis. Allen had to retire his car, which left a charging Ray West to take second, from Willis, from 11th on the grid.

Hickton had a strong start to race two, but the BMW M3 in the hands of West impressed once again by taking victory with a great pass just after half distance. Willis rounded out the podium.

In the **Pre-1983 Saloon and Touring Cars** event, Stephen Primett drove his Ford Escort remarkably in race one to take victory. An early charge from David Howard earned him second ahead of David Osborne.

Primett was to carry that form into race two and win without any true threat to the man from Bedford. The podium finishers differed though, with strong drives from John Wright and Alex Bray,

while Malcolm Jeffs surprised many by finishing sixth after starting 15th.

Young gun Andrew Rogerson initially fell behind after starting on pole for the **MG Owners' Club** race, but worked his way through to win. Martin Wills was second.

Rogerson again didn't have the best start but recovered quickly to control proceedings in race two to the chequered flag. Jackson improved to finish second, while the outstanding Wills claimed third after starting 22nd on the grid, benefiting from Simon Kendrick's spin.

In an enticing spectacle, Roger Orgee snatched the top honours in **Castle Combe FF1600** after a total of six drivers led the race. He narrowly beat Josh Fisher and Luke Cooper to the chequered flag, while polesitter Michael Moyers finished fourth.

The **Saloon Car** Championship offered a thrilling encounter between Gary Prebble and Tony Hutchings. It was Hutchings who emerged victorious in his Audi TT as Prebble went wide and Hutchings capitalised. Dave Scaramanga finished third.

On a day where many dominated, Barry Squibb led from pole to flag with his Mitsubishi in the **Castle Combe Sports and GT** round. Perry Waddams claimed second with 0.064 seconds covering Adam Prebble and Dylan Popovic in third and fourth respectively.

● Rian Hoskins



Barry Squibb outdid the Sports/GT field

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**PORSCHE CARRERA CUP GB
SPA-FRANCORCHAMPS, MAY 1-2**

Cammish stretches title lead

DANIEL CAMMISH EXTENDED HIS Porsche Carrera Cup GB points lead with a win at Spa-Francorchamps, but was pushed all the way by reigning champion Josh Webster.

Cammish and Webster split the wins across two frantic races at the classic Belgian track, with key setup choices playing a major role in the success of each.

Fresh from his double win in the season-opener at Brands Hatch, Cammish was forced to play second fiddle to Webster in race one, but did get a late chance to fight the long-term leader after Webster made a crucial mistake.

Webster grabbed pole and judged his start well to lead the pack into La Source with Cammish in tow. The opening lap was less successful for Michael Meadows. The former champion had qualified third but had gear selection issues on his warm-up lap. He couldn't select first on the grid, bogged down and was mugged off the line. Meadows' woe was compounded when he lost the rear end under braking for the Bus Stop Chicane and hit the barriers hard later in the event.



Webster (9) leads
Cammish off the line

Up ahead, Webster had a single lock-up into the Bus Stop Chicane on lap two, which allowed Cammish to close, before regrouping to edge away. Webster looked firmly in control until he locked up again into Rivage on the final lap, allowing Cammish within striking distance. Despite the pressure, Webster held on for his first win of the year. Stephen Jelley took third after Victor Jimenez got things wrong into Les Combes.

Cammish complained of understeer in the first outing, particularly through the technical middle sector. The Red Line Racing team revised his setup for race two and his 911 was transformed.

"I couldn't get the front end to bite as I like so I struggled against Josh," said Cammish. "Whatever the team did to change it worked wonders, because it felt perfect from the start of race two."

The grid had concerns over tyre life because the second race was to be an extended 45-minute affair. Most of those were allayed when Tom Sharp's radiator failed on the run to Eau Rouge and shed fluid over the track, sparking a nasty accident between Thomas Jennings and Paul McKay. The safety car was summoned and the race cut to an 18-minute sprint when it resumed.

Webster held the lead but hadn't planned for the safety car. "We ran

the tyre pressures really low to make them last 45 minutes, but the safety car meant I couldn't keep them warm," he said.

Webster therefore lacked the grip to defend when Cammish attacked into Les Combes, assuming a lead he would hold until the end.

"I think the safety car swung it for us, this is a top result," said a delighted Cammish.

Meadows' car was repaired for race two and he fought into third place ahead of Jelley and Dino Zamparelli. Karl Leonard and Ignas Gelzinis split the Pro-Am1 wins while Nerijus Dagilis and Graeme Mundy shared Pro-Am2.

● Rob Ladbrook

BRITISH HILLCLIMB CHAMPIONSHIP CRAIGANTLET, MAY 2

Hall and Willis tame treacherous Ulster weather

ANOTHER YEAR, ANOTHER WET Ulster event that allowed the brave to shine but also led to a large number of incidents and a late finish.

It was so wet and gloomy, in fact, that the street lights at the bottom of the public road course remained on throughout as Will Hall and Trevor Willis took the run-off wins. Such was the nature of the continually worsening conditions, that in some classes the times were almost 10 seconds behind last year's wet times.

With early season double victor Scott Moran absent — he has elected to cut back on racing because of family commitments — last year's numbers two and three Willis (OMS-RPE V8) and Hall took a win apiece. Hall banked the largest points tally of the meeting with 19 and best time of the day in his class in his Force-WER. He had said he needed a proper result following the disaster for many that was



the Prescott season opener.

Ominously for all, the Moran Gould still sits in first place overall. But for the first time, it's in the hands of new co-driver Alex Summers who displayed great maturity in the ferocious all-conquering GR61X having moved up over the winter from fragile supercharged bike power.

The upper two-thirds of Craigantlet sap power since they

are the closest the UK has to the Continental hills. Jos Goodyear had the little motorcycle-engined Raptor wound up as far as it would go for fifth and sixth after his disastrous Prescott noise exclusions. But he would run out of grunt towards the top on every run, where the over 3-litre cars benefitted from their greater muscle.

It was also one of those occasional days of family results with a late

entry from Nicola Menzies' brother George Coghill Jr. He scored in the first stanza but his clutch failed and he left early. Menzies scored four hard-earned points in her Force, while husband Wallace got his Gould to second and fourth. His co-driver Tom New scored in round three, but spun out in the appalling conditions as the day closed.

Disappointed at last year's event with paddle-shift issues, Alastair Crawford (Gould GR55) did so well that he sits at a best-ever equal third in the early season chart. John Bradburn found his aged wets were not up to the job but still took sixth and seventh in his Gould-HB. A new set is on the shopping list.

Former AUTOSPORT contributor Peter Herbert always takes in Craigantlet with his roadgoing 1993 air-cooled Porsche. He was final qualifier each time but could not get the car into the points.

● Eddie Walder

RESULTS ROUND-UP

ROCKINGHAM MAY 2-3, BRITISH GT



ALFA ROMEO CHAMPIONSHIP (12 LAPS) 1 Roger Evans (147 GTA) 20m22.115s (72.45mph); 2 Vincent Dubois (156) +1.044s; 3 Bryan Shrubbs (33 16v); 4 Andy Robinson (156); 5 Ray Foley (155 GTA); 6 James Bishop (156). **Class winners** Foley; Bishop. **Fastest lap** Evans 1m39.351s (74.28mph). **Pole position** Evans. **Starters** 23.

RACE 2 (7 LAPS) 1 Evans 13m36.350s (63.28mph); 2 Robinson +15.034s; 3 Foley; 4 Bishop; 5 David Messenger (156); 6 Tom Hill (156). **CW** Foley; Bishop. **FL** Chris Snowdon (33 16v) 1m53.354s (65.10mph). **P** Evans. **S** 22.

GINETTA RACING DRIVERS' CLUB (9 LAPS) 1 Adrian Campbell-Smith (G40) 16m49.676s (65.78mph); 2 Richard Smith (G40) +19.044s; 3 Mike Jarvis (G40); 4 Simon Walker (G40R); 5 Richard Evans (G40); 6 Phillip McGarty (G40). **CW** Walker. **FL** Campbell-Smith 1m50.222s (66.95mph). **P** Campbell-Smith. **S** 15.

RACE 2 (6 LAPS) 1 Campbell-Smith 13m32.485s (54.49mph); 2 Jarvis +18.930s; 3 McGarty; 4 Evans; 5 Paul Garstang (G40); 6 Walker. **CW** Walker. **FL** Evans 2m11.273s (56.21mph). **P** Campbell-Smith. **S** 15.

VOLKSWAGEN RACING CUP (13 LAPS) 1 David Sutton (Scirocco) 21m16.415s (75.16mph); 2 Joe Fulbrook (Golf) +0.230s; 3 Joe McMillan (Scirocco); 4 Aaron Mason (Scirocco); 5 Jason Tingle (Scirocco); 6 Chris Panayiotou (Scirocco). **FL** Tingle 1m36.045s (76.83mph). **P** Sutton. **S** 29.

RACE 2 (11 LAPS) 1 Jack Walker-Tully (Scirocco) 20m04.521s (67.39mph); 2 Mason; 3 Tingle; 4 Sutton; 5 Lucas Orrock (Scirocco); 6 McMillan. **FL** Walker-Tully 1m47.805s (68.45mph). **P** Panayiotou. **S** 28.

RACE 3 (12 LAPS) 1 Walker-Tully 21m06.554s (69.92mph); 2 Fulbrook +1.901s; 3 Mason; 4 Orrock; 5 Howard Fuller (Scirocco); 6 Darrelle Wilson (Scirocco). **FL** Walker-Tully 1m37.247s (75.88mph). **P** Sutton. **S** 28.

GINETTA GT5 CHALLENGE (10 LAPS) 1 James Kellett 16m38.507s (73.91mph); 2 Ollie Chadwick +5.877s; 3 Callum Pointon; 4 Luca Hirst; 5 James Robinson; 6 Ian Robinson. **CW** Ben Hyland. **FL** Chadwick 1m37.543s (75.65mph). **P** Kellett. **S** 33.

RACE 2 (9 LAPS) 1 Kellett 16m36.043s (66.68mph); 2 Pointon +1.246s; 3 Chadwick; 4 Hadfield; 5 J Robinson; 6 Nick Zapolski. **CW** Charles Ferguson. **FL** Kellett 1m48.013s (68.32mph). **P** Kellett. **S** 32.

RACE 3 (12 LAPS) 1 Chadwick 20m14.973s (72.89mph); 2 Kellett +7.164s; 3 Stewart Linn; 4 Pointon; 5 J Robinson; 6 Hirst. **CW** Rob Keogh. **FL** Chadwick 1m39.119s (74.45mph). **P** Kellett. **S** 32.

MAZDA MX-5 SUPER CUP (10 LAPS) 1 Jonathan Clements 20m40.724s (59.48mph); 2 Paul O'Neill +1.038s; 3 James Blake-Baldwin; 4 Simon Goddard; 5 Simon Traves; 6 Justin Newnam. **FL** O'Neill 1m59.787s (61.60mph). **P** Alan Henderson. **S** 34. **RACE 2 (12 LAPS)** 1 Henderson 21m03.865s (70.07mph); 2 O'Neill +3.635s; 3 Clements; 4 John Davies; 5 Goddard; 6 George Line. **FL** Henderson 1m43.962s (70.98mph). **P** Clements. **S** 33.

BRANDS HATCH MAY 2-3, MGCC



MG TROPHY (22 LAPS) 1 Cody Hill 20m34.097s (77.52mph); 2 Doug Cole +4.645s; 3 Ross Makar; 4 Jason Burgess; 5 Jake Fraser-Burns; 6 Richard Buckley. **CW** Andrew Ashton; Jonathan Harker. **FL** Hill 54.756s (79.41mph). **P** Hill. **S** 32. **RACE 2 (14 LAPS)** 1 Makar 17m26.997s (58.14mph); 2 Hill +0.273s; 3 Cole; 4 Paul Luti; 5 Fraser-Burns; 6 Ashton. **CW** Luti; Paul Bryson. **FL**

Makar 1m01.124s (71.14mph). **P** Hill. **S** 32.

FUEL PROTECT PORSCHE CLUB CHAMPIONSHIP WITH PIRELLI (26 LAPS) 1 Pete Morris (996 C2) 25m40.462s (73.39mph); 2 Mark McAleer (996 C2) +0.328s; 3 Kevin Harrison (996); 4 Craig Wilkins (996); 5 Paul Winter (996); 6 Karim Moudi (996). **CW** Tim Speed (968 CS); James Cameron (Carrera). **FL** McAleer 52.246s (83.23mph).

P Morris. **S** 21. **RACE 2 (21 LAPS)** 1 McAleer 21m26.943s (70.95mph); 2 Morris +0.157s; 3 Winter; 4 Harrison; 5 Chris Dyer (Cayman S); 6 Moudi. **CW** Speed; Cameron. **FL** Winter 52.687s (82.53mph). **P** Morris. **S** 18.

AVALANCHE MOTORSPORT MGB, C, V8 CHAMPIONSHIP (22 LAPS) 1 Russell McCarthy 20m01.569s (79.62mph); 2 Rob Spencer +1.676s; 3 Ollie Neaves; 4 Spencer McCarthy; 5 Neil Fowler; 6 Ian Prior. **CW** Ken Deamer; Benjamin Tovey; John Wreghitt. **FL** Spencer 53.417s (81.40mph). **P** R McCarthy. **S** 22. **RACE 2 (17 LAPS)** 1 R McCarthy 17m53.681s (68.85mph); 2 S McCarthy +2.728s; 3 James Wheeler; 4 Ian Prior; 5 Simon Cripps; 6 Tovey. **CW** Tovey; Simon Tinkler. **FL** R McCarthy 53.110s (81.87mph). **P** R McCarthy. **S** 19.

MOTORING CLASSICS THOROUGHBRED SPORTS CHAMPIONSHIP (20 LAPS) 1 Rob Spencer (MGB GT V8) 18m21.384s (78.96mph); 2 Neil Fowler (MGB GT V8) +2.935s; 3 Ian Prior (MGB GT V8); 4 Simon Cripps (MGB GT V8); 5 Ken Deamer (MGB GT V8); 6 Roy Chamberlain (Triumph TR5). **CW** Deamer; Chamberlain; Mark Ellis (MGA Twin Cam); Peter Barnard (MGB). **FL** Spencer 54.043s (80.46mph). **P** Spencer. **S** 17.

MG CHALLENGE RACE (22 LAPS) 1 Ollie Neaves (B GT V8) 20m13.911s (78.81mph); 2 Simon Cripps (B GT V8) +2.782s; 3 Rob Spencer (B GT V8); 4 Ian Prior (B GT V8); 5 James Wheeler (B GT V8); 6 James Dunkley (Midget). **CW** Dunkley; Cody Hill (ZR 190). **FL** Russell McCarthy (B GT V8) 53.290s (81.60mph). **P** McCarthy. **S** 24. **DRAYTON MANOR PARK MG METRO CUP (21 LAPS)** 1 Tom Sanderson 20m19.859s (74.86mph); 2 Ben Rushworth +0.594s; 3 Jack Ashton; 4 Dick Trevett; 5 Mike Williams; 6 Oliver Hood. **CW** Philip Gough. **FL** Sanderson 57.094s (76.16mph). **P** Rushworth. **S** 16. **RACE 2 (17 LAPS)** 1 Sanderson 18m19.457s (67.23mph); 2 Rushworth +10.671s; 3 Trevett; 4 Hood; 5 Richard Garrard; 6 Tony Howe. **CW** Mark Eales. **FL** Sanderson 1m02.370s (69.72mph). **P** Rushworth. **S** 20.

EQUIPE GT5 (29 LAPS) 1 Brian Arculus (Lotus Elite) 29m32.223s (71.15mph); 2 Robin Ellis (Lotus Elite) +8.014s; 3 Richard McKoen (Triumph TR4A); 4 Paul Latimer (MGB); 5 Colin Newbold (MGB); 6 Graham Coles (MGA). **CW** Ellis; McKoen; Latimer. **FL** Arculus 59.722s (72.81mph). **P** Rob Cull (TVR Grantura Mk3). **S** 26. **RACE 2 (27 LAPS)** 1 Pete Foster (Triumph TR4) 28m40.440s (68.24mph); 2 Ellis +0.203s; 3 Arculus; 4 Peter Edney (MGB); 5 Rob Cull (TVR Grantura); 6 McKoen. **CW** Ellis; Arculus; Cull; Nick Mountford (Triumph TR4). **FL** Ellis 1m00.454s (71.93mph). **P** Arculus. **S** 26.

CANNONS TINS TOPS CHAMPIONSHIP (13 LAPS) 1 Chris Whiteman (Honda Civic Type R) 14m35.013s (64.60mph); 2 Tom Bridger (Rover 220 Turbo) +1.400s; 3 Terry Searles (MG ZR 190); 4 Dominic Ryan (Ford Fiesta); 5 Peter Osborne (Vauxhall Astra VXR); 6 Len Colley (BMW 325i). **CW** Bridger; Ryan; Cliff Pellin (Ford Fiesta ST150); James Aylward (Renault Clio 172 Cup). **FL** Bridger 55.304s (78.63mph). **P** Bridger. **S** 21. **RACE 2 (14 LAPS)** 1 Whiteman 13m19.348s (76.16mph); 2 Osborne +15.709s; 3 Searles; 4 Daniel Adams (Proton Satria); 5 Colley; 6 Robert Farndon (VW Golf GTI). **CW** Osborne; Adams; Ryan; Pellin. **FL** Bridger 54.815s (79.33mph). **P** Colley. **S** 15.

LACKFORD ENGINEERING MG MIDGET & SPRITE CHALLENGE (15 LAPS) 1 Paul Sibley 18m02.343s (60.26mph); 2 Martin Morris +0.943s; 3 Edward Reeve;



Willy Toye won in his Triumph TR8

MOIR

4 James Dunkley; 5 Paul Campfield; 6 Richard Perry. **CW** Campfield; Andy Southcott; John Bridge. **FL** Sibley 55.223s (78.74mph). **P** Dunkley. **S** 25. **RACE 2 (17 LAPS)** 1 Morris 19m54.336s (61.89mph); 2 Reeve +1.066s; 3 Campfield; 4 A Southcott; 5 Christopher Southcott; 6 Perry. **CW** Campfield; A Southcott; Bridge. **FL** Sibley 54.534s (79.74mph). **P** Dunkley. **S** 22.

MOTORSPORT NEWS SALOON CAR CHAMPIONSHIP (17 LAPS) 1 Rod Birley (Ford Escort WRC) 15m04.829s (81.70mph); 2 Malcolm Wise (Ford Escort Cosworth) +0.839s; 3 Gavin Thomson (Peugeot 205); 4 Steve Dann (VW Golf); 5 Andy Banham (Subaru Impreza); 6 Matthew Turner (BMW M3). **CW** Thomson; Dann; Craig Shepherd (Ford Fiesta); Perry Winch (Renault Clio Cup). **FL** Wise 51.855s (83.86mph). **P** Rick May (Ford Escort Cosworth). **S** 21. **RACE 2 (13 LAPS)** 1 Birley 14m44.051s (63.94mph); 2 Wise +2.940s; 3 Thomson; 4 Turner; 5 Jamie Liptrott (BMW M3); 6 Banham. **CW** Thomson; Ian Butler (Ford Focus); Shepherd; Winch. **FL** Birley 52.418s (82.96mph). **P** Birley. **S** 19.

PETER BEST INSURANCE MG CUP (20 LAPS) 1 Tom Diment (ZR 170) 20m18.213s (71.39mph); 2 Ed Davies (ZR) +0.466s; 3 Iain Dowler (ZR 160); 4 Paul Eales (B GT); 5 James Darby (B GT); 6 Richard Wilson (B). **CW** Eales. **FL** Diment 58.084s (74.86mph). **P** Oliver Coles (ZR 170). **S** 22. **RACE 2 (17 LAPS)** 1 Diment 17m00.806s (72.41mph); 2 Darby +2.856s; 3 Davies; 4 Eales; 5 Wilson; 6 Clive Jones (MGB). **CW** Eales. **FL** Davies 58.538s (74.28mph). **P** Davies. **S** 18.

1950S AND '60S SPORTS CARS (14 LAPS) 1 Robin Ellis (Lotus Elite) 14m46.620s (68.66mph); 2 John Gray (Lotus 11 S2) +41.261s; 3 Stuart Dean (MG Dick Jacobs Special); 4 Jonathan Harmer (MG TF); 5 Paul Chudecki (Elva Mk3); no other finishers. **FL** Ellis 1m01.866s (70.29mph). **P** Brian Arculus (Lotus Mk9). **S** 7.

TRIPLE M (17 LAPS) 1 Charles Jones (L Magna) 20m30.191s (60.09mph); 2 Barry Foster (Montlhery Midget) +17.596s; 3 Richard Frankel (K3 Magnette); 4 Clinton Smith (K3); 5 Fred Boothby (J2); 6 Thijs de Groot (PA Special). **CW**

Foster; Frankel; Andrew Morland (LI Tourer). **FL** Jones 1m09.686s (62.40mph). **P** Jones. **S** 15. **RACE 2 (13 LAPS)** 1 Jones 15m04.520s (62.49mph); 2 Foster +42.489s; 3 de Groot; 4 Boothby; 5 Duncan Potter (Montlhery Midget); 6 Mark Dolton (PB). **CW** Foster; de Groot; Morland. **FL** Jones 1m08.064s (63.88mph). **P** Jones. **S** 15.

KNOCKHILL MAY 3, SMRC



SCOTTISH SALOON AND SPORTSCARS (BOTH 12 LAPS)

1 Ian Donaldson (Mitsubishi Evo) 11m57.740s (76.253mph); 2 Paul Brydon (BMW M3); 3 Matt Collins (Porsche Cayman); 4 Adam Kindness (Subaru Impreza); 5 Finlay Crocker (SEAT Leon Eurocup); 6 Alister Robertson (Ginetta G5). **CW** Brydon; Roddie Paterson (Caterham); Andrew Mackie (Mitsubishi Evo); Phil Dryburgh (Ginetta G50); Andrew Bell (Caterham Supersport); Olly Ross (Mazda MX-5). **FL** Brydon 58.399s (78.098mph). **P** Brydon. **S** 22.

RACE 2 (12 LAPS) 1 Donaldson 12m05.685s (75.419mph); 2 Crocker +17.726s; 3 Collins; 4 Robertson; 5 Kindness; 6 Paterson. **CW** Crocker; Paterson; Mackie; Ross. **FL** Donaldson 57.462s (79.371mph). **P** Donaldson. **S** 21.

SCOTTISH LEGENDS (8 LAPS) 1 John Paterson 9m27.496s (64.294mph); 2 David Hunter +13.520s; 3 David Newall; 4 Steven McGill; 5 Scott Hynds; 6 Pino Pallazzo. **FL** Paterson 1m09.504s (65.62mph). **P** Paterson. **S** 13. **HEAT 2 (10 LAPS)** 1 Paterson 13m11.444s (57.627mph); 2 Hunter +2.178s; 3 McGill; 4 Alan Freeland; 5 Billy Wait; 6 Pallazzo. **FL** Paterson 1m08.926s (66.177mph). **P** Newall. **S** 13.

SCOTTISH MINIS (BOTH 9 LAPS) 1 Ken Thirlwall 10m39.273s (64.210mph); 2 Joe Tanner +2.885s; 3 Oliver Mortimer; 4 Lewis Carter; 5 Shane Stoney; 6 Ian Munro. **FL** Stoney 1m10.160s (65.006mph). **P** Thirlwall. **S** 22.

RACE 2 (11 LAPS) 1 Tanner 10m36.392s (64.500mph); 2 Thirlwall +0.278s; 3 Mortimer; 4 Munro; 5 Carter; 6 Stoney. **FL** Tanner 1m09.524s (65.601mph). **P** Thirlwall. **S** 22.

SCOTTISH CLASSICS SPORTS AND SALOONS (12 LAPS) 1 Stan Bernard (Porsche 911) 14m43.438s (61.951mph); 2 Willy Toye (Triumph TR8) +1.059s; 3 Alasdair Coates (Ford Mustang); 4 Jim Grant (Lotus Elan); 5 Mike Cannon (Lotus 7 S4); 6 John Kinmond (Triumph TR8). **CW** Toye; Grant; Cannon; Iain Baines (Morris Mini); Howard Gordon (MG Midget). **FL** Toye 1m10.626s (64.577mph). **P** Bernard. **S** 15. **RACE 2 (11 LAPS)** 1 Toye 14m39.556s (57.039mph); 2 Bernard +2.676s; 3 Coates; 4 Grant; 5 Cannon; 6 Bruce Weir (Datsun 260Z). **CW** Bernard; Grant; Cannon; Gordon. **FL** Toye 1m11.641s (63.662mph). **P** Bernard. **S** 11.

SCOTTISH FIESTAS (14 LAPS) 1 George Orr (Fiesta ST) 18m19.621s (58.067mph); 2 Wayne MacAulay (Fiesta ST) +2.981s; 3 John Balfour (Fiesta ST); 4 Kevin Whyte (Fiesta ST); 5 Russell Morgan (Fiesta ST); 6 Jim Deans (Fiesta XR2). **CW** Deans. **FL** Andrew Christie (Fiesta ST) 1m11.699s (63.611mph). **P** Orr. **S** 14. **RACE 2 (12 LAPS)** 1 Orr 13m33.294s (56.079mph); 2 MacAulay +1.064s; 3 Whyte; 4 Balfour; 5 Morgan; 6 Christie. **CW** Deans. **FL** MacAulay 1m09.019s (66.081mph). **P** Orr. **S** 14.

SCOTTISH BMW COMPACTS GROUPS A & B (15 LAPS) 1 Steven Dailly 22m11.366s (51.385mph); 2 Gary Clark +5.089s; 3 Andrew Winchester; 4 Greig Sutherland; 5 Phil Dryburgh; 6 Neil MacInnes. **FL** Winchester 1m12.418s (62.979mph). **P** Dailly. **S** 23. **GROUPS B & C (12 LAPS)**



Brian Arculus leads Rob Cull's TVR

HAWKINS



Carrera Cup was on WEC support card

GRIFFITHS



Orgee prevailed in Castle Combe FF1600

JONES

1 Clark 14m39.385s (62.237mph); 2 Cliff Harper +0.209s; 3 Dryburgh; 4 Michael Courts; 5 Steven King; 6 Jonathan Sinclair. **FL Clark 1m11.808s (63.514mph).** **P Harper. S 20.**
SCOTTISH FORMULA FORD (12 LAPS) 1 Adam McKay (Ray GR14) 16m03.627s (66.262mph); 2 Jordan Gronkowski (Van Diemen JLO12K) +15.606s; 3 Neil MacLennan (Ray GR09); 4 Neil Broome (Swift SC93C); 5 Matthew Chisholm (Van Diemen RF92); 6 Jamie Thorburn (Ray GR15). **FL McKay 1m05.231s (69.918mph).** **P McKay. S 13.**

PROTECH SHOCKS SPORT SPECIALS CHAMPIONSHIP (14 LAPS) 1 Stephen Lansley (Procomp LA Gold) 14m58.18s (92.05mph); 2 Clive Hudson (Eclipse SM1) +1.49s; 3 Paul Boyd (Eclipse SM1); 4 Martin James (Ariel Atom); 5 Nick Whitehead (Ariel Atom); 6 Stephen Ward (Westfield Aerocore). **CW Rob Johnston (Cyana Mk2);** Adrian Cooper (Procomp LA Gold). **FL Boyd 1m02.68s (94.22mph)**
RECORD. P Lansley. S 28. RACE 2 (14 LAPS) 1 Whitehead 15m00.32s (91.84mph); 2 Lansley +0.50s; 3 Boyd; 4 Hudson; 5 Johnston; 6 Patrick Mortell (Rogue Xenon). **CW Johnston; Cooper. FL Lansley 1m03.01s (93.73mph).** **P Lansley. S 26.**

SR> CHALLENGE WITH BERNIE'S V8S (36 LAPS) 1 Tim Davis (TVR Tuscan) 40m43.17s (87.02mph); 2 William Smallridge (Sunbeam Tiger) +32.16s; 3 Mark Hobbs (Crosle 9S); 4 Cheng Lim (Ram SC); 5 John Plant (Allard J2); 6 Bert Smeets (Dodge Challenger). **CW Hobbs. FL Davis 1m02.21s (94.93mph).** **P Smallridge. S 18.**

750 TROPHY SERIES (11 LAPS) 1 Trefor Slatter (Centaur Mk11) 15m01.33s (72.06mph); 2 Michael Harvey (JB Special) +1.50s; 3 Gregan Thurston (Austin 7); 4 Chris Hopkins (HCS Trophy); 5 Martin Kemp (Racekits Merlin); 6 Andy Schultz (Jomo). **CW Ian Grant (Austin 7).** **FL Harvey 1m20.20s (73.64mph).** **P Harvey. S 20. RACE 2 (11 LAPS) 1 Hopkins 14m47.97s (73.16mph);** 2 Slatter +0.60s; 3 Harvey; 4 Schultz; 5 Ron Welsh (Lotus 6); 6 Kemp. **CW Grant. FL Hopkins 1m19.07s (74.69mph).**

CASTLE COMBE
MAY 4, CCRG

CLASSIC THUNDER, PRODUCTION TOURING & CLASSIC VW CHALLENGE (13 LAPS) 1 Vaughan Fletcher (Subaru Impreza) 15m56.804s (90.48mph); 2 Andy Robinson (Ford Falcon V8 Supercar) +2.951s; 3 Dale Gent (Subaru Impreza); 4 Ian Froggatt (Subaru Impreza); 5 Bradley Gelman (Ford Sierra Cosworth); 6 Steven Wood (Volkswagen Golf Mk4). **CW Robinson; Gelman; Wood; Neville Moore (Volkswagen Golf GTI).** **FL Darren Bly (Nissan Skyline) 1m10.340s (94.68mph).** **P Ilsa Cox (SEAT Leon Cupra).** **S 26. RACE 2 (13 LAPS) 1 Gent 15m50.567s (91.08mph);** 2 Robinson +3.102s; 3 Froggatt; 4 Gelman; 5 Wood; 6 Andy Thompson (SEAT Leon). **CW Robinson; Gelman; Wood;**

Moore. FL Gent 1m11.496s (93.15mph). **P Fletcher. S 25.**
CLASSIC FF1600 (17 LAPS) 1 Mike Gardner (Crosle 30F) 21m13.046s (88.93mph); 2 Simon Davey (Van Diemen RF80) +17.275s; 3 Stuart Kestenbaum (Van Diemen RF79); 4 Chris Stuart (Van Diemen RF80); 5 Kevin Mansell (Crosle); 6 Steve Pearce (Van Diemen RF78). **CW Mark Turner (Jamun T12B); Kevin Howell (PRS RH01).** **FL Gardner 1m13.215s (90.96mph).** **P Gardner. S 18.**
RACE 2 (12 LAPS) 1 Gardner 14m58.398s (88.95mph); 2 Davey +21.854s; 3 Kestenbaum; 4 Mansell; 5 Stuart; 6 Ted Pearson (Crosle 32F). **CW Turner; Charles Greenwood (Dulon MP15).** **FL Gardner 1m13.384s (90.75mph).** **P Gardner. S 17.**

CASTLE COMBE FF1600 (10 LAPS) 1 Roger Orgee (Van Diemen RF00) 15m28.546s (71.72mph); 2 Josh Fisher (Reynard 89FF) +0.547s; 3 Luke Cooper (Swift SC92F); 4 Michael Moyers (Spectrum 011C); 5 Adam Higgins (Van Diemen JL12); 6 Felix Fisher (Van Diemen RFO2). **CW J Fisher; Cooper. FL Orgee 1m24.177s (79.11mph).** **P Moyers. S 27.**
MG OWNERS CLUB (11 LAPS) 1 Andrew Rogerson (ZR160) 15m06.815s (80.78mph); 2 Martin Wills (ZR) +10.050s; 3 Simon Kendrick (F VVC); 4 Adam Jackson (ZR); 5 David Mellor (F); 6 Mark Baker (F). **CW Kendrick; Chris Pollard (B Roadster); Russell Davison (Montego).** **FL Rogerson 1m21.179s (82.04mph).** **P Rogerson. S 21. RACE 2 (9 LAPS) 1 Rogerson 12m35.725s (79.31mph);** 2 Jackson +5.335s; 3 Wills; 4 Mellor; 5 Paul Wisbey (F VVC); 6 Stuart Plotnek (F VVC). **CW Wills; Pollard; Davison. FL Rogerson 1m22.193s (81.02mph).** **P Rogerson. S 21.**

PRE-'93 TOURING CARS & BOSS SALOONS (8 LAPS) 1 David Hickton (BMW M3) 10m23.691s (85.42mph); 2 Ray West (BMW M3) +7.089s; 3 Kevin Willis (BMW M3); 4 Andy Smith (Honda Civic); 5 John Edwards-Parton (Ford Fiesta); 6 Andrew Sheraton (BMW E30). **CW West; Edwards-Parton; Sheraton; Simon Sheridan (Renault Clio 172 Cup); Andrew Anderson Smith (Honda CRX).** **FL Hickton 1m16.110s (87.50mph).** **P Willis. S 20.**
RACE 2 (10 LAPS) 1 West 13m09.542s (84.35mph); 2 Hickton +0.275s; 3 Willis; 4 Sheraton; 5 Edwards-Parton; 6 Philip Comer (Jaguar XJS). **CW Hickton; Sheraton; Edwards-Parton; Comer; Smith. FL West 1m16.452s (87.11mph).** **P Hickton. S 18.**

CLASSIC SALOON & TOURING CARS & PRE-'83 CLASSIC TOURING CARS (12 LAPS) 1 Stephen Primett (Ford Escort) 16m11.519s (82.26mph); 2 David Howard (Jaguar XJ12) +15.801s; 3 David Osborne (Triumph Dolomite Sprint); 4 Alan Greenhalgh (Vauxhall Firenza); 5 Mostyn Rutter (Vauxhall Firenza); 6 Nic Strong (Ford Capri). **CW Howard; Strong; Steven Sprigg (Ford Lotus Cortina Mk1); Tony Preston (Morris Minor).** **FL Primett 1m18.881s (84.43mph).** **P Primett. S 26. RACE 2 (8 LAPS) 1 Primett 13m09.072s (67.52mph);** 2 John Wright (Ford Escort) +29.490s; 3 Neil Bray (Ford Capri); 4 Osborne; 5 Greenhalgh; 6 Malcolm Jeffs (Alfa Romeo Alfasud Sprint). **CW Bray; Jeffs; Sprigg; Simon Jeffs (Alfa Romeo Alfasud Autodelta Trofeo); Gary Fletcher (Hillman Imp).** **FL Primett 1m35.283s (69.89mph).** **P Primett. S 23.**

CASTLE COMBE SALOONS (12 LAPS) 1 Tony Hutchings (Audi TT) 15m17.902s (87.06mph); 2 Gary Prebble (SEAT Leon Cupra 20V T) +0.944s; 3 Dave Scaramanga (Volkswagen Scirocco); 4 James Winter (Renault Megane); 5 Bill Brockbank (SEAT Ibiza Cupra); 6 Mark Wyatt (Vauxhall

Astra). **CW Wyatt; Adrian Slade (Peugeot 106 GTi); Russell Poynter-Brown (Vauxhall Corsa).** **FL Prebble 1m 14.793s (89.04mph).** **P Prebble. S 41.**

CASTLE COMBE SPORTS & GT (10 LAPS) 1 Barry Squibb (Mitsubishi Evo 9) 14m57.958s (74.17mph); 2 Perry Waddams (TVR Tuscan) +44.025s; 3 Adam Prebble (Rover Tomcat); 4 Dylan Popovic (Avatar Sports Car One); 5 John Avery (Honda Civic); 6 James Blake (MG ZR). **CW Waddams; Prebble; Avery; Mark Higginson (Rage R200ORT).** **FL Squibb 1m 28.419s (75.34mph).** **P Squibb. S 13.**

SPA
MAY 2-3, PORSCHE CARRERA CUP



PORSCHE CARRERA CUP GB (13 LAPS) 1 Josh Webster 32m02.766s (105.94mph); 2 Dan Cammish +0.431s; 3 Stephen Jelley; 4 Dino Zamparelli; 5 Tom Sharp; 6 Victor Jimenez. **CW Karl Leonard; Nerijus Dagilis. FL Cammish 2m26.593s (106.88mph).** **P Webster. S 30.**
RACE 2 (14 LAPS) 1 Cammish 47m22.140s (77.17mph); 2 Webster +1.299s; 3 Michael Meadows; 4 Jelley; 5 Zamparelli; 6 Jimenez. **CW Ignas Gelzinis; Graeme Mundy. FL Cammish 2m26.905s (106.62mph).** **P Webster. S 30.**
Points 1 Cammish 80; 2 Jelley 66; 3 Webster 58; 4 Meadows 50; 5 Nicholas Latifi 37; 6 Jimenez 33.

CRAIGANTLET
MAY 2, BRITISH HILLCLIMB



ROUND 3 1 Will Hall (2.0 Force-AER/XTec WH) 45.54s
BTD: 2 Wallace Menzies (3.5 Gould-NME GR55) 46.58s; 3 Trevor Willis (3.2 OMS-RPE 28) 46.61s; 4 Alex Summers (3.5 Gould-NME GR61A) 47.11s; 5 Jos Goodyear (1.3s GWR-Suzuki Raptor 2) 47.72s; 6 John Bradburn (3.5 Gould-Cosworth GR55) 48.54s; 7 Alastair Crawford (2.8 Gould-NME GR55) 49.23s; 8 Tom New (3.5 Gould-NME GR55) 50.91s; 9 Nicola Menzies (1.3t Force-Suzuki PC) 55.61s; 10 George Coghill Jr (1.3t Force-Suzuki PC) 57.57s; 11 Paul Haines (1.3t Gould-Suzuki GR59) 58.69s; 12 Peter Herbert (3.6 Porsche 911) 63.76s.
ROUND 4 1 Willis 46.40s; 2 Hall 47.23s; 3 Summers 48.00s; 4 W Menzies 48.19s; 5 Crawford 49.12s; 6 Goodyear 49.71s; 7 Bradburn 50.87s; 8 Haines 55.82s; 9 N Menzies 56.85s; 10 Dave Uren (1.3t Force-Suzuki PC) 61.92s; 11 Herbert 64.55s; DNF New.
CW Sheryl McBride (1.6 Citroen Saxo GTS) 71.56s; Michael Adams (2.0 VW Golf) 61.09s; David Hunter (2.5 Subaru Impreza) 56.64s; Gardiner McIlwaine (2.0 Westfield) 64.50s; Geoffrey Kidd (2.0 Tiger Cat) 61.66s; Chris Rogan (2.0 Ford Escort) 62.85s; Steven Gault (1.6 Citroen Saxo) 60.70s; Johnny Armstrong (2.0 AMS Westfield) 66.78s; Roger Gage (1.4 Maguire Mini) 55.35s; Simon O'Brien (2.0 Crossle 9S) 64.80s; Alan Roddy (1.6 Citroen Saxo) 61.55s; Gerard O'Connell (2.5 Ford-Millington Escort) 56.68s; Michael White (2.0 Subaru Impreza) 55.76s; Russell Houston (1.4 OMS-Suzuki CF04) 56.03s; Goodyear 47.79s; Willis 46.21s.
POINTS 1 Summers 33; 2 Willis 26; 3 Crawford & W Menzies 21; 5 Scott Moran 20; 6 Hall 19; 7 New 18; 8 Bradburn 16; 9 Goodyear 11; 10 Haines 9.



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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

What you think of the motorsport news of the past week



F1 is diminished by the threat to historic tracks

Negativity damages our sport

I refer to Anthony Rowlinson's *From the paddock* piece in your April 30 issue.

It is undoubtedly the case that the significance of Formula 1 is diminished by the loss of historically important countries from the list of venues hosting grand prix events. The simple fact is, history cannot be bought.

Perhaps now is the time that those countries who are presently without a grand prix, or are having difficulty with

negotiating sensible terms with the promoters of F1, should consider creating their own series. Of course it cannot be called 'Formula 1', but another title can be found.

Every week we read about the negatives surrounding F1. If it is not the cars, then it is the cost. This constant negativity is damaging all of motorsport in the eyes of the public and mass media. Surely there must be another way – a better way.

Alex Sinclair, County Wicklow, Ireland

I agree with recent comments

that Formula 1 is too processional, especially at the front. Having been an F1 fan for years I feel that one way to increase competition and make racing more exciting would be to take a leaf out of the horse racing book and introduce weighting.

In horse racing the favourite is often the top weight and this has the effect of bringing the field closer together and making the race more even. It has been accepted in this sport for many years, so how about in F1?

It could work in a similar way with weights being added to, say, the top 10 cars from the previous race. The winner would, for example, have 10 units of weight added for the following race, second place would add nine and so on.

Maybe those finishing outside the top 10 could have their weight reduced in a similar fashion.

Something does need to be done as the sport evolves. At present most races are won after the lead car completes the first lap, and barring mechanical failure they will still be there at the end.

Weighting would level the field, create more excitement, and be less processional.

Nino Mancini
Congleton, Cheshire

Success ballast has of course been tried in other series. Do other readers think it should be considered for F1? – ed

I was surprised to see that you thought Kris Meeke's first WRC win

didn't automatically warrant the full cover page splash. There was a time when there would have been no question.

As the WRC struggles to market itself globally, I think a respected magazine like AUTOSPORT should be trying to promote it for the many fans who look beyond F1 for their enjoyment, rather than dismissing it.

Mark Wade
By email

In our defence, we thought our package of Rally Argentina coverage, crowned by the green masthead, did precisely the opposite of dismissing the WRC. Indeed, we've increased the size of our rally reports this year in recognition of the sport's significance – ed

BIG NUMBER

25 This weekend's Spanish Grand Prix will be the 25th F1 race held at Barcelona. Only 12 tracks have held more world championship races.

MILESTONE

1993 The 2015 Porsche Supercup gets under way at Barcelona this weekend. The one-make category is now in its 23rd season after starting in 1993.



WHAT'S ON TRACK IN THE UK



BTCC

EBREY/LAT

THRUXTON BTCC

May 9-10
The BTCC moves on to the country's fastest circuit, promising high-speed thrills for the headline series and the usual support pack.

DONINGTON PARK BRSCC

May 9-10
Four categories of Caterham racing take to Donington Park, joined by National FF1600 plus Fiestas and Golf GTIs.

SILVERSTONE CSCC

May 9-10
A wide variety of classic racers from the past – and a few modern interlopers – will compete on the Silverstone National circuit.

SNETTERTON BARC

May 9-10
Superkarts, the Kumho BMW Championship and two classes of Minis will make for some diverse racing at this BARC meeting.

BISHOPSCOURT BARC/LMC

May 9-10
Irish Touring Cars and Formula Vee headline a weekend of racing at the Northern Ireland venue.

HAREWOOD BRITISH HILLCLIMB

May 9-10
The British Hillclimb Championship heads to Harewood Hill in Yorkshire for its third event in as many weeks.

PEMBREY RALLYCROSS

May 10
The British Rallycross Championship makes the first of two visits to Wales this year, with Andy Scott unbeaten so far.

EVENT OF THE WEEK



Blancpain's GT bruisers at Brands

BRANDS HATCH BLANCPAIN SPRINT SERIES

May 9-10
The Blancpain GT carnival begins its British leg with the Sprint Series' visit to Brands Hatch. That means GT3 machinery from Audi, BMW, McLaren, Bentley, Ferrari and

Lamborghini and star drivers such as Laurens Vanthoor, Robin Frijns and Bernd Schneider on the classic Grand Prix loop. Support bill features the GT Cup and Mini Challenge.

WHAT'S ON TRACK AROUND THE WORLD



FORMULA 1

COATES/LAT

SPANISH GP

F1 World Championship
Rd 5/19
Barcelona, Spain
May 8-10
f1.com

GP2 SERIES

Rd 2/10
Barcelona, Spain
May 9-10
gp2series.com

PORSCHE SUPERCUP

Rd 1/8
Barcelona, Spain
May 10
porsche.com

GP3 SERIES

Rd 1/8
Barcelona, Spain
May 9-10
gp3series.com

INDYCAR

Rd 5/15
Indianapolis, Indiana, USA
May 9
indycar.com

INDY LIGHTS

Rd 4/10
Indianapolis, Indiana, USA
May 8-9
indycar.com/RoadToIndy

NASCAR SPRINT CUP

Rd 11/36
Kansas Speedway, USA
May 9
nascar.com

FORMULA E

Rd 7/10
Monte Carlo, Monaco
May 9
fiaformulae.com

INTERNATIONAL GT OPEN

Rd 2/7
Estoril, Portugal
May 9-10
gtopen.net

TCR INTERNATIONAL

Rd 4/11
Algarve, Portugal
May 9-10
tcr-series.com

EUROFORMULA OPEN

Rd 3/8
Estoril, Portugal
May 9-10
euroformulaopen.net



INDYCAR

LEPAGE/LAT

SCANDINAVIAN TOURING CARS

Rd 1/7
Skovde, Sweden
May 9
stcc.se

S BLOXHAM/GP3

GP3

FROM THE SOFA

WHAT'S ON TELEVISION

Q&A

FRANCOIS RIBEIRO

WTCC GENERAL MANAGER

@FIA_WTCC

AUTOSPORT: Covering a race on such a long track [the Nurburgring Nordschleife], with about 300 metres of elevation change, flowing through densely wooded countryside must be quite an unusual challenge.

Francois Ribeiro: That's why we're bringing people who've been filming live rally stages for years. The helicopter pilot and the Cineflex operator have worked on the Tour de France. We want to make the most of the visual appeal of the area.

AS: The length of the track must also pose some difficulties at ground level. How are you going to cover it all?

FR: It's going to be a co-production with WIGE Media AG, the biggest TV production company in Germany, who also produce the DTM coverage. They have all the trackside cameras. Not all 26km are covered, more or less it will be half of the circuit – the grand prix section, the first third of the Nordschleife, and then the main spots and famous points. But the long, long straights coming back to the start of the grand prix circuit, they won't have any trackside cameras at all.

AS: Which elements will Eurosport be handling?

FR: We have all the onboard cameras, two helicopters and a relay plane, and



Ribeiro: big plans for Nordschleife

the VHF cameras on the grid and in the pitlane. The international feed will be a combination of the WIGE and Eurosport Events feeds, which will all come in to a TV production centre with our TV graphic package. All in all we should have 70 different angles.

AS: There must be an air-traffic control challenge as well, with two helicopters and a relay plane.

FR: They won't fly at the same altitude, not just to avoid potential collisions, but because each of them will have a different brief. One helicopter will fly as low as possible, as you'd do on a rally stage, because the lower you fly the greater the impression of speed you show on screen. That helicopter will follow the action – a Eurocopter AS350 B3 Squirrel can go faster than a WTCC car, even on the long

"I expect there to be incidents and the peloton will stretch"

straight. We will put another one a bit higher, because I expect there to be some incidents and for the peloton to stretch at some point, so we will have to explain that visually. And it's important to get the beauty shots, too, because this is a unique circuit, with forests, the castle, campsites, the paintings on the road. For that you need a higher view.

AS: Will the tree cover cause you any technical headaches?

FR: Yes, but it's not covering too much, and we're used to this with rallying. Even if there are some parts that are covered, the on-board signal won't break up. The technology we developed for rallying since 2010, when we covered stages of Monte Carlo live, will work perfectly at the Nordschleife. The biggest hurdle could be the weather! You can have very different conditions in different parts of the circuit. But the only thing that can prevent us flying is fog.

Francois Ribeiro was talking to Stuart Codling

TV pick of

Edited by Matt Beer



SPANISH GRAND PRIX

Sky Sports

Sun 1230-1530

BBC

Sun 1705-1830

The European leg of the 2015 Formula 1 season begins at the fifth round, the Spanish Grand Prix. Lewis Hamilton won last year's race, and Nico Rosberg won't be hoping for a repeat as he looks to get his title bid back on track and the improving Ferrari closes in.

The race is live on Sky Sports but, for those without, the BBC will be broadcasting its usual highlights package on the Sunday evening.



BRANDS BLANCPAIN - LIVE

ESPN

Sunday 1100-1230/1430-1615

A decent international GT grid on the Brands Hatch Grand Prix circuit is always something to savour, so the Blancpain Sprint Series making Kent its UK home has been very welcome. ESPN is showing both the qualifying heat and championship race live on Sunday.

It's going to be a key event for reigning champion Laurens Vanthoor, who has ground to make up after new team-mate Robin Frijns' qualifying crash ruled them out of the Nogaro opener. The WRT Audis couldn't match the new Lamborghini Huracan at Monza but should fly at Brands.

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ONLINE

Top stories on AUTOSPORT.com in the last week

NEW FERRARI BUILT TO SUIT RAIKKONEN

Maurizio Arrivabene reveals that he requested late design changes to make sure 2015 Ferrari was good for Raikkonen's style, explaining the Finn's improved form this year

KOVALAINEN TOO 'LOYAL' TO CATERHAM

As part of our Caterham special, Heikki Kovalainen suggests he wrecked his F1 career by staying at the struggling squad too long while it failed to make progress up the grid

WHAT'S PROMPTED F1 CALENDAR SHAKE-UP?

As details of the 2016 F1 calendar emerge, we analyse what could have prompted some of the surprising changes to the line-up for next season

F1 URGED TO HAVE 'FREE RULES' OPTION

Max Mosley has his say in the F1 rules and costs debate with a new variation on the 'more freedom but capped budget' idea

McLAREN: NEW UPGRADES POLICY WORKING

Eric Boullier admits half of last year's upgrades didn't work, but says 'change in culture' is now paying off for the Anglo-Japanese alliance



WHAT IS THE GREATEST EVER F1 CAR?

An illustrious panel of paddock experts rank some of grand prix racing's most influential machinery

the week



INDYCAR - LIVE
ESPN

Saturday 2030-2300

The Month of May now begins in road course trim, with IndyCar using a revised version of Indianapolis's old Formula 1 infield circuit for a second straight year.

The track was popular with drivers last season (to European fans' surprise as it was an underwhelming presence on the grand prix schedule), and produced plenty of action. Shock polesitter Sebastian Saavedra stalled at the start and triggered a huge crash and then-rookie Jack Hawksworth led for a long spell before Simon Pagenaud fuel-saved his way to victory for Schmidt.



THRUXTON BTCC - LIVE
ITV4

Sunday 1100-1830

The impact of the BTCC's 2015 format shake-up on the fast-wearing soft tyre has been the most divisive aspect of the new season but Thruxton offers a chance to see how the racing will be without it as Dunlop sticks to a single hard compound for the rubber-guzzling Hampshire track.

ITV4's whole-day coverage will showcase how the new MSA Formula series performs at an ultra-fast, slipstreaming track too, with support from the Renault UK Clio Cup and two Ginetta championships.



SAN MARINO GP 1982
Sky Sports F1

Saturday 1615-1700

A grim but significant weekend in Formula 1 history – the 1982 San Marino Grand Prix began with just 14 cars on the grid as F1's political war of the day came to a head, and ended with Gilles Villeneuve reeling from Ferrari team-mate Didier Pironi 'stealing' victory, a row that coloured the Canadian hero's mood for what proved to be the final two weeks of his life.

It's a fascinating watch and a critical episode of the Villeneuve legend, but an odd choice by Sky for the 33rd anniversary of his death. We'd have voted for one of the heroic drives he'd want to be remembered for.



BARCELONA GP3 - LIVE
Sky Sports F1

Sat 1615-1715/Sun 0820-0920

There haven't been many times in GP3's history when it's made a great television spectacle. Classic races have been few and far between and the cars don't tingle many spines appearing on screens so soon after viewers have been watching Formula 1 at qualifying pace on the same track. But Valtteri Bottas and Daniil Kvyat's rises prove its worth as a talent launchpad and it has Verstappen-vanquishing European F3 champion Esteban Ocon headlining its 2015 class, making it worth a watch for intrigue even if the thrills again prove modest.

HOT ON THE WEB THIS WEEK

YouTube **WEC DRIVERS EULOGISE ABOUT SPA'S EAU ROUGE**



SEARCH FOR: The World's Most Famous Corner Eau Rouge

On the weekend of the Spa round of the World Endurance Championship, Toyota's Alexander Wurz, Audi's Lucas di Grassi and G-Drive's Sam Bird wax lyrical on the subject of Eau Rouge and why it retains its legendary status.

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INTRODUCING

Charles Leclerc

Monegasque European F3 racer has already made a big impact this season



CV

Born October 16 1997
From Monte Carlo



2015 (SO FAR) 2 wins in European F3 with Van Amersfoort Racing
2014 2nd in Formula Renault ALPS (two wins); three podiums in FRenault Eurocup with Fortec Motorsport
2013 2nd in CIK-FIA World KZ karting
2012 2nd in CIK-FIA under-18 World karting; 2nd in CIK-FIA European KF
2011 1st in CIK-FIA Academy Trophy; 1st in CIK-FIA World KF3



From karting rival of Max Verstappen's, Charles Leclerc has become his successor in 2015. Fresh from finishing runner-up in the Formula Renault ALPS series last year, in his maiden season of car racing, the 17-year-old Monegasque is now ensconced in the very same Van Amersfoort Racing Dallara-Volkswagen taken to 10 wins by Verstappen in the 2014 Formula 3 European Championship.

Leclerc took just two race weekends to take Dallara F314 chassis 09's tally of successes to 12, with victory first time out at Silverstone followed by a win at Hockenheim, and has established himself as a title contender this year.

It's little surprise to those who recognised his talent in karting, his interest inspired by his friend Jules Bianchi. Leclerc's father Herve raced in French F3 in the 1980s, most notably finishing eighth in the Monaco GP support race in '88. "Then he had to stop because he didn't have any budget," says Leclerc Jr. "Also, his best friend is the father of Jules Bianchi, so I have learned everything with Jules and his father, because we were always going to his house – that's how I got involved in motorsport."

The critical point came in 2010, when he got taken under the wing of the management company of Nicolas Todt, who had already masterminded Bianchi's career. "Obviously, the

friendship with Jules was one thing," says Leclerc, "and then in 2010 at the end of the year I won the Monaco Kart Cup, which is a big race in karting, in really hard conditions. I won by quite a lot and just after that Nicolas contacted me. We went to Geneva to see him, and we got on really well. The contract was amazing obviously, otherwise I don't think I would be here because I don't have enough budget to pay for this. It has been a great opportunity."

Bianchi's Renault season came with Fortec Motorsport. He chose ALPS as it was felt that this would offer more learning away from the heat of the Eurocup. "When you are doing ALPS you have a bit more test sessions than when you are doing Eurocup," he explains. "So as it was my first year I wanted to learn as much as possible. I think it was the right decision. We did three Eurocup appearances and I was quite fast in them, so with Nicolas we decided that the logical next step was to go to F3."

Those Eurocup 'wildcard' outings really created an impression, with three second places in six races giving him the career momentum that sparked interest from F3 teams for 2015. Leclerc tested for four days with Prema Powerteam, two with Fortec, and one each with Carlin and VAR before choosing the Dutch squad.

"I really liked how the team worked and the car worked at Van Amersfoort, and they did a good proposition as well," says Leclerc. "They are so friendly, but apart from that when you get to racing, and when you need to be serious and working, they know how to do it, and this is just amazing."

Does the data from Verstappen help? "It's always good to have data but the track conditions change from one day to another, so from one year to another it's really much bigger. So it's hard to compare – you can have an overview of the track, but to go faster I don't think it helps that much." ❧

Marcus Simmons



Leclerc already has two F3 victories to his name in 2015

NEXT WEEK

All the Spanish GP action
Plus: Formula E Monaco and BTCC Thruxton

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Official fuel consumption for the SEAT Leon ST CUPRA in mpg (litres per 100km); urban 32.1 (8.8) - 33.6 (8.4); extra-urban 50.4 (5.6) - 49.6 (6.6); combined 42.2 (6.7) - 42.8 (6.6). CO₂ emissions 157 - 154 g/km.