

TANDY JOINS 24-HOUR ELITE

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PORSCHE TAKES BACK LE MANS

How it ended the Audi era



**BAMBER AND F1'S
HULKENBERG JOIN
BRIT IN VICTORY**



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

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Audi RS 3 Sportback.
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Extra Urban 43.5 (6.5) – 44.8 (6.3), Combined 34.0 (8.3) – 34.9 (8.1), CO₂ emissions 194 – 189g/km. Standard EU test figures figures. Image for illustrative purposes only, includes optional extras.



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POLE POSITION

Porsche versus Audi is a battle for the ages

NOT SO LONG AGO, THE PROSPECT OF PORSCHE COMING back to the top class of sports-prototypes was fanciful and its 17th Le Mans victory a fantasy. But Audi's astonishing run of wins in the 21st century, which stood at 13 wins in 15 attempts heading into this year's race, was a challenge that Stuttgart could not ignore.

Everyone yearns for the epic motor-racing fights of yesteryear in a way that often makes them fail to recognise when we are living through a period that future generations will look back upon with envy. The Porsche-versus-Audi battle is just that. Savour it.

We also carry a green masthead in tribute to Nick Tandy's part in the #19 Porsche's win. The 30-year-old has always been seriously quick and, like team-mates Nico Hulkenberg and Earl Bamber, earned his chance through sheer ability and hard work.

As an AUTOSPORT reader, you will know how good Tandy is after reading of his exploits in these pages since 2006. Now the wider world has taken notice.

A full-time Porsche LMP1 role must surely be on the cards for 2016. If – or rather when – that happens, expect to read plenty more about Britain's 32nd Le Mans winner.



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COVER STORY

“Porsche had the edge on Audi on track, in the pits, and in the reliability stakes”

How Porsche defeated Audi, p14



FIND US ON



Cover images:
 Le Meur/DPPI; Le Floch/DPPI

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THE BIG PICTURE

Things heat up in the pitlane for the GTE Am-class JMW Ferrari 458 Italia of Kuba Giermaziak, Abdulaziz Al Faisal and Michael Avenatti at Le Mans – but it still finished seventh

Photographer Jakob Ebrey





This week in F1



END-OF-YEAR DEADLINE FOR RENAULT F1 FUTURE

French firm Renault will decide by the end of this year whether it will remain as an engine supplier to Red Bull, again become a full works team, or withdraw from Formula 1 altogether.

Renault's supply deal with Red Bull and Toro Rosso expires

at the end of 2016.

Renault Sport F1 managing director Cyril Abiteboul said: "Red Bull wants the confidence we have the capacity to catch up, and on our side we need the certainty we can catch up," he said.

"I would imagine at some point later in 2015 they will want to know

what is going on in 2017."

Renault has been linked with buy-outs of Toro Rosso, Lotus and Manor, while Red Bull boss Christian Horner suspects the manufacturer will leave F1 if the engine rules do not change. Abiteboul added: "Right now the best thing we can do for our own

situation is to assume we will continue as we are, with us as an engine supplier and them as a customer of Renault.

"That will give us the best chance of quick success for the joint organisation, but in parallel we also work on the future."

Bernie rejects big-four threat

Bernie Ecclestone has dismissed suggestions that the big four teams plan to take control of Formula 1.

Force India deputy team principal Bob Fernley (right, with Ecclestone) and Sauber team boss Monisha Kaltenborn have expressed concerns over what they believe is power play



XPBIMAGES

going on behind the scenes by Ferrari, Mercedes, McLaren and Red Bull.

But F1 boss Ecclestone told AUTOSPORT: "This has happened in the past and it's nothing new, although it's new to them because they're all new kids on the block.

"But it's not new to me. I've been there and done it. So far nobody has threatened to do anything, but then the worst thing anybody could ever do is threaten me."

REMEMBER WHEN

The Formula One Teams' Association announced in June 2009 that it planned to set up a breakaway championship after becoming frustrated with the FIA. It failed to materialise.

PIRELLI EXPECTED 2015 RACES PACE TO BE FASTER

Pirelli motorsport boss Paul Hembery says better car balance and teams finding less pace than expected have contributed to Formula 1 reverting to more one-stop grands prix.

The F1 tyre manufacturer had expected that two to three-stop races would be the norm in 2015.

Hembery said: "If we wanted to be self-critical, we are finding this year wear and degradation levels are improved over last year.

"We did some work on the rear tyres and that has allowed the teams to balance all four corners of the car much better."

2014/15 FASTEST RACE LAP COMPARISON

GP	2014 FL	2015 FL	DIFF
AUS	1m32.478s	1m30.945s	-1.533s
MAL	1m43.066s	1m42.062s	-1.004s
PRC	1m40.402s	1m42.208s	+1.806s
BRN	1m37.020s	1m36.311s	-0.709s
E	1m28.918s	1m28.270s	-0.648s
MC	1m18.479s	1m18.063s	-0.416s
CDN	1m18.504s	1m16.987s	-1.517s



XPBIMAGES

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Palmer lands five more runs

Jolyon Palmer will contest the first practice sessions at the next five GPs – Austria, Britain, Hungary, Belgium and Italy – for Lotus.

The reigning GP2 champion has already tackled FP1 in China, Bahrain and Spain, replacing Romain Grosjean on each occasion.



STALEY/LAT

If I am going to change the objectives, it's like I'm going to say we've surrendered



Ferrari chief Maurizio Arrivabene says the Scuderia will not change its target of two wins in 2015 after a lacklustre Canadian GP

Wolff 'open-minded' over engine pleas

Mercedes motorsport boss Toto Wolff has not ruled out a potential relaxation of engine rules next season, but warned of the likely cost implications.

Mercedes rivals Ferrari, Honda and Renault are all eager for in-season engine development to be permitted in 2016.

"We are open-minded about the situation," Wolff said. "We understand Renault and Honda are in a difficult position." But he added: "In-season development probably represents a double-digit million [euro] additional cost factor."



BLOXHAM/LAT

PATRICK HEAD RECEIVES KNIGHTHOOD

Williams co-founder and former technical director Patrick Head has been given a knighthood in the Queen's 2015 Birthday Honours list.

Williams team boss Sir Frank Williams said: "His engineering talent helped play a key role in establishing Great Britain as a leading force in global motorsport."

RACING KNIGHTS

Six others who have been knighted for their racing activities:

- Sir Henry Segrave (1929)
- Sir Malcolm Campbell (1931)
- Sir Jack Brabham (1979)
- Sir Frank Williams (1979)
- Sir Stirling Moss (2000)
- Sir Jackie Stewart (2001)



ETHERINGTON/LAT

F1 PREVIEW

AUSTRIAN GRAND PRIX

June 19-21



CIRCUIT INFORMATION

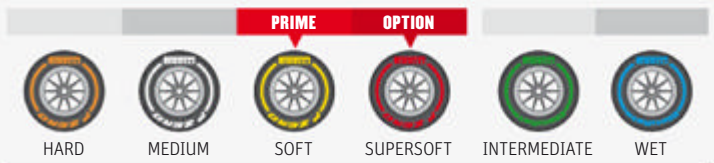
RED BULL RING

LENGTH 2.688 miles NUMBER OF LAPS 71



2014 POLE POSITION Felipe Massa	1m08.759s
QUALIFYING LAP RECORD Rubens Barrichello	1m08.082s (2002)
RACE LAP RECORD Michael Schumacher	1m08.337s (2003)

TYRE ALLOCATION



UK START TIMES

LIVE ON SKY SPORTS F1
THURSDAY
 FP1 0900 FP2 1300
SATURDAY
 FP3 1000 **QUALIFYING** 1300
SUNDAY
RACE 1300

BBC 5 live will offer live coverage of all sessions while BBC TV will also carry highlights of qualifying and the race.

PREVIOUS WINNERS

2014 Nico Rosberg	Mercedes
2003 Michael Schumacher	Ferrari
2002 Michael Schumacher	Ferrari
2001 David Coulthard	McLaren
2000 Mika Hakkinen	McLaren
1999 Eddie Irvine	Ferrari
1998 Mika Hakkinen	McLaren
1997 Jacques Villeneuve	Williams
1987 Nigel Mansell	Williams
1986 Alain Prost	McLaren

THEMES TO WATCH



DUNBAR/LAT

FERRARI THREAT
 After a messy weekend at the Canadian GP, Ferrari will aim to put its engine upgrade to better use in Austria.



STALEY/LAT

HAMILTON v ROSBERG
 Lewis Hamilton wrestled back the momentum from Nico Rosberg in the title race in Canada, but can he hang onto it?



DUNBAR/LAT

WILLIAMS CHALLENGE
 Williams locked out the front row in Austria in 2014 and this year arrives with a big update package to the FW37.

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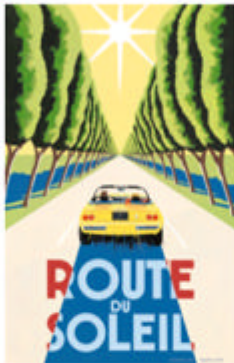
FATHER'S DAY

Advertorial

PULLMAN EDITIONS – Art Deco Posters

Pullman Editions designs striking original posters which capture the enduring appeal of Art Deco. Their newly-commissioned posters feature the world's greatest historic automobiles, winter sports in the French, Austrian and Swiss Alps, and glamorous resorts around the world.

Poster display was never more inspired than in the Art Deco period. Posters, once described as 'a visual shout', proved an attractive, effective means of promotion and 'at-a-glance' display. Initially produced by Swiss and French railway companies, these decorative advertising posters graced station platforms and billboards to persuade affluent and adventurous travellers to enjoy the newly-fashionable modern luxury travel. The vast majority of these classic



posters were destroyed when replaced by other posters, and the handful of surviving vintage posters today fetch dramatic prices.

Posters advertising road sports cars of the 1950s to 1970s are virtually non-existent – most car manufacturers relied on other methods, such as magazine ads, to promote their new creations, and posters were never produced. Pullman Editions' automobile posters are therefore unique and reflect the call for stylish, decorative yet affordable Art Deco motoring posters.

Available in strictly limited editions of 280, Pullman Editions' posters are printed using traditional techniques on the finest quality 100% cotton fine art paper. There are currently over 100 designs to choose from, all of which are available to view and buy online at www.pullmaneditions.com.



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www.pullmaneditions.com or Call +44 (0)20 7730 0547

Priced at £395 each



Ben Anderson

From the paddock

Canada delivered a surprise damp squib, leading to more moans about the rules. But is there really an alchemy to guarantee excitement?

The recent Canadian Grand Prix will have done little to alleviate the sense that Formula 1 is currently failing to hit the right note with motor-racing fans. Given that last year's edition was so exciting, featuring the fastest cars in the field hitting mechanical trouble, a multi-car fight for victory, a round-the-outside pass on the grass to settle the matter, and a massive crash on the penultimate lap, it's no surprise the BBC chose Canada as one of its precious few races to broadcast live in 2015.

But this year's race featured no such drama for a prime-time audience. There were no safety-car periods and far less tyre degradation than normal, while reliability gremlins only affected the back of the grid, so had no bearing on the battle at the front.

Cue a rather sedate spectacle, then more moaning that F1's current technical regulations have neutered one of the most exciting venues on the calendar.

This is when you get the feeling that F1 cars need to be faster in race trim. Not all grands prix can be classic thrillers – if that were the case there would be nothing to distinguish the good races from the bad, which would be predictable in itself. But when there's no bad weather, variable strategies, high tyre degradation or daredevil overtaking to distract fans, F1 becomes exposed and starts to feel, well, a bit pedestrian.

Suddenly the talk is of fuel saving, 'lift-and-coast' and managing brakes. Such things were necessary long before V6 hybrid turbo engines replaced

experienced driver pairing on the grid talk about what it means to drive the current breed of F1 car.

"You have to control everything in the best and most efficient way, that's your challenge," says Alonso, who compares driving in F1 now to the job of flying a modern (autopilot-assisted) aeroplane. "It's now difficult to push the limit, because if you push at the limit something will go into a less efficient mode and that will affect the total laptime.

"You just need to make sure everything is at 100 per cent. But not yourself. This kind of driving is a little bit strange."

You get the sense that the more experienced drivers (and thus the ones most people pay attention to) are growing frustrated and, dare I say it, a little bored with things. F1 should be motorsport's ultimate driving challenge, as well as its ultimate technological challenge. Perhaps, at the moment, it is not...

"It's very different," says Button, who recently drove a 2011 McLaren at Silverstone for a sponsor event and said he "loved" rediscovering the feeling of exhaust-blown downforce smothering the car in grip. "It's less 'balls' now and more 'caressing'."

The reduced need for 'balls' is perhaps why the likes of Kimi Raikkonen feel moved to declare that F1 needs to be more dangerous (no doubt causing FIA bigwigs to put heads in hands). It's a risky statement to make, as anyone who recalls the events of last year's Japanese

"Just because F1 is focused on efficiency does not mean people want to see economy runs"

normally aspirated V8s, but therein lies the problem: just because F1's technological direction is focused on efficiency doesn't mean people want to see drivers on economy runs.

Perhaps here there is a strong argument for not broadcasting radio communications between the pitwall and the drivers, or banning them entirely, so fans don't feel that drivers are being mollycoddled, or know for a fact when they are not pushing as hard as they can.

Unfortunately, when the racing isn't spectacular F1 starts to feel like a go-slow sport rather than a pioneering exercise to push the boundaries of how quickly it's possible to travel around a given circuit.

It doesn't help when the drivers themselves seem to be growing restless with the state of play. OK, so Jenson Button and Fernando Alonso would both be a lot happier if McLaren-Honda was a more competitive proposition than it is currently, but it's interesting to hear the most

GP will surely tell you, but Raikkonen also alludes to that zeitgeist sense that F1 is not all that it could or should be right now.

The bizarre thing is that even the current generation of fuel-limited, heavy-set, hard-tyred, aerodynamically-restricted F1 cars can still break new ground. The data from most circuits supports the theory that F1 cars have been getting steadily slower for the past decade, but as recently as last November Nico Rosberg lowered the track record on a resurfaced Interlagos in qualifying.

There is a big push to overhaul the technical regulations to make cars 5-6 seconds per lap faster in 2017, but F1 needs to be careful with this change of emphasis. Stickier tyres, more downforce and increased horsepower will obviously make cars quicker, but won't necessarily make the races more exciting.

There will always be boring races, no matter what you do. The important thing is not to overreact. Let's hope for better in Austria this weekend. ❧

This week in motorsport

RACE OF CHAMPIONS FOR LONDON OLYMPIC STADIUM

Motorsport's multi-discipline Race of Champions is to be held this year at London's Olympic stadium on November 20-21.

The date represents a return to the UK capital for the event, which was staged at Wembley Stadium in 2007 and '08.

The Race of Champions took place last year in Barbados, with David Coulthard taking victory.

"If people want to rediscover the reason why they enjoy motorsport, they should come along to the Race of Champions," he said.



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Orders taken for new LMP3s

New LMP3 prototype constructors Onroak Automotive and ADESS have confirmed the first orders for new chassis that are set to race before the end of this season.

Onroak announced that it had sold four Ligier JSP3s ahead of the launch of the car during Le Mans week (right). German firm ADESS revealed it had orders for two cars when it released images of its Nissan-powered O3 design (right, below) last week.

An undisclosed French team, which is aiming to debut its pair of cars in the European Le Mans Series finale at Estoril in October, has purchased two JSP3s.

EuroInternational, which fields the Ligier Group CN design in the Italian Prototype Championship, has also bought two for an Asian Le Mans Series campaign starting in the autumn.

The JSP3 was given a shakedown at Magny-Cours ahead of its launch and will begin development testing this week.

ADESS, which has ended its joint-venture agreement with Sebastien Loeb Racing and the Sora composites group, has not revealed the identity of its customers and will begin testing in September ahead of a possible debut in the Estoril ELMS round.



GIROLAMI IN WTCC HONDA

Argentinian Super TC2000 champion Nestor Girolami makes his World Touring Car Championship debut at the Slovakia Ring this weekend in the Nika International Honda usually driven by Rickard Rydell.

The 26-year old tested for Lada at the Hungaroring last month, but his contract with Peugeot Argentina precludes a full-time move to the WTCC this season. Instead he will replace Rydell for two rounds to gather experience, while exploring options for 2016.

"It's definitely the best opportunity I have had in my career and I cannot wait to start," said Girolami. "I have a lot to learn about the car, the tracks and the championship so I will be taking things step by step."

Slovakian Mato Homola will step up from the European Touring Car ranks this weekend in a Campos Racing Chevrolet.



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



New faces join Formula E grid

IndyCar podium finisher Simona de Silvestro and ex-Formula 1 driver Sakon Yamamoto will join the Formula E field for next week's Battersea double-header.

Swiss racer de Silvestro becomes the eighth person to occupy an Andretti Autosport seat, while Yamamoto (above) fills in for DTM-committed Antonio Felix da Costa with his old friends at Amlin Aguri.

HINCHCLIFFE BACK AFTER LIFE-THREATENING CRASH

Canadian IndyCar star James Hinchcliffe returned to the paddock in Toronto last weekend for the first time since sustaining life-threatening injuries in a practice crash at the Indianapolis 500.

Hinchcliffe, who has not missed a Toronto Indy race since he was 18 months old in 1988, served as Grand Marshal last Sunday. He also met up with members of the Holmatro safety crew (right), whose quick response to the crash was credited with saving his life.

The timeline for Hinchcliffe's return to the cockpit remains open-ended. He underwent emergency surgery on the day

of his accident, and faces a second operation in the coming weeks.

"We're looking at some time in the next four to six weeks to schedule that surgery," he said. "Then it should be another four to six weeks before I'm getting back into a full training regimen."



PERRYWINKLE/LAT

In brief



DTM ACES GET GT RUN
BMW DTM stars Bruno Spengler and Timo Glock have had their first taste of the Z4 GT3 they will race with Alex Zanardi in this weekend's Blancpain Endurance round at Paul Ricard and then the Spa 24 Hours. The trio got to grips with the car, which features steering wheel, pedal box and clutch modifications for amputee Zanardi, in two days at Adria in Italy (above).

ENGSTROM FOR TCR
Swedish tin-top veteran Tomas Engstrom will make his TCR International debut in the SEAT Leon Racer of Team Engstler in this weekend's Sochi round. Engstrom replaces Lorenzo Veglia – who has clashing school exams – in Russia as he gears up for a full campaign in the TCR Asia series with the team.

INGRAM CORRECTION
Apologies to Peugeot UK rally protege Chris Ingram, who set the fastest time in the recent MSA RX Talent Search contest. We got our Ingrams mixed up and credited the achievement to BTCC racer Tom Ingram, who was not even in the contest.

BRABHAM TRUCK FUN
Budget-hit Indy Lights racer Matt Brabham got a rather unusual seat for last weekend's Toronto IndyCar support card: he was called up by team owner Robby Gordon for his Stadium Super Trucks debut. Brabham, who earlier in the week had tested a NASCAR Late Model car for the team of David Gilliland, finished fourth in the 600bhp truck.



Moscow BSS now out of city

Next month's Blancpain Sprint Series race scheduled for a new street circuit in Moscow has been moved to the city's permanent venue.

The shift of the race to the Moscow Raceway, approximately 90 minutes from the Russian capital, follows a

decision by city authorities to bring forward construction work planned for the Moscow University area in which the event was due to take place on July 4-5.

The race on the permanent circuit will take place on July 3-4.



Beetle to join WRX line-up

The Volkswagen Beetle is to join the World Rallycross field for July's Swedish round at Holjes.

The Eklund Motorsport team of Swedish motorsport hero Per Eklund will run the car for Norwegian Daniel Holten.

"We are confident this car is a brilliant base for a Supercar," said 1999 European Rallycross champion Eklund. "The dimensions of it are really, really good, and Daniel has proven his potential."



MORE V8s FOR BUNCOMBE

Nissan stalwart Alex Buncombe will rejoin the marque's Kelly Racing-run V8 Supercar team for the late-season tin-top enduros in Australia.

The 33-year-old Briton reprises his 2014 link-up with Todd Kelly – with whom he finished seventh in last year's Bathurst 1000 – in an Altima (below).



KALISZ/LAT

REMEMBER WHEN

2005



BLOKHAW/LAT

Check out these youngsters battling in Formula BMW UK at Brands Hatch in 2005. It's Matt Howson leading Sam Bird and Oliver Turvey, which is the order they ended up in on the podium. Last weekend – 10 years and

nine days later – they were first, third and second respectively in the LMP2 class at the Le Mans 24 Hours.



PORSCHE'S 'THIRD MEN' ROUT AUDI

The least experienced of Porsche's three LMP1 driver line-ups beat their team-mates as well as Audi's finest. **GARY WATKINS** explains how Hulkenberg, Tandy and Bamber came to the fore





LE MANS 2015

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Jani and Bernhard on the front row

16

THE #19 PORSCHE CAME INTO ITS OWN AS temperatures dropped over the Circuit de la Sarthe on Saturday evening, and then some more when it got even cooler after darkness fell.

Le Mans rookie Nico Hulkenberg, who became the first active Formula 1 driver to win Le Mans since Johnny Herbert and Bertrand Gachot triumphed with Mazda in 1991, proved that the #19 entry – which he shared with Nick Tandy and Earl Bamber – was going to be a contender when he climbed aboard the car for a second time late in the sixth hour. The car had lost ground in the first two of the four safety-car periods to interrupt the 83rd running of the Le Mans 24 Hours, but Hulkenberg was up into the lead group by the time the safety car came out for a third time at the end of hour eight.

The Force India F1 driver passed his team-mate Mark Webber in the #17 Porsche for second

“WE WEREN’T QUICK ENOUGH, ESPECIALLY IN THE NIGHT”
MARK WEBBER

before handing over to Tandy after completing the car’s first quadruple stint on a set of Michelin tyres.

Tandy, the only driver in this additional Porsche LMP1 entry for Le Mans to have previously raced in the 24 Hours, continued the good work either side of midnight, before Bamber established the car in the lead during

the small hours. Neither the Webber car, which the Australian drove to second place along with Timo Bernhard and Brendon Hartley, nor Audi had the pace of the winning Porsche at this crucial stage of the double-points World Endurance Championship round.

“We weren’t quick enough,” said Webber. “The #19 car was faster than us, especially in the night. It left us and the Audis behind.”

Tandy explained that “the cooler conditions suited the way we and our car were working”.

“The track came to us when the temperatures came down at dusk,” he continued. “It was all about doing four stints on the tyres and we were able to keep a good pace throughout. I think that was the key to our victory.”

Porsche couldn’t explain the performance differential at night between the #19 and #17 cars. LMP1 team principal Andreas Seidl insisted

HOURLY HIGHLIGHTS 15:00-23:00

By Stephen Lickerish



HOURLY HIGHLIGHTS

HOURLY HIGHLIGHTS
After switching positions at the start, Porsches #17 and #18 pulled away from the Audis. Then Patrick Pilet’s GTE Porsche caught fire, and Alexandre Imperatori’s Rebellion-AER hit the #42 Strakka LMP2 car and spun into the gravel, bringing out the safety car.



HOURLY HIGHLIGHTS

HOURLY HIGHLIGHTS
The lengthy caution period did the trick for Audi, as the #7 R18 took the lead with two brilliant passes on the Porsches within a lap. Andre Lotterer then lost the advantage during the pitstops but soon fought back. Lead battles in LMP2, GTE Pro and Am calmed down after a frenetic start.



HOURLY HIGHLIGHTS

HOURLY HIGHLIGHTS
A disastrous hour for Audi as #7 pitted with a puncture before newly installed Benoit Treluyer glanced the barriers at Tertre Rouge. Then Duval crashed #8. The #95 Aston lost the GTE Pro lead with a long stop as Jeroen Bleekemolen’s #53 Dodge built a commanding GTE Am advantage.



HOURLY HIGHLIGHTS

HOURLY HIGHLIGHTS
Audi’s misery continued as an unfortunately timed 45-minute safety-car period enabled Brendon Hartley in the #17 Porsche to grab a minute’s lead. In GTE Pro, the caution bunched the top four and the #64 Corvette of Tommy Milner emerged in the lead while Darren Turner spun the #97 Aston.

Old-school Le Mans formation pre-start

QUALIFYING

Porsche locked out the top three positions on the grid in first qualifying on Wednesday. Neel Jani claimed pole with the fastest lap of the Circuit de la Sarthe since the two chicanes were added to the Mulsanne Straight a quarter of a century ago. His time of 3m16.887s stands as the sixth-fastest pole lap in the long history of the endurance classic.

That's an impressive statistic given that multiple corners – and not just the chicanes on the long straight – have been added since the majority of those times were set. But that's progress, at least on the part of Porsche and its 919 Hybrid. The 2015 LMP1 challenger – an all-new car remember, despite its unchanged nomenclature – had gained five seconds over its predecessor.

Jani set his lap during the opening minutes of first qualifying on Wednesday – when he, Timo Bernhard and Nick Tandy had been sent for a low-fuel qualifying run on fresh tyres – and reckoned that a quicker lap was possible. Bernhard, who ended up second, was just under nine tenths down and suggested he had room for improvement too.

“The track was still quite green, so if the grip

improves there is definitely more to come,” said Jani afterwards, before pointing out that he also lost time in traffic in both the right and the left at Indianapolis. “I know I can go quicker in sectors two and three, but I'm not sure I can in sector one. I really nailed it and was right on the limit.”

There were no fireworks on Thursday because Porsche knew it couldn't be beaten, as did its rivals. The Stuttgart manufacturer opted to concentrate on its race preparations, although it did allow Tandy another run that allowed him to improve his time but not his position.

Audi, as usual, didn't pay much attention to qualifying. Andre Lotterer pointed out that a bid for a higher slot would have been a waste of one of the seven sets of tyres allocated to each car in LMP1. The German did improve the time for the #7 R18 e-tron quattro, but was still 1.7s behind Loic Duval's best for Audi.

Toyota also focused on the race. Significantly it was running super-capacitors that had already seen service in the WEC this season and was always planning to fit new units in time for the race. Stephane Sarrazin set the best time in a TS040 HYBRID with a 3m23.543s, but Toyota was confident that a sub-3m20s was possible.



that the respective set-ups of the two cars were pretty similar. “Maybe, it was just that the three winning guys felt comfortable in their 919 and adapted better to the conditions,” he suggested.

Audi offered more of an explanation for why its R18s couldn't keep pace with the #19 car in particular, and the other Porsches in general, during the hours of darkness.

“We had times at night when we were not quick enough, which was down to the temperatures,” explained Audi Sport Team Joest boss Ralf Juttner. “As soon as you say that, people think you are talking about the tyres, but it wasn't the tyres. These are very complicated cars that are sensitive to changes in temperature.”

The Audis were mostly losing out in sector two at Le Mans – basically the Mulsanne Straight and its two chicanes – at night. The conclusion must be that the R18s lost power in those conditions. ▶



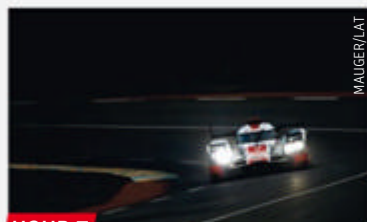
HOURLY

In a relatively incident-free hour, Hartley maintained a strong position at the front of the field, although Audi's Lucas di Grassi was able to unlap himself. The GTE Pro lead battle remained close, but in LMP2 (#47 KCMG, above) and GTE Am (#72 SMP Ferrari) the gaps grew.



HOURLY

The Audis gradually started to reel in Mark Webber's #17 Porsche as the first quarter of the race elapsed, while the #8 machine's recovery from its earlier crash continued as it climbed to sixth. The #41 Gibson-Nissan (above) stopped with a mechanical problem when running second in LMP2.



HOURLY

Audi's quickest R18s continued to close on Webber's leading Porsche, lapping around a second per lap faster on average. In GTE Pro, the #64 Corvette claimed a greater advantage as the #99 Aston slipped back, with Alex MacDowall at the wheel, into the clutches of the sister #97 car.



HOURLY

Romain Dumas was lucky to escape relatively unscathed when he went straight on at Mulsanne Corner. Little damage was done and the #18 Porsche dropped a single place. In LMP2, another frontrunner was eliminated when the #36 Signatech Alpine spun out.

► Bernhard reckoned that his 919 was at least a match for the winning car in the daytime, but after the car was given a one-minute penalty in the ninth hour for a yellow-flag infringement by Hartley earlier in the race there was no way back. The car was more than two minutes down after Webber took the penalty and the gap remained stable for 10 hours before the car slipped off the lead lap in the 22nd hour.

Bernhard and co were by that stage clear of any challenge from Audi. The low-drag version of the R18 e-tron quattro was capable of keeping pace with the Porsches – at least on the track – in the daytime even if it wasn't a match for #19 at night. There was no chance of a fightback when the temperatures rose on Sunday morning because all three of the cars had been delayed.

Andre Lotterer, Marcel Fassler and Benoit Treluyer ended up two laps down in third position. They still had a sniff of a second consecutive victory, and a fourth in five years, on Sunday morning – that is until just before 7am, before part of the rear bodywork peeled back on Fassler as he departed the Porsche Curves.

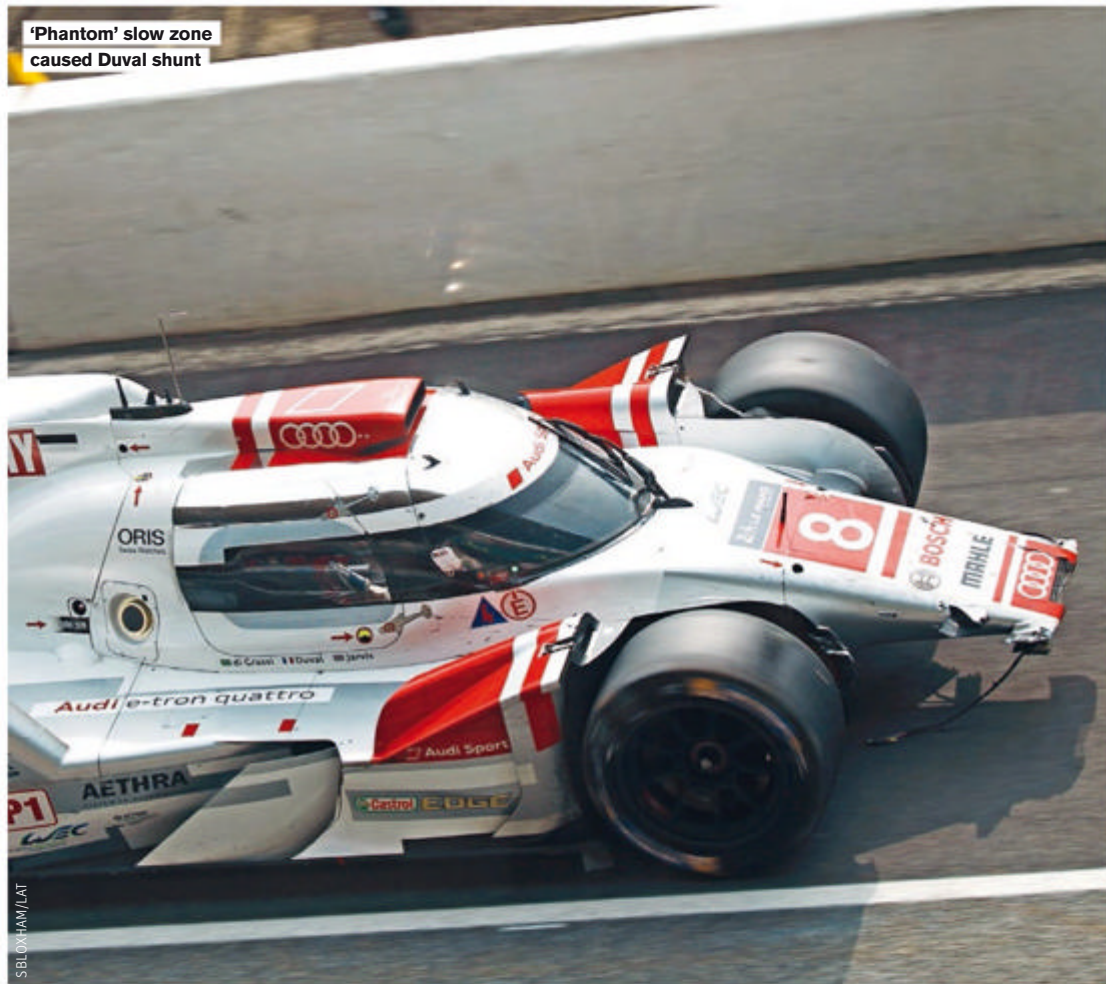
A delay of two laps, then a drive-through penalty after Fassler was alleged to have disrespected a slow zone, along with further unscheduled stops for a top-up of oil and more attention to the bodywork, meant the deficit was unreduced at the finish, despite a short quadruple stint for Lotterer that finished just after midday and included a new lap record in the 3m17s. More than once did the car take a lap back on the Porsche ahead, but each time the rival car was ahead again after the next pitstop.

That underlined Audi's problem. It knew it was going to have to play catch-up to the Porsche from the first round of pitstops. It was immediately apparent that the petrol-powered 919 would require less fuel at each stop than the R18 turbodiesel, with the saving of about four seconds each time. Rivals Audi and Toyota had predicted that the new-for-2015 919 would go an extra lap on each tank of fuel courtesy of Porsche's move into the eight-megajoule hybrid class, but a 14th lap of the 8.47-mile circuit just proved out of range under green-flag conditions.

"If you can only do 14.0 laps, you don't do it, because you don't have a safety margin," explained Seidl. "So if you put in fuel for 13 laps, you are saving on car weight and refuelling time."

Audi calculated that the time lost in the pits would add up to two and a half minutes over the course of the race. The feeling in the Audi camp was initially that this disadvantage was not insurmountable, especially at a time when

'Phantom' slow zone caused Duval shunt



Porsche was still only triple-stinting its tyres before switching to quadruples like Audi. "Four or five hours into the race, we were quite optimistic," said Juttner, "but then it got cooler..."

The #9 Audi shared by Marco Bonanomi, Filipe Albuquerque and Rene Rast challenged the Porsche along with the #7 car and remained Audi's last hope – albeit an increasingly distant one as hybrid issues intervened – for a 14th Le Mans victory past three-quarter distance.

The hybrid problem meant Audi needed to change the front-left brake disc, which forced the team to replace the entire corner (the fastest way of dealing with the problem). A total of 18 minutes were lost, which meant the car could finish no better than seventh.

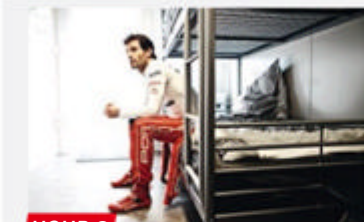
Loic Duval, Lucas di Grassi and Oliver Jarvis ended up fourth, a further lap behind Lotterer

and co. They lost a lap in the third hour when Duval hit the barriers at Indianapolis in what turned out to be a phantom slow zone.

The accident happened after Duval had been told that the zone in which the cars must slow to 60km/h had cleared. The problem was that one of the flashing boards at the side of the track just before the right-hander at Indianapolis was still yellow. The teams had been told to inform their drivers that there might be an erroneous signal, but not all were as well informed as Duval.

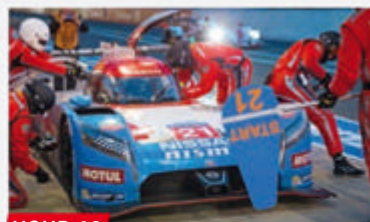
The car was, reckoned di Grassi, "only 95 per cent" after its accident. Two stops on Sunday morning to address an identical rear-bodywork fixation problem to the one that hit the #7 Audi, and a puncture, pegged them back when it looked like they might beat the sister car to the final spot on the podium.

HOURLY HIGHLIGHTS 23:00-07:00



HOURLY 9

Webber served a stop-go penalty for an earlier slow-zone infringement by Hartley in #17, giving #19 the lead. Richard Bradley had a drive-through for a pit infringement in #47 but continued to lead LMP2 comfortably. The #97 Aston retired from the GTE Pro fray.



HOURLY 10

Tandy consolidated his lead in #19 as the #7 Audi slipped back. Further down the LMP1 order Nissan lost one of its trio of unusual GT-R LMs as a front-suspension problem sent #21 out. Richie Stanaway built on solid work in the previous hour to hold the GTE Pro lead in the #99 Aston.



HOURLY 11

There was more drama for the polesitting #18 Porsche as Neel Jani replicated Dumas's earlier brake-related off at Mulsanne Corner. The #19 machine fared better, though, as Tandy built a bigger gap at the front of the field, while the other class leaders also extended their advantages.



HOURLY 12

With the status quo more or less maintained in LMP1, the other classes took centre stage at mid-distance. The #47 ORECA's LMP2 lead was slashed after a lengthy pitstop, while a mistake by Fernando Rees briefly cost the #99 Aston the GTE Pro lead in its battle with the #64 Corvette.

Cooler evening temperatures played to Porsche's strengths



Porsche's 'extra' entry proved the fastest



#7 Audi was in contention until early Sunday morning



“WE DIDN'T EXPECT THAT THE OTHERS WOULD BE SO RELIABLE” PASCAL VASSELON

The #18 Porsche driven by pole winner Neel Jani, Romain Dumas and Marc Lieb ended up four laps down in fifth. A braking issue resulted in Dumas going off at Mulsanne Corner and hitting the barriers square-on early in the seventh hour. Jani would then have a carbon-copy accident in the 11th hour.

Time was lost extracting the car from the gravel and replacing the nose each time, but just as significantly the problem forced the drivers to shift the brake bias to the rear. This blunted the performance of the car and left them with little or no chance of fighting back.

Le Mans this year was a two-horse race between Porsche and Audi. Toyota wasn't even remotely on the pace.

Toyota's lack of speed meant that the best of the TSO40 HYBRIDs was only able to finish ahead of the significantly delayed #9 Audi to claim sixth place. The #7 and #8 cars, even with their many tribulations, were too far up the road for Toyota to catch.

The fastest of the Toyotas ended up eighth after Anthony Davidson ran into the back of a GTE car, damaged the nose of his TSO40 HYBRID

and then understeered off in the Esses. The car spent 13 minutes in the garage and left the Briton and team-mates Sebastien Buemi and Kazuki Nakajima nine laps in arrears at the finish. That put them only a lap behind the sixth-placed sister car in which Alex Wurz, Stephane Sarrazin and Mike Conway had a flawless run.

There was no sense of shock in the Toyota camp after the race. It always knew it was going to be off the pace, but it was more surprised by the reliability of its rivals.

“Some things were as we expected and a few things weren't,” said Toyota Motorsport GmbH technical director Pascal Vasselon. “We expected that we would not be fast enough, but we didn't expect that the others would be so reliable.”

“We have a big deficit across the board to Porsche and Audi. We estimated that we would ▶



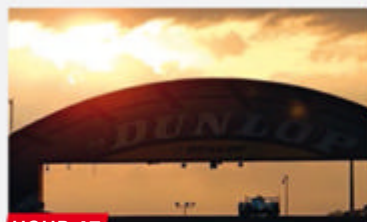
HOUR 13

Earl Bamber took over the leading Porsche #19 in LMP1 but initially struggled to match the pace of the chasing #7 Audi in the hands of Andre Lotterer. But when this stopped, Bamber grew in confidence and the gap at the front stabilised. It was a largely quiet hour in the other classes.



HOUR 14

Bamber got into a groove in the #19 Porsche and was comfortably in the lead again. Further back, two class contenders were denied a strong result when the #99 Aston piled into the second-placed LMP2 #46 Thiriet ORECA at the first chicane. The Aston rejoined after repairs but the ORECA was out.



HOUR 15

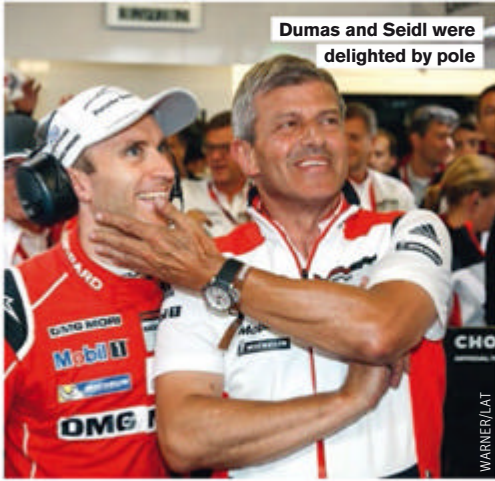
As daylight crept over the circuit, the race delivered a reminder that nothing can be taken for granted as the #19 Porsche lost around 10 seconds when Bamber pitted. With another car in the adjacent box, his entry was compromised and the mechanics had to wheel him back into the correct position.



HOUR 16

A shunt for the #12 Rebellion at Indianapolis meant a repeat of the team's great fourth place from last year was off the cards. The #7 Audi also lost a piece of bodywork and had to pit for repairs. The #19 Porsche continued to lead, as the other classes remained static.

Dumas and Seidl were delighted by pole



WARNER/LAT

Hulkenberg is first active F1 driver to win since 1991



XPB IMAGES



Toyota had no answer to rivals' speed

▶ be missing 20 minutes, and we were not far off in our prediction.”

Toyota's hope was that the frontrunning cars would spend that amount of time or more in the pits, just as they did last year. An absence of major problems meant there was no chance of a decent result for either of the TS040s.

Nissan endured a torrid return to the top class at Le Mans with its radical front-wheel-drive GT-R LM NISMO, but took solace from the fact that it got one of its three cars to the finish. It claimed it was a case of mission accomplished, even though the best time by a GT-R LM was 18 seconds slower than the fastest lap of the race and only eight tenths quicker than the fastest LMP2 prototype powered by its own engine.

Porsche's advantage over Audi could only be described in those terms during the purple

Front-engined Nissan had troubled debut



HOUR BY HOUR 07:00-15:00



XPB IMAGES

HOUR 17

The safety car was deployed after a hefty shunt for Roald Goethe in the #96 GTE Am Aston approaching the final chicane. The caution period also affected GTE Pro, as the #51 Ferrari completed its recovery from a long stop early in the race to take the lead.



XPB IMAGES

HOUR 18

The #19 Porsche was briefly pushed into the garage for repairs when Hulkenberg stopped behind the safety car. He had tapped a backmarker while clearing traffic. The #47 ORECA continued in the LMP2 lead while Oliver Gavin pursued the new GTE Pro leader in his #64 Chevrolet.



WARNER/LAT

HOUR 19

Tandy held an imperious lead in the #19 Porsche but there was drama at the front of LMP2 as Richard Bradley overshot Mulsanne Corner and found the #47 car had lost reverse gear. In GTE Pro the #64 Corvette went side-by-side with the #51 Ferrari exiting the pits and took the lead.



S BLOXHAM/LAT

HOUR 20

LMP1 continued to string out after the #7 Audi took a drive-through for hitting the leader in a slow zone. The main battle was in GTE Pro as Gianmaria Bruni in the #51 Ferrari rapidly closed down Jordan Taylor in the #64 Corvette. In GTE Am, the #72 Ferrari shunted at Indianapolis but remained second.

LMP1 INDEPENDENTS

Mechanical trouble stymied Rebellion



Rebellion Racing was the top LMP1 privateer home as usual. But there was to be no fairytale fourth place like last year. Both revised R-Ones, now with AER turbo power rather than Toyota normally aspirated motivation, made it to the finish, but they were classified down in 18th and 23rd places respectively.

The latest Rebellion proved an immediate improvement on its predecessor, which counts as a significant step for a team that only ran the 2015-spec variant four weeks ago and was running 40kg heavier because there was no performance-balancing in favour of the privateers this year. Mathias Beche set a 3m26.8s in qualifying without specifically going for a time in the #12 car, which was 1.6s better than the team managed at any time last year.

The tone for the Anglo-Swiss team's race was set even before the flag dropped. Beche, who shared the lead entry with Nick Heidfeld and Nicolas Prost, dumped the car in the gravel at the Dunlop Chicane when he was caught out by turbo boost. Alexandre Imperatori also made a mistake early on, admittedly on oil, but these driver errors were then followed by a succession of mechanical dramas concerning engine ancillaries.



Kraihamer shunted 'winner' in qualifying

The ByKolles squad had an even more difficult time with its AER-powered contender. The revised CLM P1/01 spent a total of around three hours in its pit with a series of engine glitches, which meant that Pierre Kaffer, Tiago Monteiro and Simon Trummer were unclassified before the car was disqualified for being underweight.

Rebellion also won the long-running Prix Escra 'technical assistance' award. No one is sure for what criteria it is handed out, but team boss Bart Hayden reckoned that this time it went to the team that had endured "the biggest shitfight".

"IF YOU HAVE AS MANY ISSUES AS WE HAD, YOU HAVE NO CHANCE"
RALF JUTTNER

patch for #19 under the cover of darkness. Audi had the pace for the rest of the race, but not the reliability of the 919 – and that came as a surprise even to Porsche.

"If you have as many issues as we had and are fighting against someone who has a perfect race," said Juttner, "then you have no chance."



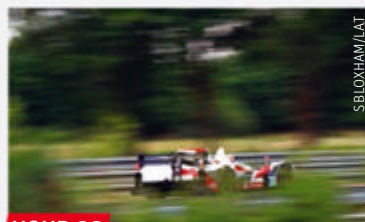
HOUR 21

A difficult phase for Audi as it emerged that #9 was struggling with a hybrid problem. The scenario worsened when #9 had the first of two stops for repairs and dropped to fifth place, and #8 also briefly visited the garage. #7 charged on, with Lotterer setting the race's fastest lap.



HOUR 22

Audi's already remote hopes dwindled further as all three cars underwent repair work in the pits. #9 dropped behind the lead Toyota after an 18-minute stop to change a driveshaft. #7 needed an oil top-up and engine cover change, while #8 also made two unscheduled pit visits.



HOUR 23

The lead battle in GTE Pro was over when the #51 Ferrari pitted with a gearbox problem. Bruni eventually got the car back out again, rejoining in third place, despite losing half an hour. In LMP2, Oliver Turvey's #38 Jota Gibson (above) took second from Sam Bird's #26 G-Drive Ligier.



HOUR 24

A big shunt for the dominant GTE Am #98 Aston at the final chicane gifted the class to the #72 Ferrari. It was a tense final 15 minutes as rain began to intensify but nothing could prevent Hulkenberg claiming victory on his debut – Porsche's 17th win in the legendary race.

HULKENBERG'S LE MANS

Nico Hulkenberg has not won a race in six years, which must make victory in the 24 Hours taste extra sweet.

By ANTHONY PEACOCK



Approximately 1120 miles separate Le Mans in France from Portimao in Portugal, as well as six years. Because the 2009 Algarve GP2 race was when Germany's Nico Hulkenberg, the surprise winner of the Le Mans 24 Hours, last tasted victory of any sort.

It really shouldn't have been that long. For a while 'the Hulk' was the golden

boy, the man who Michael Schumacher's former manager Willi Weber described as an "unbelievable talent".

Then, inexplicably, he fell through the cracks. He started this season at the awkward age of 27: too old to be considered one of the up-and-coming generation; too young to be part of the experienced old guard, with little prospect of getting the chance to score the results that will prove his worth. The spectre of mediocrity beckoned. At least in Formula 1.

Yet 24 hours can change your life. "I couldn't



really believe this was happening," he says of the moment he drove the #19 Porsche 919 he shared with Nick Tandy and Earl Bamber over the finish line.

Who, exactly? The line-up contained the first rookie winners at Le Mans since 1998, with Hulkenberg and Bamber never having competed in the 24 Hours before. Coincidentally, this was also the last year that Porsche won at Le Mans.

But Hulkenberg is not getting carried away by the only race victory he is likely to experience

for a while. In any case, he is contractually bound to Force India for the medium term, for what it's worth.

"For the time being, my focus is firmly on Formula 1 – that hasn't changed," says Hulkenberg. "And I'm very grateful to Force India for allowing me to drive here in the first place. I love Formula 1 and I've still got plenty to do there. In the future, who knows?"

And yet the perception of Hulkenberg has now subtly changed. He is no longer Nico Hulkenberg, Force India driver. He is Nico Hulkenberg, Le Mans winner.

Allan McNish, part of the 1998 Le Mans-winning Porsche crew (with Stephane Ortelli and Laurent Aiello – who he recalls "hadn't even sat in the car before qualifying") says: "We didn't have the experience but we had the speed and a clean run, and that's what brought Nico and his team-mates victory this time. They drove a perfect race. But of course it took me 10 years to win Le Mans again. Nico just needs to enjoy this moment: these are special times in your life."

So for all the upbeat talk of his unfinished business in F1, when Hulkenberg takes to the

From Force India
to force Germany



F1 DRIVER'S 24-HOUR DIARY

0000	Hulkenberg starts the race in the #19 Porsche (3rd on grid)	
0039	First pitstop for fuel only (5th)	
0032	Second pitstop for fuel only (6th)	
0033	Hulkenberg hands over to Tandy (4th)	
2053	Bamber pits for fuel and tyres, Nico back in (4th)	
2133	First pitstop for fuel only (4th)	
2222	Second pitstop for fuel only (3rd)	
2329	Third pitstop for fuel only (1st)	
0013	Hulkenberg hands over to Tandy (1st)	
0619	Bamber pits for fuel and tyres, Nico back in (1st)	
0701	First pitstop for fuel only (1st)	
0800	Hulkenberg hands over to Tandy (1st). Rear wing and engine cover replaced	
1326	Bamber pits for fuel and tyres, Nico back in (1st)	
1430	Final fuel stop (1st)	
1500	Hulkenberg crosses line to seal Porsche's 17th Le Mans victory	



track at the Austrian Grand Prix this weekend, reality bites again. He will experience the sort of feeling the rest of us get when we return to the office after a once-in-a-lifetime holiday.

"There's actually a lot that I can take from this experience that will help me in Formula 1," points out Hulkenberg. "You learn how to get the very most out of the energy recovery, and that's definitely going to be useful. The speed in the Porsche is more or less the same, as well as the way that you use the hybrid systems."

"The biggest difference is probably the four-wheel drive. You get a lot of traction and acceleration out of the corners, so you approach them in a different way than you do for F1: you're a bit slower in, so you can use it on the way out. In F1, your turn-in speed is quicker. And of course everything is a lot more compromised in endurance racing, because you've got a set-up and seating position not just to suit you, but two other people as well. I really don't mind that though."

It takes a certain mentality of driver to adapt well to endurance racing, one with the openness of mind and generosity of spirit that is not

necessarily a hallmark of F1. And while it would be overly simplistic to state endurance racing is a championship for nice guys, you can't help but wonder if – while they've both had successful careers – Hulkenberg and Mark Webber didn't quite have the same ruthless ambition as some of their F1 contemporaries, which occasionally cost them the chance to move onwards and upwards.

Webber has certainly been pretty vocal when it comes to encouraging his fellow F1 racers to make the switch, urging Jenson Button to "just sign that sportscar contract and get on with it" via Twitter last year, but Hulkenberg didn't consult the Australian before concluding his agreement with Porsche.

"There was no real need," he says. "It's something that came up over the summer last year, when Porsche was first thinking of entering a third car for Le Mans, and everything grew from there. I've been interested in sportscars for the last few years, but especially in the latest generation of cars, with all the technology. I like the fact that you can push all the time with these cars. And I also like the fact that you spend more than three hours in the car. It's a mental and

physical challenge. Then there's the driving at night. That's actually my favourite part. You feel like you are in your own cocoon: just you, the car and the road. And of course the cars make more noise. That's nice!"

Following on from such an accomplished performance, it's easy to forget just how inexperienced the #19 Porsche crew was heading into the 24 Hours. Hulkenberg's only race in the 919 was the Spa 6 Hours, and he nearly didn't get to drive there at all, as Tandy had an accident early in the race that risked putting the car out of contention. "I hoped we could carry on and finish the race because we needed the kilometres, but if we couldn't, we couldn't. We share the car, so these things can happen. There's no point stressing about it."

That's ultimately why Hulkenberg triumphed at Le Mans: he gets it. And he's learned another important thing that he may experiment with in a grand prix soon, even though it may not go down too well with his F1 bosses. "Maybe I should try sleeping for just a couple of hours the night before the race," he says. "It seems to work..."

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Nick Tandy

The Inside Line

In less than a decade, Nick Tandy has gone from hobby racer to Le Mans winner. The Briton is going to relish that, but wants to win it again...

Until 2006 I guess I didn't take any of my racing seriously. It was a hobby until I was 23 years old, and the days when I was starting my Formula Ford career don't seem that long ago. A few years later, to be right at the very pinnacle of the sport as a winner of the Le Mans 24 Hours makes me feel very proud.

Those iconic racing driver names link with what Porsche has done at Le Mans, people like Derek Bell, Jacky Ickx and Tom Kristensen. It's one of those things that sticks with you, because Porsche is such a part of the history of Le Mans that people talk about the wins it's had – and anybody who's driven the car to win the race goes along with that history.

Winning on my Le Mans LMP1 debut makes it extra special. There are people who try for a long time and never achieve it, or when they do they really savour it, but I've been around Le Mans since 2011 so it's been the top priority on my list of things to win for a long time now. To actually do it on my first chance in the top class makes the story better and even sweeter for all of us.

My phone hasn't stopped going off. I haven't even managed to check a lot of things that people have been sending but I'll get on top of it at some point. I can't get to grips with how much more interest there is from everybody when you win something like this. I've got radio and TV requests and heard from people I haven't heard from in a long time, people waiting at home for a party when we get back – it's great!



Even with an hour and a half to go, and the call's been made to back everything down and bring the car home, there's still at least a Formula 1 race distance to go! It was effectively over from the positions point of view but you've still got to put all these things into perspective and realise anything can happen until the last lap.

I'm not thinking about being in the LMP1 team full-time next year. If Porsche bring out an extra car again for Le Mans, then I'd hope they'd think about the three of us who drove this year. It would be nice to go back and have another shot at it.

There's so much talk about Nico, but I'd love for Earl

“I can't get to grips with how much interest there is from everybody when you win a race like this”

We did a lot of preparation, a lot of testing. I've never been so prepared for a race in my life. There was a reason Porsche did that for the three of us. It makes you feel more comfortable when you know you've gone through all the situations and scenarios good or bad.

We'd been building up and preparing for so long it was really good to come here and get to the racing. As long as you do your homework and you're comfortable going into the race, you've got a chance, I guess. And we knew the win was on about six hours into the race, we knew we'd have a chance. And with about four or five hours to go we knew if no trouble occurred we wouldn't lose.

But at that point you've still got the equivalent of a full WEC race to go, a lot of pitstops to make, a lot of things still to be done. It's probably the most nerve-wracking time of a driver's year, coming to the end of a 24-hour race with no pressure from behind and hoping nothing breaks and nothing happens out on track. Six hours there takes twice as long as six hours driving the thing.

to be able to come back as well. The pair of them were equally strong in the car and are both top-class professional racing drivers and it would be a pleasure to drive a car with them again in the future. But the cut-off was Sunday 3pm, that's my project with the LMP1 team done and dusted. Now I'm back full-time in America in the United SportsCar Championship and with KCMG in the WEC, and the aim is to help win both championships.

Hopefully there are more stories to come and more chances to go for the win at Le Mans, and hopefully we'll win another one. But I'll always be able to look back at what we achieved in 2015.

The only way to top winning this race in motorsport is to win it again. I might never get the chance to run in a car capable of winning again. I might win it a few times. You don't know, so I'll savour what I've got, knowing nobody can ever take that away.

And for the rest of my career I'll always be a Le Mans 24 Hours winner. 🏆

The radical machines
were compromised



Nissan: What went wrong

Its radical, front-wheel-drive GT-R LMs were slow and spent a lot of time in the pits, yet Nissan has declared the team's Le Mans debut as "mission accomplished". **GARY WATKINS** plays juror

Nissan's showing at the Le Mans 24 Hours was a disaster by any measure but its own. Yet the reasons behind the lack of pace from the GT-R LM go some of the way to explaining the seemingly-spurious claim from the Japanese manufacturer that the front-wheel-drive LMP1 contender can be competitive in 2016.

Nissan hit its target of getting a car to the chequered flag with the #22 GT-R LM shared by Harry Tincknell, Michael Krumm and

Alex Buncombe, though it was an unclassified finish for a car that spent nearly eight hours in the pits. That led to a pronouncement of "mission accomplished" even though the car didn't set the kind of lap times that Nissan had predicted.

The best time of the weekend from a Nissan, a 3m35.888s set by Tincknell, was more than 18 seconds off the ultimate pace over the 8.47-mile Le Mans circuit. But it is clear the GT-R LM made its belated race debut in a form that was severely compromised.

The radical concept behind the car fell over like a house of cards the moment rear-axle hybrid deployment had to be abandoned for this season. Not only did this rob the car of acceleration off the corners, but it also had a knock-on effect on many design elements.

Nissan had initially planned to run in the highest class of energy-retrieval that allows for eight megajoules to be deployed over the Le Mans lap. A major reduction in the amount of energy harvested from the front axle forced it to run

bigger conventional brakes. This required larger diameter wheels, which meant it could not run the high-profile tyres that the front-wheel-drive concept called for.

Worse still, this move and delays to a programme that was always swimming against the tide meant Nissan was unable to work on the development of a specific front tyre with Michelin. That meant it raced with tyres produced for its rivals — one unconfirmed story is that it ran Audi rears at the front — rather than rubber designed to deal with

IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR

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I REALLY CAN'T BELIEVE THAT Nissan was trumpeting its unclassified finish among the walking wounded at the Le Mans 24 Hours as "mission accomplished". It was a statement that took PR spin to a new extreme.

Sure, Nissan said one of its goals for last weekend was to get a car to the finish, but there were other targets that the front-engined GT-R LM NISMO didn't come remotely close to hitting. Like the one about being "significantly faster" than the best of the LMP2s or simply being credible.

That word had disappeared from the Nissan PR vernacular at Le Mans, and rightly so. I can't see what was remotely credible about Nissan's performance on its return to endurance racing.

Nissan needed to convince the world – and presumably some senior company bosses – that the concept behind the GT-R LM holds water. To do that, the Nissan Motorsports team would have been better off trying to get a decent lap time out of one of the cars rather than concentrating on getting to the end. Had a Nissan lapped close to the pace of the Rebellions, it would have provided some validation of designer Ben Bowlby's ideas – at least the aerodynamic ones.

You might think that a manufacturer should be beating a privateer every day of the week, but it is not that simple in the brave new world of fuel-formula LMP1 racing. A decent non-hybrid P1 should be faster than a factory entry without energy-retrieval because under the rules it is lighter and has more fuel each lap.

There are reasons, already explained, why the GT-R LM has massive gains to make when – or maybe that should be if – it returns to Le Mans. It just needed to provide some proof of that potential first time out.



The #22 car made it to the end, albeit unclassified

"We wanted to gather data so we're not on the back foot when we come back next year" DARREN COX



Le Mans debut was vital for data gathering, Nissan claims

the needs of front-wheel drive.

Also unconfirmed is the suggestion that Nissan was forced by Michelin to run much-higher tyre pressures than was intended. That would have had an effect on both tyre performance and life.

It is clear that Nissan can make giant gains next year, should it be able to run the car in the form in which it was conceived.

"Our calculations are that every megajoule is worth half-a-second around Le Mans, so that's four

seconds straight away," said Nissan motorsport chief Darren Cox, who admitted after the race that the GT-R LMs had been running without their 2MJ Torotrak hybrid systems engaged.

"There are also advantages with having four-wheel-drive, of course.

"We were probably five-to-six seconds off on the tyres, and that is our fault for not doing the development miles."

The Nissan drivers were also told to stay off the kerbs, which

again compromised their efforts.

"We found some suspension weakness that made us not want to monster the kerbs quite yet, so there's another area where we can gain," said Cox.

Cox does admit that Nissan was surprised by its lack of pace from the Le Mans test day onwards. His claim that the GT-R would be "significantly faster" than the best of the LMP2s was based on the evidence of testing at Chevrolet's Bowling Green test track in

Kentucky in May during which it back-to-backed its car with a Nissan-powered Gibson P2 run by the British Greaves squad.

"We were significantly faster than a P2 on a very short circuit, which backed up our simulations," explains Cox. "We have to understand what happened there."

Cox argues that racing at Le Mans this year, even though the GT-R LM concept was undermined and the car lacked test miles, was correct.

"The easiest thing would have been not to have gone," he says, "but we wanted to get miles under our belt and gather data so we are not on the back foot when we come back next year."

There are clearly gains for Nissan to make before Le Mans next year, but whether they add up to enough to put the GT-R LM in range of the P1 pacesetters isn't clear. What is crystal clear, and Cox knows it, is that the car has to perform.

"We know," he says, "that we've used our get-out-of-jail-free card."

Nissan must now work to extract speed from the cars



Battle of the silvers:
Howson leads Dolan



MAUGER/LAT

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Fast and formidable new ORECA cleans up

Britons Richard Bradley and Matt Howson teamed up with Nicolas Lapierre to dominate in LMP2. By MITCHELL ADAM

A TEAM FROM HONG KONG, A TOYOTA LMP1 refugee and two relatively low-profile Brits walked into Le Mans with an unproven French chassis and dominated LMP2.

Having failed to finish in its two previous visits, KCMG claimed its first major European victory, as the class of a competitive, 19-car field.

Thanks to Nicolas Lapierre, Richard Bradley and Matt Howson, its Nissan-powered ORECA 05 led the way at the end of every hour and ultimately 349 of the 358 laps it completed.

It was a victory based on cold, hard speed, despite some concerns along the way, encapsulated by a mixed build-up.

Bradley led practice by 1.4 seconds and took pole by 0.9s, but questions lingered over reliability. Due to a fuel-pressure problem the car was stopped on its practice installation lap, with rear-suspension concerns leading to the same result during Thursday qualifying.

KCMG's new-generation ORECA-Nissan, a car with a narrower design based on LMP2's incoming 2017 regulations, had only turned a lap for the first time in March. It looked fast but also fragile. Would it survive a 24-hour race to take the French constructor's first victory in LMP2?

After the victory, its drivers admitted reliability was on their minds, with Howson outlining a conservative approach. "With a new car that has never run continuously for 24 hours, I think the way we drove the first 20 hours helped," he said. "We stayed clear of the kerbs, tried to really preserve it and not make anything worse."

Despite that, KCMG quickly took control of proceedings, with its pace in race trim just as strong as in practice and qualifying. It shook off the early challenges and, following a particularly sharp stint by Lapierre on Saturday evening, led by two minutes. The first of its in-race hurdles soon followed — a drive-through penalty for a pitlane infringement — yet despite another lengthy stop to fix a broken illuminated number panel, it led by a lap at dawn.

That in part was due to three of its rivals striking trouble. Jota Sport lost significant time early on, while Greaves Motorsport retired from second with a flat battery on Saturday evening. The other squad running the new ORECA, TDS Racing, looked threatening, especially with Tristan Gommendy behind the wheel. It was the only other team to lead more than a single lap, with eight primarily in the second stint, only for Gommendy to be collected by the #99 GTE Pro



**Orange/black G-Drive
Ligier would secure P3**

S.BLOXHAM/LAT

Brit Sam Bird leads a chasing pack in a car "not quick enough"



MAUGER/LAT

LMP2 GRID ULTRA-CLOSE

Richard Bradley put the KCMG entry on pole by 0.907 seconds, but the front end of the field was actually close in qualifying. Just 1.119s covered second through to seventh, while the LMP1 gap between the lead Porsche and lead Audi, 2.979s, accounted for nine of the 19-strong LMP2 field.

STRAKKA IN THE WARS

After Spa's WEC round, Strakka Racing switched to LMP2's most-popular tyres, Dunlop, to remove one factor from the development of the new Dome S103. Its first race on the rubber started with a hit from the #13 LMP1 Rebellion, when it spun on oil dropped by a GT Porsche, and finished with a gear-shifting problem on Sunday morning while running seventh.

KROHN DUO BREAKS RECORD

Tracy Krohn and Nic Jonsson contested their 10th Le Mans together, a new record, moving past the nine of Tom Kristensen and Rinaldo Capello. A Krohn Ligier spinning on corner exits was a common sight during the race, which the team attributed to traction-control problems. The car, also raced by USC champion Joao Barbosa, finished 12th.

MICHELIN CREW BAGS SIXTH

On the unfancied Michelin rubber, the best of SMP Racing's new BRE-Nissan BR01 chassis took sixth on its Le Mans debut, in the hands of Nicolas Minassian, David Markozov and Maurizio Mediani.

TDS DRAFTS IN NEW CHASSIS

TDS Racing detected a crack in its monocoque after qualifying, believed to have been caused by debris, and elected to rebuild the car around a replacement from ORECA for the race.

HEARTACHE FOR HONDA TEAM

OAK's Honda-powered Ligier with GT aces Laurens Vanthoor and Kevin Estre, and fellow rookie Chris Cumming, looked set to finish fourth, only to suffer a gearbox failure during the penultimate hour.

KCMG CLOSE TO LAPS RECORD

The 358 laps completed by KCMG is the highest tally by an LMP2 car since 2010, when the class-winning Strakka Racing Acura covered 367.

PALETOU FAILS TO START

Having received a late call-up with Greaves Motorsport, reigning GT Academy winner Gaetan Paletou missed out on turning a race lap. The car, shared with Jon Lancaster and Gary Hirsch, retired before Paletou got his first stint.

MURPHY FAST BUT FLAWED

Murphy Prototypes was in the wars early, with Mark Patterson crashing during Wednesday practice. In the race, both Nathanael Berthon and Karun Chandhok were able to run longer than most in each stint, and the old-style ORECA (below) was in podium contention before power-steering problems and a Patterson spin on Sunday morning led to a nine-lap pitstop.



SBLOXHAM/LAT

Gommendy ORECA was forced out



SBLOXHAM/LAT



Howson, Bradley and Lapierre celebrate win

XPBIMAGES

Aston Martin during the 14th hour.

The race was then KCMG's to lose, and a pair of Sunday incidents highlighted that fact. The first came when Bradley overshot Mulsanne Corner and lost two minutes unable to engage reverse. The other was closer to the finish, in the 22nd hour, when Lapierre ran wide and through the gravel at Indianapolis.

Still, the car had enough pace when it was on the road that large gaps were quickly stabilised. Late rain as a potential and unwanted variable failed to arrive, and KCMG managed the margin to an eventual 48-second victory.

Bradley started race week on the back of a flatbed truck, getting a lift back to the pits, and finished it by greeting the chequered flag. "I'm one of those people who agrees that the word unbelievable is used way too much, and in way too many circumstances," he said. "But how the hell can you not say that winning this 24-hour marathon in front of this many people is unbelievable?"

"It was a hard race for me. I'd never done a competitive stint in the night before, and we were a bit worried about reliability but that obviously wasn't a problem, so it's bloody awesome."

For Lapierre, the second of his two meetings with KCMG this year marks a stark contrast from a troubled 2014 Le Mans with Toyota, with whom he'd split by the end of the season.

"What happened last year is in the past now. I just look to the future," he said. "I had very good fun here in this team with young people and it was a very nice weekend, I really enjoyed it and I'm happy for this win."

"We knew even in Spa, we had very good top speed and we knew that the car was going to be competitive here. We were looking forward to it, but a competitive car and winning the

race are two different things here."

Jota ended the race as its closest challenger, in what was nearly a carbon copy of its 2014 LMP2 victory. Oliver Turvey encountered an upshift problem in the first hour while running third, and a sensor change left the team's Gibson-Nissan three laps down.

Turvey, Mitch Evans – who noted that "no-one could get near our race pace" – and Simon Dolan gradually climbed the order, with Turvey moving into second in the 23rd hour. The pace at the front made it hard to regain the lost laps, until KCMG's Sunday dramas combined with the appearance of safety cars.

"It was an awesome race in some ways, because it's kind of nice to be attacking," Turvey said. "Last year we were attacking the whole race to get back to the front and take the lead at the end. I knew that it was always possible, and by the morning we were back up to fifth and we knew there was a good chance of a podium again."

"It's awesome to get another podium, but also you kind of think, 'What could have been?' We lost over 10 minutes there in the pits, so to end up only 50 seconds from the win, we know that we could have done it again."

Jota's rise up the order relegated the lead G-Drive (OAK) entry to the final step of the podium. Sam Bird did the heavy lifting aboard a Ligier he said was "fast, just not fast enough in a straightline". The car he shared with Roman Rusinov and Julien Canal was delayed by a small fuel fire at its first pitstop, but eventually finished four laps clear of the sister entry driven by Gustavo Yacamán, Pipo Derani and Ricardo Gonzalez, while Murphy Prototypes worked its way into podium contention (see right) before finishing fifth.

Gavin celebrates
win with a burnout



ALL PICTS: BLOOMH/M/LAT

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Lone Corvette goes the distance

Aston Martin, Ferrari and Porsche wilted to leave Gavin and co untouchable. By **SCOTT MITCHELL**

CONSOLIDATE AND SURVIVE. THAT'S ABOUT THE extent of the strategy for a GTE Pro battle in the Le Mans 24 Hours, where the competition is so fierce it's like a game of last man standing.

Oliver Gavin predicted after first qualifying that this year's winner would be decided by whoever managed a trouble-free run. Sounds obvious, and while steering clear of issues is not always enough — just ask the Toyota LMP1 team — it's 90 per cent of the game. While having the pace to fight at the front is satisfying, it's not always a prerequisite for success.

That's why when the two Chevrolet Corvette C7.Rs qualified some way off the pacesetter Aston Martin Racing Vantages, the team wasn't concerned. Experience counts, the rhetoric went — it was about having a car that would work in most conditions in the race, be comfortable to drive and quick enough to stay in contention.

Corvette withdrew its #63 entry after Jan Magnussen crashed heavily into the concrete barrier at the Porsche Curves in the final qualifying session, a shunt triggered by a stuck throttle (see panel, far right). It regrouped and focused its attention on the Gavin/Tommy Milner/Jordan Taylor #64. And it produced a car that worked throughout the 24-hour race. It provided the drivers with a comfortable racer. And it didn't just stay in the thick of the lead fight — it won out.

"It's almost a fairytale story in the way everything turned out over the week," said Gavin afterwards, a mixture of sweat and champagne. "The way the team all came together and gave us this fantastic result is just amazing.

"It's been one of those days where you are waiting for another hurdle to come your way, but it was a spectacular race. We had great races with Aston Martin, Ferrari and Porsche, but in the end we were the strongest car."

The early point about last man standing was not to set up the Corvette success as one that was achieved with a 'to finish first, first you have to finish' mantra — its pace on new rubber and low fuel was often plenty good enough for all three drivers to lead on merit at different stages. But it would also be wrong to deny this was an attrition-hit affair, even by Le Mans standards.

Every other car hit mechanical misfortune. A power-steering failure put the #95 Aston Martin Racing Vantage out of sync early on, wrecking the fine work from Nicki Thiim in his opening stint, and a dramatic fire at the one-hour mark for the #92 Manthey Porsche 911 RSR set the tone.

Two Astons became none overnight. The #97 car was first of the leaders to go, suffering an engine failure when Rob Bell clobbered a kerb and broke the car's oil feed not long after nightfall, but the #99 remained in contention until the early hours of the morning.

That was until Fernando Rees, who along with Le Mans rookie Richie Stanaway had been excellent in his early stints, crashed into an LMP2 car shortly after having new brakes fitted.

With Porsche's remaining #91 911 only ever on the periphery of the lead fight — and eventually dropping out completely with a gearbox leak in hour 22 — that left Corvette and the #51 AF Corse Ferrari in a straight fight for the class win.

A puncture in the fifth hour consigned the 458 Italia to a four-minute pitlane stay and put it on the back foot. Gianmaria Bruni led the fightback alongside Giancarlo Fisichella and Toni Vilander, and shrewd strategy and Bruni's ferocious pace meant they hit the front with two hours to go.

It set up a potential grandstand finish, with the Ferrari and Corvette swapping the lead between them and twice pitting nose-to-tail. But a gearbox problem consigned the 458 Italia to a 30-minute stay in the pits and dropped it to third, behind the sister #71 car, which was out of victory contention early on when it lost four laps to get the alternator replaced. For James Calado, Davide Rigon and Olivier Beretta to still finish second was a bitter-sweet reward, especially as they had been forced to start second-to-last on the grid for a qualifying penalty (see panel, right).

The upshot of all that meant Gavin had a clean run in the last hour and a half to record his fifth class win at Le Mans, ending up five laps clear of the leading Ferrari. The #95 Aston recovered to fourth, ahead of the #91 Porsche and #99 Aston.

Both cars on the podium and a gain in points on all their WEC rivals (with Corvette not a series entrant) was consolation for AF Corse, although AMR ended up with little to write home about given all three of its cars had the pace to win. But therein lies the beauty (and curse) of Le Mans.

Having the speed to be in the fight for victory is one thing — executing that over a race distance and having a car capable of lasting is the making of a Le Mans victor. That's why only one car was really deserving of GTE glory on Sunday.



Early Aston Martin challenge faded



SMP Ferrari was a surprise winner

GTE Am decided by final-hour crash

WITH WOE SWEEPING THROUGH ASTON

Martin Racing's GTE Pro contingent as the Le Mans 24 Hours unfolded, picking off its frontrunners one by one, the GTE Am category looked set to offer the British team a reprieve.

It says a lot about the perceived strength of the #98 Vantage in this class – piloted by Pedro Lamy, Mathias Lauda and Paul dalla Lana – that five out of six predictions from AUTOSPORT staff pre-race picked it out as the would-be winner.

Almost from the outset, though not quite without interruption, the trio began to sweep all before it. Such was the dominance, save for the occasional interference from the #72 SMP (AF Corse) Ferrari, that the Aston's triumph turned into a formality hours before the race's end.

And then disaster struck. As the clock ticked into

the final hour, dalla Lana – probably the quickest bronze-graded driver in the WEC – lost control of the Vantage on the entry to the Ford chicane in bizarre fashion. The Aston speared off as it negotiated the first left, crashing hard into the barrier on the outside. It was severely damaged and did not resume, though fortunately dalla Lana was unhurt.

That opened the door for Victor Shaitar, Andrea Bertolini and Aleksey Basov in the SMP car to come through to win, despite being briefly beached in the gravel on Sunday morning when Shaitar went straight on at Indianapolis.

The 458 Italia won by two laps from the Dempsey-Proton Porsche 911 RSR of actor Patrick Dempsey, Patrick Long and Marco Seefried and the Bill Sweedler/Townsend Bell/Jeff Segal Scuderia Corsa Ferrari, which enjoyed a long battle.

CORVETTE WITHDRAWN

The Corvette Racing team withdrew the #63 C7.R after Jan Magnussen suffered an accident during final qualifying, which was caused by a stuck throttle. The Dane hit the wall on the right-hand side of the track in the middle of the Porsche Curves, rebounding across the track and suffering a second impact with the concrete wall on the left side, resulting in damage that could not be repaired at the track. Debris caught in the throttle-return linkage, which closes the throttle when the driver comes off the pedal, meant Magnussen was unable to avoid the accident despite applying 1400psi of pressure to the brake pedal. Magnussen, who was due to make his 17th Le Mans start, was unhurt.

PENALTY FOR SLOW BERETTA

The #71 AF Corse Ferrari qualified fourth in GTE Pro but started second from last after Olivier Beretta failed to complete a time within 120 per cent of the fastest Porsche LMP1 (a rule only applying to the Pro class). Six-time Le Mans 24 Hours class winner Beretta's time was seven tenths adrift of the 4m00.118s cut-off. James Calado had put the Ferrari two spots behind the sister car after recovering from a track-limits penalty that stripped the #71 of its times on Wednesday. It started 54th on the grid, 10 rows behind the GTE Pro-polesitting Aston Martin.

GOETHE AVOIDS INJURY

Paul dalla Lana was not the only driver to suffer a heavy crash in a GTE Am Aston, with Roald Goethe avoiding serious injury after a shunt at the Porsche Curves. The #96 Aston spun onto the wall at the exit of the section moments after being lapped by Nico Hulkenberg. It did significant damage to the Vantage, while Goethe was taken to the medical centre but not harmed.

IN THE PADDOCK

Ford will take on Aston, Chevrolet, Porsche and Ferrari in the GTE-class ranks



FORD COMMITS TO LE MANS RETURN WITH 2016 GTE PROGRAMME

FORD COULD ENTER AS MANY AS FOUR CARS

when it returns to the Le Mans 24 Hours next year in the GTE class with its new carbon-chassis supercar.

The US giant revealed its intention to field a minimum of two Multimatic-developed Ford GTs when it unveiled twin programmes in the World Endurance Championship and the United SportsCar Championship under the Chip Ganassi Racing banner at Le Mans last week.

Sources have revealed that the US arm of the effort will join the WEC squad, which will be headed up by former Aston Martin Racing team boss George Howard-Chappell and based in the UK, at Le Mans in June.

Team boss Chip Ganassi admitted that four cars

was a possibility. "That is to be decided, but any time you are developing a new car it is better off having multiple entries," he said.

No drivers have been announced for the dual programme, but Ganassi admitted that Joey Hand, who left BMW to join his USC Prototype-class squad for this season, was likely to be one of the drivers.

"I think you will probably see Joey in this programme; I think that is safe to say," Ganassi said.

Ford is known to have approached a number of name GTE drivers currently competing in the WEC and is thought to have signed or be close to signing several.

Ganassi stalwart Scott Pruett, who has won five

Grand-Am titles with the team, said that he hoped to be part of the race team. He has undertaken much of the development work already carried out on the car.

The Ford GT, which is powered by a 3.5-litre Ford EcoBoost V8 tuned by American firm Roush Yates, will be put through a major development programme in the US throughout the summer.

Testing in Europe will begin in the autumn, according to Howard-Chappell, who is also programme manager for the project at Multimatic.

Ganassi said that a continuation of his USC Prototype programme with the Riley-Ford EcoBoost DP had yet to be decided.

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Toyota pushes on with new engine

TOYOTA IS DEVELOPING A NEW ENGINE for its assault on next year's World Endurance Championship.

The Japanese manufacturer has announced that it will abandon its existing 3.7-litre normally-aspirated V8 engine for a unit of undisclosed configuration. It confirmed at the same time that it will switch from a super-capacitor to a battery energy-storage system in 2016.

Toyota Motorsport GmbH team director Rob Leupen said: "We will switch to a new engine and Japan is working hard on it already, but all we can say is that it will be petrol powered."

Toyota has refused to confirm that the new motor will be a small-capacity turbo similar in concept to Porsche's two-litre V4 or based on its Super GT/Super Formula powerplant.

Toyota will retain the twin-axle kinetic energy-retrieval systems of its existing TS040 HYBRID despite the switch of energy-storage system. Toyota believes that a move to batteries is the best way to allow it to join Porsche in the eight-megajoule hybrid sub-class.

"We feel we have to be in the 8MJ class; you can do that with a super-capacitor, but there is a downside on weight," explained Leupen.



Toyota had planned to introduce battery storage next year and the new engine in 2017, but its performances in the opening two rounds of this year's WEC led to the latest decision.

The 2016 Toyota, to be known as the TS050, is in the advanced stages of design and the first drawings will be released shortly to allow manufacturing to begin.

● Alex Wurz, Toyota's first signing ahead of its WEC entry in 2012, will decide after Le Mans whether to continue full-time racing. The Austrian, whose contract expires at the end of 2015, said: "I haven't made up my mind about my future."

WELTER SET FOR 24 HOURS RETURN

THE WELTER RACING TEAM IS ON COURSE

to return to the Le Mans 24 Hours in 2017 with a Garage 56 experimental racer powered by bio-methane.

The team best known for claiming pole position for the 24 Hours in 1995 is already at an advanced stage of the project, which will combine a conventional LMP2-style prototype with an engine powered by the gas in cryogenically-frozen form of its own design. The first monocoque has already been built along with the block of the engine, which is being developed with assistance from ex-Renault Formula 1 designer Jean-Pierre Boudy.

Next year's Garage 56 slot has been given to quadruple amputee Frederic Sausset, who is aiming to race an Audi-powered LMP2 Morgan chassis with specially-adapted controls. The Frenchman, who has started racing in the VdeV endurance series this season, steers with a single prosthetic limb attached and activates pedal extensions with his thighs.

Welter's WR LM94 locked out the front row at '95 Le Mans





Astons and Ferraris will be quicker next season

XPB IMAGES

GTE RULE CHANGE TO BOOST CLASS SPEED

THE NEW BREED OF GTE

contender that will come on stream next year will be significantly faster than the existing cars.

Rulemakers the FIA and the Automobile Club de l'Ouest have predicted that the new cars will be two seconds a lap quicker around Le Mans. This will result from a power increase of approximately 20bhp and a weight reduction of 10kg, as well as technical freedom, particularly in aerodynamics.

The increase in speed of the next-generation GTE cars, as well as LMP2, will allow for a differentiation

between the classes competing in international sportscar racing. Lap times have decreased in LMP1, while GT3-spec cars already running in the European and Asian Le Mans Series will be introduced into the United SportsCar Championship for next season.

The new rules will also allow new freedom in the design and build of the cars by specifying performance windows for vehicle weight, aerodynamics and engine power for each model.

ACO sporting manager Vincent Beaumesnil said: "If you put a standard Aston Martin and a Ferrari on track

together they would have very different lap times, which is why we have to grant waivers to bring them together. By specifying the windows it will allow the manufacturers to develop their cars in a more cost-efficient way and make for more equal cars at a range of tracks and conditions."

Existing GTE machinery will be allowed to race alongside the new cars for a set period that varies between the championships run by the ACO. In the WEC old cars will be grandfathered for one year in GTE Pro and two years in GTE Am.



Le Mans pits to be extended

XPB IMAGES

Sixty cars for the grid in 2017

THE EXPANSION OF THE LE MANS

grid to 60 cars will take place in stages over the next two years.

The Automobile Club de l'Ouest announced in February that it was aiming to expand the capacity of its garages from 56 to 60 cars in time for the 2016 24

Hours. The grid will now only increase to 58 cars next season because two of the four pits to be built after this year's race will be used for scrutineering purposes.

The switch of the scrutineering and parc-ferme areas to a new site will allow 60 cars for 2017.

New LMP2 chassis builders to be revealed in July

THE FOUR CONSTRUCTORS

chosen to build the next generation of LMP2 chassis that will be introduced for the 2017 season will be announced as early as mid-July.

The deadline for tenders was June 10 and rulemakers the FIA and the Automobile Club de l'Ouest plan to make a quick decision to give the chosen manufacturers as much time as possible ahead of the introduction of their cars, which will be eligible for the World Endurance Championship, the United SportsCar Championship and the European and Asian Le Mans Series.

ACO sporting manager Vincent Beaumesnil said: "We know that time is short because the first cars will

have to be built and homologated by December 2016, because the first race for [cars under] these regulations is the Daytona 24 Hours the following January."

British LMP2 constructors Gibson (formerly Zytek) and Strakka Dome have both confirmed that they did not make submissions, but Ginetta,

which entered the new LMP3 prototype category for this season (below), has made a bid and is already working on its design.

Details of the tender process for the one-make engine to be used in P2 across the WEC and the two Le Mans Series will be announced in July, Beaumesnil said.



EBREY/LAT

'RING TO HOST TEST

A Toyota test planned for the Nurburgring on July 27-28 to be also attended by Audi and Porsche could become an official open session ahead of the 'Ring's WEC round in August. The three LMP1 manufacturers have been given dispensation to test even though it falls within 30 days of the race.

LAMMERS FOR 2016

Jan Lammers, winner at Le Mans with Jaguar in 1988, is aiming to make his 23rd start at the 24 Hours next season together with EuroBOSS race winner Frits van Eerd. Lammers and the boss of the Jumbo supermarket chain in the Netherlands, who has backed his Dakar Rally campaigns, would race a GTE Am-class entry. His first start was 1983, in a Porsche 956.

DATES ANNOUNCED

Next year's Le Mans 24 Hours will take place on June 18-19. The Le Mans Test Day will take place two weeks beforehand as usual on June 5.

DINDO HANGS UP HAT

Three-time Le Mans winner Rinaldo Capello will call time on his contemporary racing career at the end of this season. The 50-year-old, who stepped down from Audi's LMP1 squad after Le Mans 2012, is racing in the Italian GT Championship with the Audi Sport Italia team this year.



GIBSON/LAT

REMEMBER WHEN



Ford last took a full-factory team to the Le Mans 24 Hours? Two C100 Group C cars were entered by the German Zakspeed squad in 1982 for a roster of drivers including Marc Surer and Klaus Ludwig, but neither finished the race.

QUALIFYING

POS	No	DRIVERS	CAR	CLASS	QUAL	GRID
1	18	Neel Jani (CH)	Porsche 919 Hybrid	LMP1	3m16.887s	1
2	17	Timo Bernhard (D)	Porsche 919 Hybrid	LMP1	3m17.767s	2
3	19	Nick Tandy (GB)	Porsche 919 Hybrid	LMP1	3m18.862s	3
4	8	Loic Duval (F)	Audi R18 e-tron quattro	LMP1	3m19.866s	4
5	7	Andre Lotterer (D)	Audi R18 e-tron quattro	LMP1	3m20.561s	5
6	9	Filipe Albuquerque (P)	Audi R18 e-tron quattro	LMP1	3m20.997s	6
7	2	Stephane Sarrazin (F)	Toyota TS040 HYBRID	LMP1	3m23.543s	7
8	1	Kazuki Nakajima (J)	Toyota TS040 HYBRID	LMP1	3m23.767s	8
9	12	Mathias Beche (CH)	Rebellion-AER R-One	LMP1	3m26.874s	9
10	13	Dominik Kraihamer (A)	Rebellion-AER R-One	LMP1	3m28.930s	10
11	4	Pierre Kaffer (D)	CLM-AER P1/01	LMP1	3m36.825s	29*
12	22	Harry Tincknell (GB)	Nissan GT-R LM NISMO	LMP1	3m36.995s	30*
13	23	Jann Mardenborough (GB)	Nissan GT-R LM NISMO	LMP1	3m37.291s	31*
14	47	Richard Bradley (GB)	ORECA-Nissan 05	LMP2	3m38.032s	11
15	21	Lucas Ordenez (E)	Nissan GT-R LM NISMO	LMP1	3m38.691s	32*
16	26	Sam Bird (GB)	Ligier-Nissan JSP2	LMP2	3m38.939s	12
17	41	Jon Lancaster (GB)	Gibson-Nissan 015S	LMP2	3m38.958s	13
18	38	Oliver Turvey (GB)	Gibson-Nissan 015S	LMP2	3m39.004s	14
19	36	Paul-Loup Chatin (F)	ORECA-Nissan 03R	LMP2	3m39.699s	15
20	46	Tristan Gommendy (F)	ORECA-Nissan 05	LMP2	3m39.805s	16
21	34	Laurens Vanthoor (B)	Ligier-Honda JSP2	LMP2	3m40.058s	17
22	48	Nathanael Berthon (F)	ORECA-Nissan 03R	LMP2	3m40.690s	18
23	28	Pipo Derani (BR)	Ligier-Nissan JSP2	LMP2	3m40.967s	19
24	43	Oliver Webb (GB)	Morgan-Judd/BMW EVO	LMP2	3m41.250s	20
25	29	Leo Roussel (F)	Morgan-Nissan LMP2	LMP2	3m42.023s	21
26	27	Nicolas Minassian (F)	BRE-Nissan BR01	LMP2	3m42.077s	22
27	42	Jonny Kane (GB)	Strakka Dome-Nissan S103	LMP2	3m42.237s	23
28	37	Mikhail Aleshin (RUS)	BRE-Nissan BR01	LMP2	3m42.417s	24
29	30	Ryan Dalziel (GB)	Ligier-Honda JSP2	LMP2	3m42.453s	25
30	31	Jon Fogarty (USA)	Ligier-Honda JSP2	LMP2	3m44.631s	26
31	40	Joao Barbosa (P)	Ligier-Judd/BMW JSP2	LMP2	3m44.854s	27
32	45	Jose Ibanez (F)	ORECA-Nissan 03R	LMP2	3m45.350s	33**
33	35	Jacques Nicolet (F)	Ligier-Nissan JSP2	LMP2	3m52.843s	28
34	99	Richie Stanaway (NZ)	Aston Martin Vantage GTE	GTE PRO	3m54.928s	34
35	51	Gianmaria Bruni (I)	Ferrari 458 Italia	GTE PRO	3m55.025s	35
36	98	Pedro Lamy (P)	Aston Martin Vantage GTE	GTE AM	3m55.102s	36
37	97	Stefan Mucke (D)	Aston Martin Vantage GTE	GTE PRO	3m55.466s	37
38	71	James Calado (GB)	Ferrari 458 Italia	GTE PRO	3m55.582s	54***
39	95	Marco Sorensen (DK)	Aston Martin Vantage GTE	GTE PRO	3m55.783s	38
40	63	Antonio Garcia (E)	Chevrolet Corvette C7.R	GTE PRO	3m55.963s	NS
41	91	Jorg Bergmeister (D)	Porsche 911 RSR	GTE PRO	3m56.618s	39
42	83	Emmanuel Collard (F)	Ferrari 458 Italia	GTE AM	3m56.723s	40
43	72	Andrea Bertolini (I)	Ferrari 458 Italia	GTE AM	3m56.877s	41
44	92	Patrick Pilet (F)	Porsche 911 RSR	GTE PRO	3m56.922s	42
45	64	Tommy Milner (USA)	Chevrolet Corvette C7.R	GTE PRO	3m57.081s	43
46	53	Jeroen Bleekemolen (NL)	Dodge Viper SRT GTS-R	GTE AM	3m57.836s	44
47	77	Patrick Long (USA)	Porsche 911 RSR	GTE AM	3m57.842s	45
48	88	Klaus Bachler (A)	Porsche 911 RSR	GTE AM	3m58.259s	46
49	55	Matt Griffin (IRL)	Ferrari 458 Italia	GTE AM	3m58.433s	47
50	61	Raffaele Giammaria (I)	Ferrari 458 Italia	GTE AM	3m58.695s	48
51	62	Jeff Segal (USA)	Ferrari 458 Italia	GTE AM	3m58.946s	49
52	50	Paolo Ruberti (I)	Chevrolet Corvette C7.R	GTE AM	3m59.522s	50
53	66	Kuba Giermaziak (PL)	Ferrari 458 Italia	GTE AM	3m59.612s	51
54	96	Stuart Hall (GB)	Aston Martin Vantage GTE	GTE AM	4m01.146s	52
55	68	Mike Parisy (F)	Porsche 911 RSR	GTE AM	4m01.243s	55****
56	67	Xavier Maassen (NL)	Porsche 911 GT3-RSR	GTE AM	4m01.270s	53

*Put to the back of the prototype grid for failing to lap within 110 per cent of the class polesitter's pace. **Put to the back of the LMP grid because Pierre Perret did not set a time within 110 per cent of LMP2-class pole. ***Put to the back of the grid because Olivier Beretta did not set a time within 120 per cent of the average of the three fastest car makes overall. ****Put to the back of the grid because Jun San Chen did not set a time within 110 per cent of GTE AM-class pole.

LE MANS IN NUMBERS

17 **70,675**
WORDS IN AUTOSPORT'S LIVE COVERAGE

PORSCHE WINS

3 LAPS SHORT OF THE DISTANCE RECORD FOR THE 2015 RACE

2 LE MANS STARTS BY THE WINNING CREW BEFORE 2015

LE MANS STARTS FOR **21** EMMANUEL COLLARD, THE MOST EXPERIENCED IN THE RACE

16 HOURS THE #19 PORSCHE WAS SCORED AS LEADING AT THE END OF THE HOUR

10
 New record for number of Le Mans 24 Hours contested by a pair of team-mates, set by Krohn Racing pairing Tracy Krohn and Nic Jonsson in this year's race

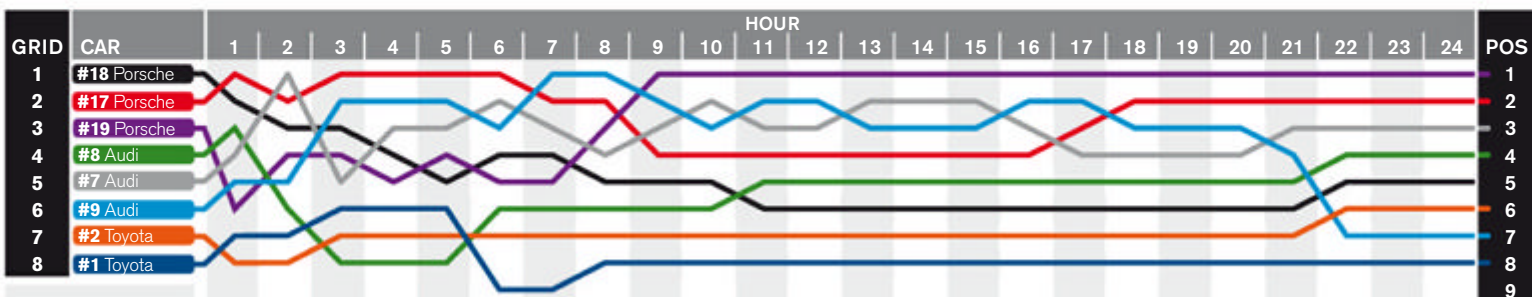
345.6
 TOP SPEED OVERALL, IN KM/H, SET BY THE #8 AUDI

LEAST TIME SPENT IN PITS (LMP1)

1	17 Porsche	29m42.060s	
2	18 Porsche	31m39.924s	
3	19 Porsche	34m15.309s	
4	2 Toyota	35m10.227s	
5	8 Audi	38m01.583s	
6	7 Audi	42m09.341s	
7	1 Toyota	43m42.749s	
8	9 Audi	52m32.569s	

LAPS LED

1	19 Porsche	243	
2	17 Porsche	97	
3	9 Audi	31	
4	7 Audi	24	



RESULTS

WORLD ENDURANCE CHAMPIONSHIP RD3/8 – 395 LAPS, 3345.124 MILES

POS	No	DRIVERS	TEAM	CAR	CLASS	RESULTS
1	19	Nico Hulkenberg (D) Earl Bamber (NZ) Nick Tandy (GB)	Porsche Team	Porsche 919 Hybrid	LMP1	24h00m42.784s
2	17	Timo Bernhard (D) Mark Webber (AUS) Brendon Hartley (NZ)	Porsche Team	Porsche 919 Hybrid	LMP1	-1 lap
3	7	Andre Lotterer (D) Marcel Fassler (CH) Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-2 laps
4	8	Loic Duval (F) Lucas di Grassi (BR) Oliver Jarvis (GB)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-3 laps
5	18	Neel Jani (CH) Romain Dumas (F) Marc Lieb (D)	Porsche Team	Porsche 919 Hybrid	LMP1	-4 laps
6	2	Alexander Wurz (A) Stephane Sarrazin (F) Mike Conway (GB)	Toyota Racing	Toyota TS040 HYBRID	LMP1	-8 laps
7	9	Marco Bonanomi (I) Filipe Albuquerque (P) Rene Rast (D)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-8 laps
8	1	Sebastien Buemi (CH) Anthony Davidson (GB) Kazuki Nakajima (J)	Toyota Racing	Toyota TS040 HYBRID	LMP1	-9 laps
9	47	Richard Bradley (GB) Nicolas Lapierre (F) Matt Howson (GB)	KCMG	ORECA-Nissan 05	LMP2	-37 laps
10	38	Oliver Turvey (GB) Simon Dolan (GB) Mitch Evans (NZ)	Jota Sport	Gibson-Nissan 015S	LMP2	-37 laps
11	26	Sam Bird (GB) Roman Rusinov (RUS) Julien Canal (F)	G-Drive Racing (OAK)	Ligier-Nissan JSP2	LMP2	-37 laps
12	28	Pipo Derani (BR) Gustavo Yacamán (CO) Ricardo Gonzalez (MEX)	G-Drive Racing (OAK)	Ligier-Nissan JSP2	LMP2	-41 laps
13	48	Nathanael Berthon (F) Karun Chandhok (IND) Mark Patterson (USA)	Murphy Prototypes	ORECA-Nissan 03R	LMP2	-48 laps
14	27	Nicolas Minassian (F) Maurizio Mediani (I) David Markozov (RUS)	SMP Racing	BRE-Nissan BR01	LMP2	-55 laps
15	31	Jon Fogarty (USA) Ed Brown (USA) Johannes van Overbeek (USA)	Extreme Speed Motorsports	Ligier-Honda JSP2	LMP2	-56 laps
16	45	Jose Ibanez (F) Pierre Perret (F) Ivan Bellarosa (I)	Ibanez Racing	ORECA-Nissan 03R	LMP2	-58 laps
17	64	Oliver Gavin (GB) Tommy Milner (USA) Jordan Taylor (USA)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R	GTE PRO	-58 laps
18	13	Alexandre Imperatori (CH) Dominik Kraihamer (A) Daniel Abt (D)	Rebellion Racing	Rebellion-AER R-One	LMP1	-59 laps
19	29	Leo Rousset (F) Ho-Pin Tung (NL) David Cheng (USA)	Pegasus Racing	Morgan-Nissan LMP2	LMP2	-61 laps
20	72	Andrea Bertolini (I) Victor Shaitar (RUS) Aleksey Basov (RUS)	SMP Racing (AF Corse)	Ferrari 458 Italia	GTE AM	-63 laps
21	71	James Calado (GB) Davide Rigon (I) Olivier Beretta (MC)	AF Corse	Ferrari 458 Italia	GTE PRO	-63 laps
22	77	Patrick Long (USA) Patrick Dempsey (USA) Marco Seefried (D)	Dempsey-Proton Racing	Porsche 911 RSR	GTE AM	-64 laps
23	12	Mathias Beche (CH) Nicolas Prost (F) Nick Heidfeld (D)	Rebellion Racing	Rebellion-AER R-One	LMP1	-65 laps
24	62	Jeff Segal (USA) Bill Sweedler (USA) Townsend Bell (USA)	Scuderia Corsa	Ferrari 458 Italia	GTE AM	-65 laps
25	51	Gianmaria Bruni (I) Toni Vilander (FIN) Giancarlo Fisichella (I)	AF Corse	Ferrari 458 Italia	GTE PRO	-65 laps
26	83	Emmanuel Collard (F) Francois Perrodo (F) Rui Aguas (P)	AF Corse	Ferrari 458 Italia	GTE AM	-65 laps
27	95	Nicki Thiim (DK) Marco Sorensen (DK) Christoffer Nygaard (DK)	Aston Martin Racing	Aston Martin Vantage GTE	GTE PRO	-65 laps
28	30	Ryan Dalziel (GB) Scott Sharp (USA) David Heinemeier Hansson (DK)	Extreme Speed Motorsports	Ligier-Honda JSP2	LMP2	-66 laps
29	35	Jacques Nicolet (F) Jean-Marc Merlin (F) Erik Maris (F)	OAK Racing	Ligier-Nissan JSP2	LMP2	-67 laps
30	91	Richard Lietz (A) Michael Christensen (DK) Jorg Bergmeister (D)	Porsche Team Manthey	Porsche 911 RSR	GTE PRO	-68 laps
31	61	Raffaele Giammaria (I) Peter Mann (USA) Matteo Cressoni (I)	AF Corse	Ferrari 458 Italia	GTE AM	-69 laps
32	40	Joao Barbosa (F) Tracy Krohn (USA) Nic Jonsson (S)	Krohn Racing	Ligier-Judd/BMW JSP2	LMP2	-72 laps
33	37	Mikhail Aleshin (RUS) Kirill Ladygin (RUS) Anton Ladygin (RUS)	SMP Racing	BRE-Nissan BR01	LMP2	-73 laps
34	99	Richie Stanaway (NZ) Fernando Rees (BR) Alex MacDowall (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE PRO	-75 laps
35	68	Mike Parisy (F) Han Chen Chen (RC) Gilles Vannelet (F)	Team AAI (ProSpeed)	Porsche 911 RSR	GTE AM	-75 laps
36	66	Kuba Giermaziak (PL) Abdulaziz Al Faisal (SA) Michael Avenatti (USA)	JMW Motorsport	Ferrari 458 Italia	GTE AM	-75 laps
37	67	Xavier Maassen (NL) Jun San Chen (RC) Alex Kapadia (GB)	Team AAI (ProSpeed)	Porsche 911 GT3-RSR	GTE AM	-79 laps
NC	22	Harry Tinncknell (GB) Michael Krumm (D) Alex Buncombe (GB)	Nissan Motorsports	Nissan GT-R LM NISMO	LMP1	242 laps - unclassified
R	34	Laurens Vanthoor (B) Chris Cumming (CDN) Kevin Estre (F)	OAK Racing	Ligier-Honda JSP2	LMP2	329 laps - gearbox
R	98	Pedro Lamy (P) Paul dalla Lana (CDN) Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE	GTE AM	321 laps - accident
R	53	Jeroen Bleekemolen (NL) Ben Keating (USA) Marc Miller (USA)	Riley Motorsports	Dodge Viper SRT GTS-R	GTE AM	304 laps - gearbox
R	42	Jonny Kane (GB) Nick Leventis (GB) Danny Watts (GB)	Strakka Racing	Strakka Dome-Nissan S103	LMP2	264 laps - gearbox
R	55	Matt Griffin (IRL) Duncan Cameron (GB) Alex Mortimer (GB)	AF Corse	Ferrari 458 Italia	GTE AM	241 laps - out of fuel
R	23	Jann Mardenborough (GB) Olivier Pla (F) Max Chilton (GB)	Nissan Motorsports	Nissan GT-R LM NISMO	LMP1	234 laps gearbox
R	46	Tristan Gommendy (F) Pierre Thiriet (F) Ludovic Badey (F)	TDS Racing	ORECA-Nissan 05	LMP2	204 laps - damage
R	96	Stuart Hall (GB) Roald Goethe (D) Francesco Castellacci (I)	Aston Martin Racing	Aston Martin Vantage GTE	GTE AM	187 laps - accident
R	43	Oliver Webb (GB) Pierre Ragues (F) Zoel Amberg (CH)	Team SARD Morand	Morgan-Judd/BMW EVO	LMP2	162 laps - engine
R	21	Lucas Ordóñez (E) Mark Shulzhitskiy (RUS) Tsugio Matsuda (J)	Nissan Motorsports	Nissan GT-R LM NISMO	LMP1	115 laps - suspension
R	36	Paul-Loup Chatin (F) Nelson Panciatici (F) Vincent Capillaire (F)	Signatech Alpine	ORECA-Nissan 03R	LMP2	110 laps - accident
R	97	Stefan Mücke (D) Darren Turner (GB) Rob Bell (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE PRO	110 laps - engine
R	50	Paolo Ruberti (I) Gianluca Roda (I) Kristian Poulsen (DK)	Larbre Competition	Chevrolet Corvette C7.R	GTE AM	94 laps - gearbox
R	41	Jon Lancaster (GB) Gary Hirsch (CH) Gaetan Paletou (F)	Greaves Motorsport	Gibson-Nissan 015S	LMP2	71 laps - electrics
R	88	Klaus Bachler (A) Christian Ried (D) Khaled Al Qubaisi (UAE)	Abu Dhabi-Proton Racing	Porsche 911 RSR	GTE AM	44 laps - engine
R	92	Patrick Pilet (F) Frederic Makowiecki (F) Wolf Henzler (D)	Porsche Team Manthey	Porsche 911 RSR	GTE PRO	14 laps - engine
EX	4	Pierre Kaffer (D) Simon Trummer (CH) Tiago Monteiro (P)	Team ByKolles	CLM-AER P1/01	LMP1	260 laps - unclassified
NS	63	Jan Magnussen (DK) Antonio Garcia (E) Ryan Briscoe (AUS)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R	GTE PRO	accident

In each car, first-named driver started race. **Winners' average speed:** 139.310mph. **Fastest lap:** Lotterer, 3m17.475s, 151.337mph; LMP2: Turvey, 3m36.679s, 137.878mph; GTE Pro: Stanaway, 3m54.246s, 127.586mph; GTE Am: Bleekemolen, 3m55.896s, 126.672mph. #4 CLM and #22 Nissan finished, but failed to complete the requisite 70 per cent of the winners' distance, so were not classified. #4 CLM excluded for a violation on Trummer's weight.



WEC STANDINGS

LMP DRIVERS

1	LOTTERER/TREUER/FASSLER	80
2	TANDY	60
3	BAMBER/HULKENBERG	58
4	LIEB/JANI/DUMAS	57
5	H'LEY/WEBBER/BERNHARD	53
6	DUVAL/DI GRASSI/JARVIS	40

LMP2 DRIVERS

1	HOWSON/BRADLEY	78
2	YACAMAN/DERANI/G'ZALEZ	74
3	LAPIERRE	66
4	CANAL/RUSINOV/BIRD	64

LMP1 MANUFACTURERS

1	PORSCHE	140
2	AUDI	124
3	TOYOTA	71
4	NISSAN	0

GTE MANUFACTURERS

1	FERRARI	144
2	PORSCHE	99
3	ASTON MARTIN	84

GTE DRIVERS

1	BRUNI/VILANDER	61
2	RIGON/CALADO	57
3	BASOV/BERTOLINI/SHAITAR	52
4	LIETZ	48

GTE AM DRIVERS

1	BASOV/BERTOLINI/SHAITAR	80
2	COLLARD/PERDO/AGUAS	66
3	S'FRIED/DEMPSEY/LONG	54
4	LAMY/LAUDA/DALLA LANA	53



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ÖHLINS ROAD & TRACK PRODUCT RANGE

MODEL	PART NO	MODEL CODE	YEAR
BMW 1M	BMZ MN01	E82	2011-2013
BMW 3-SERIES (325i)	BMZ MI35	E46	2000-2007
BMW 3-SERIES (325i)	BMS MP00	F30	2009-2012
BMW Z4 (3.0i)	BMS MP50	E89	2009-2012
BMW 3-SERIES	BMS MI00	E90/E92	2005-
BMW M3	BMS MI30	E46	2001-2006
BMW M3	BMS MI40	E92	2007-
HONDA CIVIC R	HOS MI30	FD2	2007-
HONDA S2000	HOS MI20	AP1	1999-
LEXUS IS250/IS350	LES MI00		1999-
LOTUS ELISE/EXIGE	LOV 1-4D00		
MAZDA ROADSTER/MX5	MAS MI20	NA NB	1989-1998 1998-2005
MAZDA ROADSTER/MX5	MAS MI30	NC/EC	2005-
MAZDA RX-7	MAS MI10	FD3S	1991-2002
MAZDA RX-8	MAS MI00	SE3P	2003-
MINI COOPER	BMS MI20	R56	2007-
MINI COOPER/COOPER S	BMS MI10	R50/R53	2002-2007
MITSUBISHI LANCER EVO VII-IX	MIS MI00	CT9A	2001-2007
MITSUBISHI LANCER EVO X	MIS MI10	CZ4A	2007-
NISSAN GT-R	NIZ MI30	R35	2007-
NISSAN FAIRLADY 350Z	NIS MI00	Z33	2002-
NISSAN SKYLINE GT-R	NIS MI10	BNR34	1999-2002
OPEL SPEEDSTER/VAUXHALL VX220	OPV 1-4E00		
PORSCHE 911 CARRERA	POS MI20	997	2004-2011
PORSCHE 911 CARRERA	POS MI00	996	1998-2005
PORSCHE 996 GT3/GT3 RS/GT2	POS MI10	996	1999-2004
PORSCHE 996 CARRERA 4 / CARRERA 4S / CARRERA 4 CABRIO / CARRERA 4S CABRIO	POZ MN02	996	1999-2005
PORSCHE 997 CARRERA 4 / CARRERA 4S / CARRERA 4 CABRIO / CARRERA 4S CABRIO / TARGA 4 / TARGA 4S	POZ MN05	997	2006-2011
PORSCHE 997 GT3 RS	POF 5N01/6N01 CLUB RACE	997	2007-
PORSCHE 997 GT3 / GT3 RS / GT3 RS 4.0 / GT2 / GT2 RS	POZ MN04	997	2007-2011
PORSCHE 997 TURBO / TURBO S / TURBO CABRIO / TURBO S CABRIO	POZ MN05	997	2006-2011
PORSCHE 997 TURBO / TURBO S / TURBO CABRIO / TURBO S CABRIO	POZ MN02	996	2001-2005
SUBARU IMPREZA STI RACING	SUS MI10	GRB	2007-
SUBARU LEGACY	SUS MI00	BP5	2003-2009
SUBARU WRX STI	SUS MI10	VAF	2014-
SUZUKI SWIFT SPORTS	SZS MI00	ZC31S	2005-
TOYOTA GT86 / SUBARU BRZ	SUS MP20	ZN6 / ZC6	2012-
VOLKSWAGEN GOLF V GT/GTI	VVS MI10	1KAXX	2003-2008
VOLKSWAGEN GOLF VI GT/GTI	VVS MI10	1KCCZ	2009-2012
VOLKSWAGEN GOLF VII GTI	VVS MP20	5G	2012-
VOLKSWAGEN SCIROCCO	VVS MI10		2008-

PICS: XPB IMAGES



HOW F1'S AMERICAN

NIGHTMARE

HAPPENED

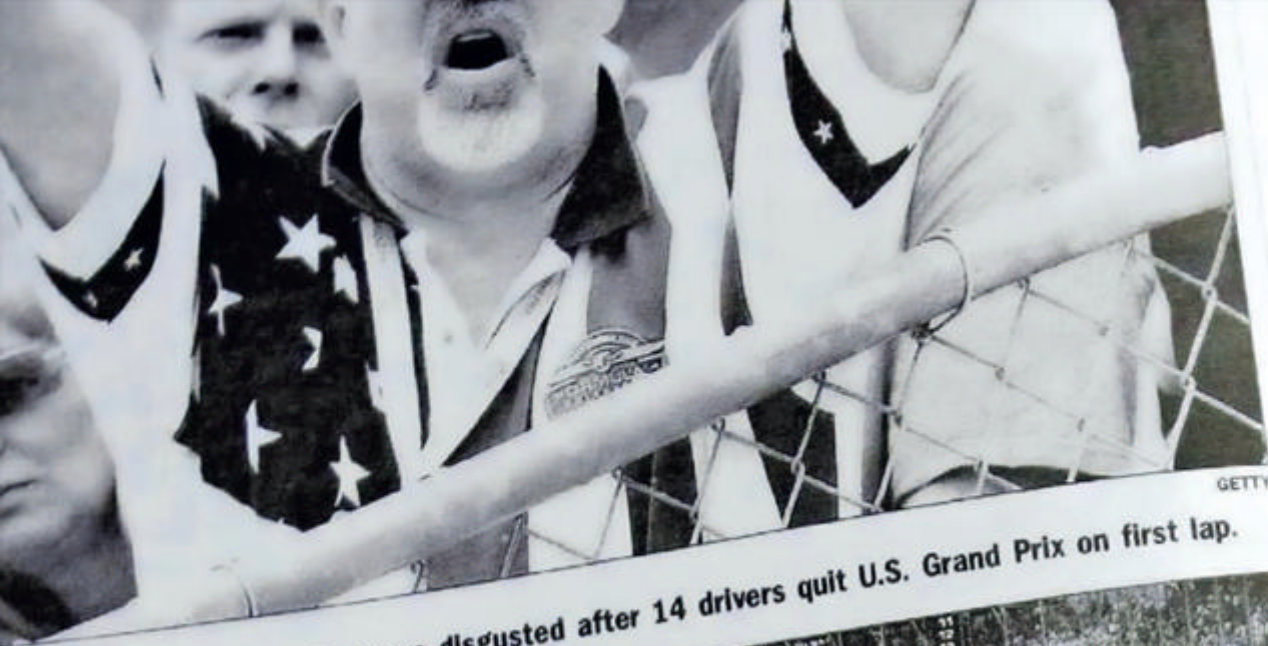
A decade ago, Formula 1 had one of its most embarrassing moments when just six cars took the start of the United States Grand Prix.

ADAM COOPER, who was in the thick of the controversy at the time, talks to those at the heart of what happened

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San Diego 5, Minnesota
St. Louis 8, Tampa Bay 5
Oakland 5, Philadelphia 1
Chicago White Sox 4, L.A.
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Tony Stewart
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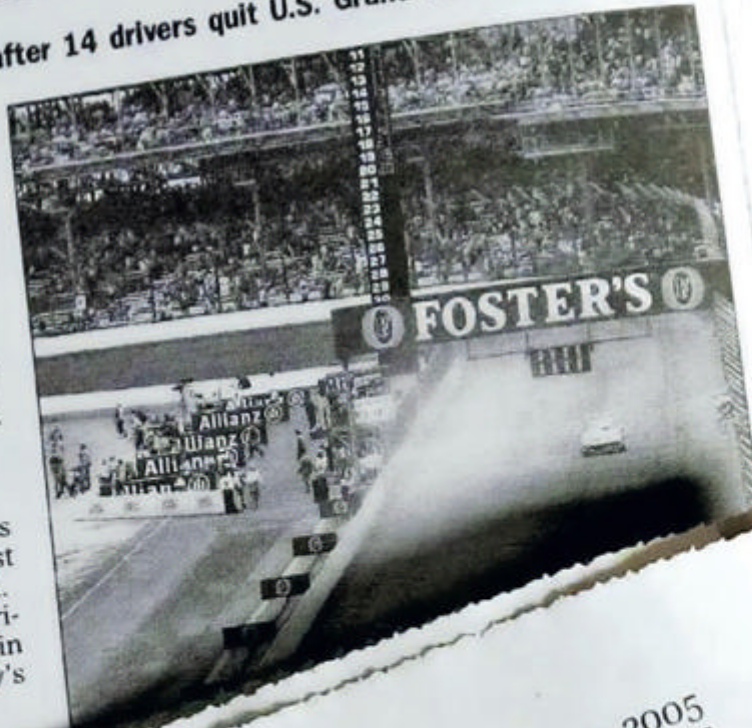
GETTY

Indianapolis Motor Speedway are disgusted after 14 drivers quit U.S. Grand Prix on first lap.

Drivers balk, fans vent at U.S. Grand Prix

THE ASSOCIATED PRESS

INDIANAPOLIS — One by one, 14 Formula One cars peeled off the track and parked in a unified protest against safety concerns at the United States Grand Prix. In their seats in the grandstands, the few Americans of the globe-trotting racing series watched in dismayed disbelief as just six cars started yesterday's race at Indianapolis Motor Speedway. The drivers were embarrassed, the fans were disgusted. The chance F-1 had of capturing the hearts of Americans was crippled.



MONDAY, JUNE 20, 2005

LEDGER
RACING

S 400 RESULTS

International Speedway, Brooklyn, Mich.

MAKE	WINNINGS
Ford	\$171,075
Chevrolet	\$174,461
Ford	\$116,125
Ford	\$138,261
Ford	\$98,650

RACE STATS

Time of race:
2 hours, 39 min.,
22 seconds.

Margin of victory:
1.675 seconds.

Lead changes:
11 drivers.

Tire flap leaves only 6 GP racers

Competitors upset, crowd angered

ASSOCIATED PRESS

INDIANAPOLIS — Michael Schumacher won the United States Grand Prix, which became a one-car race when only six cars raced. The other 14 drivers quit the event because of their concerns over tire safety.



Grand Prix sparks controversy with drivers' protest

The Formula One racing series' popularity foothold in the USA backfired as 14 of 20 cars refused to start the U.S. Grand Prix at Indianapolis because of tire safety concerns.

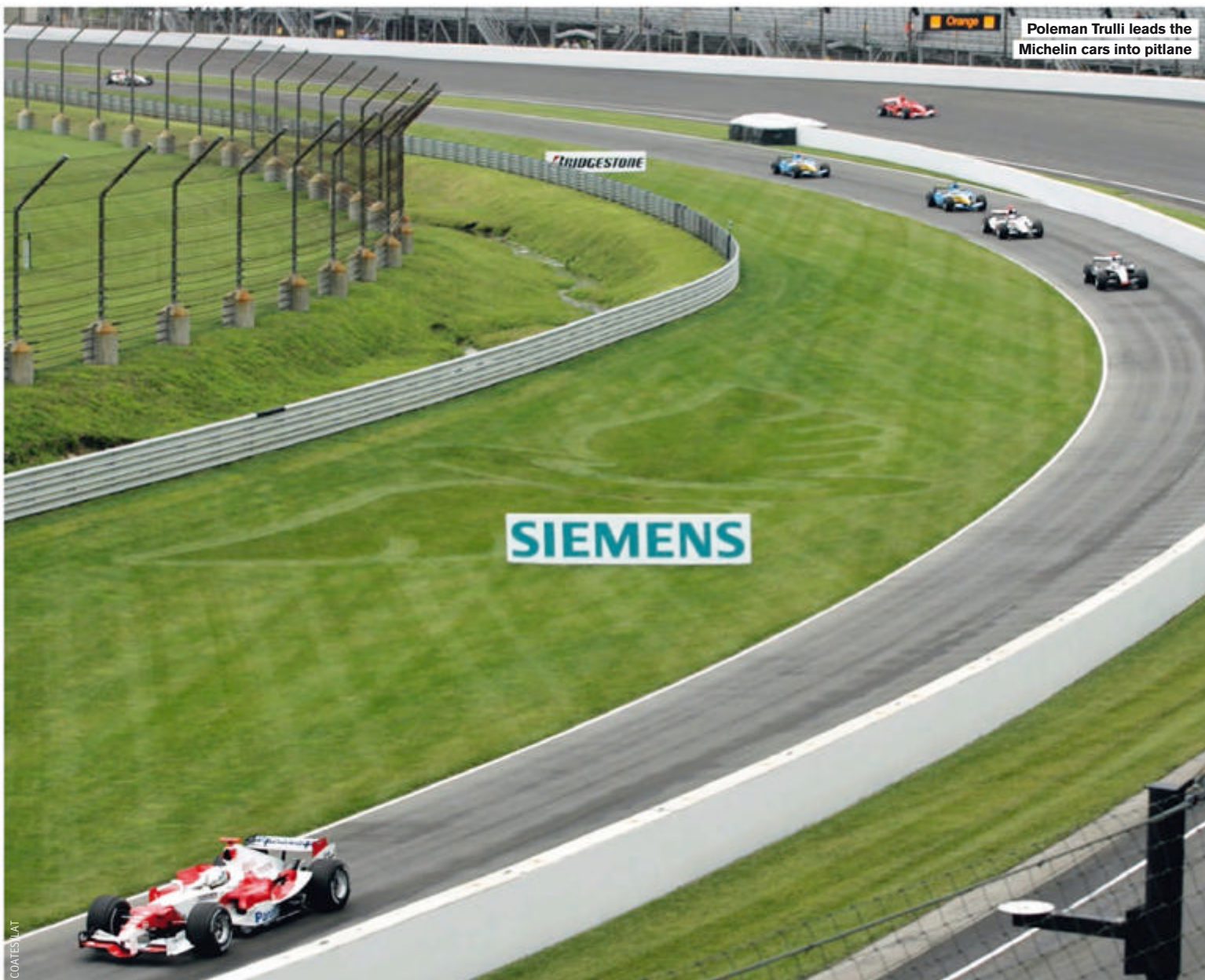


Florida, AFP/Getty Images
Kimi Raikkonen heads to pit road.

withstand the gravitational forces in the high-speed finish. The track's Formula One teams asked F1's governing body to return to the track to solve the problem, but officials refused.

not happy with

ategy pays off



COATES/LAT

The 2005 United States Grand Prix at Indianapolis was an unhappy chapter in motorsport's history. It caused serious damage to Formula 1's image in a key market, one in which Bernie Ecclestone had tried for so long to gain a foothold. Indeed, some of the key players are keen to forget that the nightmare took place.

"I've got a good way of getting on in my life," says Formula 1 ringmaster Ecclestone. "I'm in a good position to forget the bad things, and only remember the good."

Former Indianapolis boss Tony George has a very similar feeling.

"I've been trying to forget it," he says. "It was one of my worst professional weekends. I've tried to put as much of that out of my mind as I can!"

So how did we end up with a scenario in which the 14 Michelin-shod cars pulled into the pits at the end of the formation lap, leaving just Ferrari and backmarker Bridgestone teams Jordan and Minardi on the grid? Here's how it played out.



COATES/LAT

Toyota boss John Howett was at the centre of the Indy tyre controversy

FRIDAY JUNE 17

The saga began on Friday morning when Toyota third driver Ricardo Zonta spun in the infield after his left-rear Michelin went down. That attracted little attention, and it was only when Toyota race driver Ralf Schumacher crashed heavily in FP2 when exiting Turn 13 – the banked right-hander onto the pit straight – that alarm bells started to sound.

JOHN HOWETT (Team principal, Toyota): "Ralf's was a fairly big shunt, and we were all relieved that he got out of the car. They were replaying pictures of the incident, and it looked like the left-rear tyre had gone down. I think we still ran a bit in that session, and when Jarno [Trulli] came in there were what looked like vertical cuts in the sidewall of the rear-left. So we knew we had a problem, and it was, 'Why is it us?' First of all Michelin thought we were running underinflated pressures, but there was no issue there. So we were thinking, 'Why have we got this problem?'"

The story took a different direction when it emerged that tyres on other cars were showing danger signs.

HOWETT: "One of the Michelin guys came along and said they had identified a similar situation to Jarno's in three or four other teams. So an hour or so after FP2 it became obvious that there was an

Renault boss Briatore confers with Michelin



COOPER/LAT

Schumacher's sizeable practice accident brought the tyre issue to a head



XPB IMAGES



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ETHERINGTON/LAT



ETHERINGTON/LAT

issue with the tyre. Michelin called a meeting, and they said we've got to work overnight to understand it. They wanted to see if it was a batch issue, but I think even at that time they were fairly sure that those tyres hadn't been produced from the same moulds, or in the same batch. They wanted to verify that."

"THERE WERE CUTS IN THE TYRE. WE HAD A PROBLEM..."

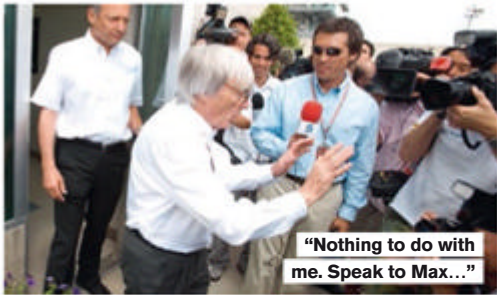
JOHN HOWETT

SATURDAY JUNE 18

The following morning, the news from Michelin's Clermont-Ferrand base was not positive and, with no alternative tyres available, teams were told to take precautions in morning practice.

HOWETT: "By then they were fairly sure it wasn't a batch issue. They couldn't simulate any sort of failure, even at their extreme running. So at that stage they couldn't tell us a great deal. We were all recommended to run towards the top end of the tyre pressures and, if possible, not do extensive running in practice, and to run low fuel, so we were putting less force on the tyre. So on Saturday morning most of the Michelin runners were doing fairly short runs. We didn't have any tyres that we could see any severe issue with, but I think one or two of the other teams had done longer runs, and they identified this slight mark starting in the sidewall of the tyre. We then ran fairly light fuel in qualifying in both the cars. Jarno took pole, but probably we had less fuel than the others, because we seemed to have a more severe problem, so we were extra cautious."

CHARLIE WHITING (FIA race director): "The fundamental problem was that in those days the tyre companies came along with a tyre that was the so-called prime. And then they were supposed



"Nothing to do with me. Speak to Max..."

► to have a back-up tyre should the prime not be suitable. But that's not how it worked, of course. The back-up tyre became the option, so it became edgier, as opposed to a safe back-up. So rather than say, 'We've got a problem with our prime, we can use the back-up now,' they were in deep trouble."

By now everyone knew there was a serious issue. It was at a meeting of the Michelin teams that night that the idea of introducing a tyre chicane took hold. A similar thing had been done at the last minute at the 1994 Spanish GP, so team bosses felt that there was a precedent.

HOWETT: "The only consistent feeling was that Turn 13 was the problem. That's where Ralf had had the crash, and Ricardo had had his deflation coming into the infield, which was only a few corners after Turn 13. The proposal then to Bernie and Tony George was we should look to putting a chicane in before Turn 13 to slow the cars down. Bernie said, 'OK leave it with me,' and Tony said it was no problem, he would get his crews out there. As we left on Saturday night we assumed we'd come in on Sunday morning and there would actually be a chicane in. The Michelin teams also said if there's an issue we'd be happy not to race for points."

Whiting insists he said from the off that a chicane was not an option. He was backed up by his boss, FIA president Max Mosley, who kept in touch by phone from his home in Monaco.



Trulli took pole but he would not race

WHITING: "I'm responsible for the safety of the circuit, the circuit is homologated in a certain configuration. Without doing proper simulations I'm not going to say, 'Let's just put a chicane in there.' What if a car hits the chicane and a wheel goes over the fence? There was absolutely no way that was happening. On matters of circuit safety I can't make any compromises. It would just be so amateur, and even if you could make a proper chicane with nice kerbs, instead of a tyre chicane, which is what they wanted to do, I still wouldn't want to put my name to it without doing the proper research."

Meanwhile, in a last-ditch attempt to investigate the issue, a random selection of 26 tyres was flown to a Michelin R&D base in Akron, Ohio, on a small cargo plane. The FIA agreed on the basis that technical delegate Jo Bauer chaperone them, and along with three Michelin engineers the German was given the use of a McLaren private jet. Ron Dennis would probably have had a fit had he seen the four men, still in their work kit at the end of long day, munching their way through their takeaway pizzas... Bauer watched as the tyres were put through various tests, but nothing new was learned, and it proved to be a fruitless journey. He and the tyres got back to Indianapolis at around 6am on Sunday.

"Without doing proper simulations I'm not going to say, 'Put a chicane in'" CHARLIE WHITING

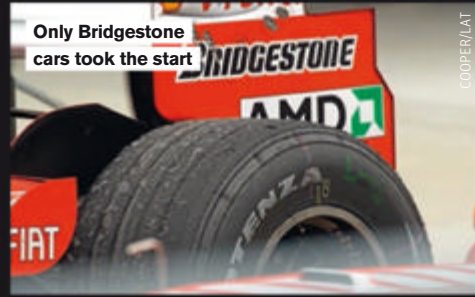


Michelin-shod cars were put away after the formation lap

WHY DID THE MICHELIN TYRES FAIL?

Helped by research at technical centres in both France and the US, Michelin was quickly alerted to what was happening to its left-rear tyres at Indianapolis, although that didn't fully address the reason why – or leave the company with any escape route other than finding some way to slow the cars at Turn 13.

"They came to us and said we've got too much loading, we've got these standing waves on the tyres," says Charlie Whiting. "The sidewall started to buckle. I believe they claimed to have simulated it and found out that's what it was: flexing of the sidewalls."



Only Bridgestone cars took the start

COOPER/LAT

"There was a wave created in the sidewall as you go around the banking," John Howett explains. "And it was a question of the frequency of that wave relative to the design of the tyre – it's like those old suspension bridges when the wind blows, and the frequency is right, and they just fall apart. If you have a vertical load at the same time with that frequency, the tyre is very fragile, because of this harmonic wave."

"It was difficult for Michelin to be absolutely sure, but there was a belief that the natural frequency of the Toyota chassis and suspension design probably accentuated this wave, therefore we were more vulnerable. It didn't appear that we had more downforce than anybody else."

"Safety comes first, end of story," says Pat Symonds, then with Renault. "When you get standing waves in a tyre, the only things that affect it are load, speed and pressure. We were at the highest pressures we could run, so you had to reduce load and speed. We couldn't do that. But the chicane shouldn't have happened, it's sport, it's not about bringing everything down to the lowest common denominator. If you can't perform, you can't perform."



XPB IMAGES

Tyres suffered with standing wave issue

SUNDAY JUNE 19

Come Sunday there was no sign of the chicane or any other solution. The first of many heated meetings that day was quickly convened by Michelin. Legal liability issues became paramount.

HOWETT: "Bernie and Charlie came. The Bridgestone teams were invited, but Ferrari didn't come. Basically the FIA position was that they weren't prepared to put the chicane in, as it hadn't been tested, and they considered that it was unsafe. Because a precedent had happened at a previous race in Spain some of the teams were quite excited that this couldn't happen now. Flavio [Briatore] was getting hot and bothered, and Ron..."

TONY GEORGE (Indianapolis Motor Speedway president): "I was in meetings with team principals and Formula One Management, listening mainly. I had Max on the phone at one point and there was a whole discussion about what we're accustomed to, and that's trying to have the show go on and give the fans what they paid to see."

WHITING: "We said basically we're not going to do anything, we're not going to put a chicane in, that's completely out of the question. But we have got a few ways that we could suggest to help you, all of which proved unpalatable to the teams."

Those ideas included running the cars through the pitlane on every lap and, perhaps more realistically, imposing a speed limit for the Michelin-shod runners, while allowing the Bridgestone runners to lap at normal speeds.

WHITING: "We could have painted a line through the corner – Bridgestone cars could stay outside the line, and Michelin cars inside, or something like that, so they were separated. They could have just used the pitlane speed limiter. We would probably have monitored it with a speed gun, as in those days we didn't have timing loops in as many places. But there were ways of doing it very



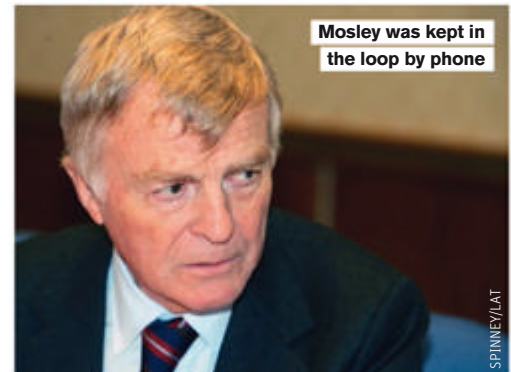
LAT

Minardi boss Stoddart sympathised with rivals

simply, really. OK, it would have been disastrous for the Michelin teams, but we would have had a race, and the Michelin cars would have had a good race among themselves, and you would have had a full field. It would have been very straightforward. I was pressing them to tell me what they thought a safe speed was through that corner, and they could never tell me. So if I put a chicane in how does that guarantee that the speed is going to be safe through the corner? I gave them all the reasons why a chicane wasn't going to happen."

The meetings continued as the clock ticked down towards the start of the race. Then, to Whiting's surprise, he learned that steps were being made towards building a chicane, seemingly at the specific request of Ecclestone.

WHITING: "There was a Porsche race and then after that someone said, 'They're moving tyres from Turn 10 to make a chicane.' I said, 'I beg your



Mosley was kept in the loop by phone

SPINNEY/LAT

pardon?' They said Bernie had told them to do it. I said, 'If you move any tyres this circuit's no longer homologated; there won't be a race at all. That's what's going to happen. So move the tyres back now, or there won't be a race.' It was being done as I went out onto the track, I saw these tractors moving a load of tyres."

GEORGE: "We were ready to do what we needed to do, build the chicane. I don't recall if Bernie had authorised it or not – it was all subject to getting hold of Max, as I recall. Charlie's opinion was, reading the rules and interpreting them literally, that it was not an option. We offered solutions that were considered, but ultimately rejected. I understand about the circuit being homologated and the sporting code and the rules and all that, but it became clear that this was something which was beyond our control."

HOWETT: "Michelin said, 'Sorry, if we can't put the chicane in we don't think we can allow our partners to race.' Their position was the risk was too high, that there wasn't a satisfactory solution. They then got reasonably strong on the issue. We thought there were more-than-reasonable options on the table, the teams were prepared not to score points, we accept the responsibility for the tyre issue, we want to provide a race for the teams, we think that having the two lap speeds isn't a race." ▶



Fans made their feelings clear...

ETHERINGTON/LAT



The Ferraris took a lonely one-two

XPB IMAGES

► One big problem was that Ferrari's Jean Todt – at that time a close ally of Mosley's – saw no reason why he should give any ground.

HOWETT: “Two Bridgestone teams decided that they would support us and wouldn't race if there wasn't a chicane put in, and that was Paul Stoddart [Minardi] and Colin Kolles [Jordan]. Bernie said he would try to renegotiate with Todt, as Ferrari had tried to block it on the basis that it was unfair towards them. That was one of the arguments coming from Max and the FIA. Flavio went off with Bernie to talk to Todt, and to phone Max. There was another meeting called, a very brief one, because it was getting very close to the race start, where it was made clear that Max absolutely refused to put a chicane in. If they did anything like that the FIA couldn't accept it as an FIA race, and if it wasn't an FIA race it wouldn't be part of the World Championship.”

By now things had reached the point of no return. The FIA made it clear that with a chicane, it would withdraw its officials. Among the teams there was even wild talk of how they would quickly fill the key jobs with their own people. Eventually the teams came to the decision not to take the start, and they had to persuade their drivers to go along with it.

FERNANDO ALONSO (Renault): “It was very a strange weekend with the problems of the tyres, many discussions, many meetings in different motorhomes, trying to come to an agreement of racing but maybe not taking some kind of decision to make everyone happy. In the end it was not possible, which was a shame for the people, because the show was affected.”

HOWETT: “If you were really serious about giving the crowd a race you've got to do something sensible. The Michelin teams in the end thought there was no difference between coming in after a lap or having a two-speed banking or coming through the pitlane. At the last meeting all the Michelin teams agreed not to race. We would go to the grid because we were contractually obliged to do so in the Concorde Agreement, and then



Then-Ferrari boss Todt would not be moved

TEEL/LAT

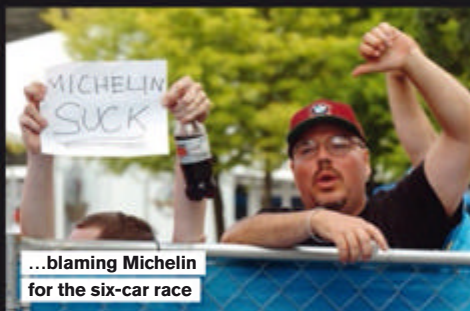
THE FALLOUT OF INDY 2005

Inevitably the US GP story did not end on the Sunday night in Indianapolis. In the days after the race there was a messy war of words between the FIA and Michelin – although as the tyre company was not a competitor, it could not be penalised. Eventually it agreed a compensation package that included a promise to subsidise tickets at the 2006 event.

Meanwhile, the seven Michelin teams were subjected to a World Motor Sport Council hearing, and they were found guilty of “failing to ensure that they were in possession of suitable tyres for the 2005 US Grand Prix; but with strong, mitigating circumstances,” and “of wrongfully refusing to allow their cars to start the race, having regard to their right to use the pitlane on each lap.”

Three other charges were dropped, however, including “refusing to race subject to a speed restriction.” Ecclestone apparently told Mosley what the teams had learned from their legal departments when they faced litigation from disgruntled fans, and presumably that was taken into account by the governing body, which was also under threat.

“We had a class action against Toyota,” recalls John Howett, “as I think a number of teams did. When we sent all the documents to the US lawyers, they weren't that worried. They said, ‘If you guys had actually raced, in the knowledge that you had of the tyre defect, under Indiana law you would have been responsible for criminal negligence.’ Even without an incident, by racing



...blaming Michelin for the six-car race

ETHERINGTON/LAT

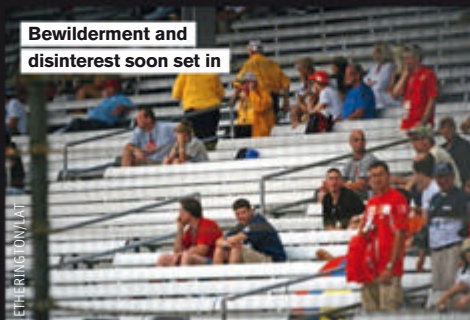
“THE TEAMS DID THE RIGHT THING BY NOT RACING”

we were technically putting the life of the marshals and so on at risk.

“Michelin did a very good job in offering to provide a large number of free tickets for the next race, and in the court's mind they'd obviously reduced any issue regarding their situation. But the biggest issue for our lawyer was that the teams did the right thing by not racing, and the court would immediately support them for doing that.”

“We didn't know what the fallout would be,” says Tony George. “But we knew it would probably be great. In some of the litigation that followed we were concerned about who was going to step up to the table, and share in some of the responsibility. And, to their credit, Michelin went a long way to trying to make it right, and allowing us to come back the next year.”

Bewilderment and disinterest soon set in



ETHERINGTON/LAT

ETHERINGTON/LAT



Schumacher and Barrichello weren't exactly celebrating...



...although Monteiro was chuffed with P3 for Jordan

XPBIMAGES

“There was no way in hell I was going out there to wave the chequered flag!” TONY GEORGE

we'd come in and stop. Kolles didn't come to that final meeting, and Ferrari weren't there. I think Stoddart was pressured by Bridgestone, so he apologised to the Michelin teams.”

JACQUES VILLENEUVE (Sauber): “The most frustrating thing was that at the time Ferrari and the FIA would not accept that we change the track, even though we would give them all the points. They didn't want to play the game and think about the good of the sport. It's not like we could have done anything. No Michelin cars would have finished the race, we would have all ended up in the wall there. It was just not possible.”

WHITING: “I'd been told what was going to happen. They said they were going to do the formation lap and then all come in. I was prepared for it, but I wasn't sure it was going to happen. But I was sure of one thing, and that was we were going to start the race and run it, and we weren't going to be pressured into not running the race.”

GEORGE: “Ultimately the FIA conduct the competition, we don't. That's where our hands were somewhat tied. At an IndyCar-sanctioned event we would probably have arrived at different conclusions. When the final decision was made and we knew what was going to take place I thought there's no way in hell I'm going to go out there and wave the chequered flag, I don't want to be standing out on a podium and have people throwing beer cans at me!”

Some of the drivers took a bit of persuading, but in the end all the Michelin runners followed poleman Trulli into the pitlane at the end of the formation lap, leaving just the six Bridgestone cars on the grid. It was particularly difficult for Michelin's two main title contenders, Alonso and Kimi Raikkonen.

ALONSO: “I was fighting with Kimi for the championship, and he was second on the grid, and I was sixth. I had this instruction, 'If he goes



Author Cooper (far left) listens to Charlie Whiting

XPBIMAGES

to the grid, you to the grid; if he goes to the pitlane, you go to the pitlane.' We had all agreed to go to the pitlane, but in case Kimi changed his mind at the last moment, I had to do the same! So there was some stress on that formation lap!”

FELIPE MASSA (Sauber): “When you're talking about safety, it's the most important thing. If you stop because there's danger, it's not a problem; it's a problem when you stop for a different reason. I think we were right to stop, instead of seeing a driver hurt, which is a lot more serious than that.”

The stunned crowd had little knowledge of what had been happening. As soon as the Michelin cars pulled off, they made their feelings known.

WHITING: “I wasn't convinced that there would be complete solidarity, but they'd obviously all cut their palms and made this big pact and they all did it, which to this day probably surprises me slightly. But I suppose they'd been told they had to by Michelin. It was pretty awful starting that race. My goodness, the crowd opposite, when I climbed down off the start platform, you should have heard the boos. It was horrendous. I wanted to run inside, but I tried to walk in as dignified a

fashion as possible! Obviously it wasn't me they were aiming their boos at, but what really worried me was when they started throwing beer cans onto the track at the first corner. I thought if that gets a hold, we'll have to stop the race.”

JENSON BUTTON (BAR-Honda): “I've tried to get rid of it from my memory! It was a tough weekend for the sport, but what can we do as drivers? We have to follow the lead of the tyre companies. It was a very bad weekend for F1, and obviously the American fans weren't best pleased, which you can completely understand.”

The Michelin teams suspected that Mosley was playing a long-term game, and by blocking the chicane plan was trying to put pressure on them for political reasons, amid talk of a breakaway. In his new book, Mosley says he believed Bernie was trying to curry favour with teams by presenting “the FIA as the common enemy”, which strengthened his resolve.

WHITING: “They [the Michelin teams] wanted us to hobble everyone, because they didn't have anything suitable. If they had set a speed [limit] then obviously we could have done something, and it would have rendered them all completely uncompetitive. I think it was a gamble that didn't work, basically. They could have raced, albeit uncompetitively, if they'd wanted to. I'm sure that they were convinced that they would win the day, but equally we showed that we don't succumb to pressure like that. If they don't come along with the right stuff we can't change the rules just because they haven't come prepared. That was the thing that got me; had the boot been on the other foot would the Michelin teams all have said, 'Let's put a chicane in for those three Bridgestone teams?’”

ECCLESTONE “It's a pity it happened. We could have done a lot of different things, but forget what could have happened, it was quite a political decision. Nothing to do with me. Speak to Max...”

Newgarden makes up for a miserable month

The American led home CFH team-mate Luca Filippi for a much-needed one-two after a trying – and tiring – few weeks. By **MARK GLENDENNING**



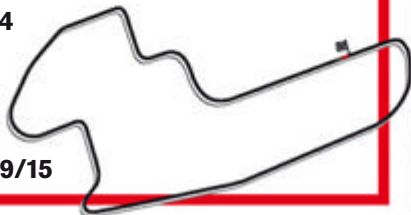
LEVITT/LAT

46

INDYCAR

Toronto (CDN)

June 14



Round 9/15

A COUPLE OF WEEKS AGO, THE CFH RACING headquarters was a place of dark looks and hushed tones. First, there was Ed Carpenter's massive crash in the lead-up to the Indy 500, which forced a scramble to prepare a car for the race, to deal with. By mid-afternoon on race day that car, too, was in pieces, after Carpenter clipped Oriol Servia and belted the wall at Turn 1.

Shell-shocked, the team gathered itself up and moved on to Detroit the next weekend, where Josef Newgarden tore the side off its other car in qualifying. At that point, most teams were fretting about the short time available to convert their cars to oval specification for Texas the following week; CFH was fretting about simply having two intact cars to put onto the grid.

Last weekend's race in Toronto marked the end of 10 straight weeks of activity for the teams, and while everybody in the paddock was looking forward to finally having a weekend off, it's fair to say that few needed the break more than the CFH crew. The relentlessness of the current IndyCar schedule and constant flipping between road/street and oval spec is especially taxing for the smaller teams, and the addition of a few substantial rebuilds during that period had



Filippi made it a CFH one-two

ABBOTT/LAT

stretched the CFH crew to its full capacity.

"You know, geez, I don't know what I'm going to do," said Newgarden early in the weekend when quizzed about his plans for his couple of days off. "I'm probably going to sleep."

"This is the weirdest thing to say, [but] you get so mentally fatigued. It's not an exciting answer, but it's funny how drained you get after running a lot of weekends in a row."

"There's a lot of racing series that run even more than we do back-to-back, but IndyCar is so mentally draining. There's something about this series, the cars – they're difficult to drive sometimes, under trying conditions. The crews need time off. Physically, they're just worn out."

The downtime will no doubt help to recharge some batteries, but the one-two finish by

Newgarden and Luca Filippi last Sunday will banish all memories of a difficult May to the wilderness. Was there an element of luck involved? Sure there was. Newgarden qualified 11th, and he didn't navigate his way past a gaggle of fast Penskes, Ganassis, and lone rangers like Sebastien Bourdais without a lucky break or two.

But as Helio Castroneves has been fond of saying this year – and indeed, as he said again on Sunday – sometimes, it's better to be lucky than good. And in this case, Newgarden's break came when James Jakes was caught out by the greasy conditions and spun, bringing out a full-course caution right near the end of the second stint.

Most of the field pitted under caution as soon as the pitlane opened, but Newgarden – along with Carlos Munoz and Castroneves – had made



Newgarden was faultless once in front for win #2

his stop just as Jakes's car was coming to a halt. So when the main pack all veered into pitlane a few laps later, Newgarden and co were given an express pass to the front.

"It's funny," Newgarden said. "I used to think that it's better to be lucky than good, because I've seen a lot of people get lucky and win races, and you would think that's the better way to be. But I have had a lot of smart, intelligent people around me who have convinced me that's not the way you want to be. You want to be good over lucky.

"I'm not going to deny that that yellow helped us win this race. I don't think we've ever had that before, so if we got a little bit of luck to win today... sometimes you need that. I've seen many people get it before.

"Once we got into the position to win you could see that we had the car to do it, and that was the biggest factor for me. We weren't in position at the start of the race to try to really capitalise and win, but we got there with a little bit of luck. We still did the work we had to do to win.

Newgarden had a point. Once in a position to win, he was inch-perfect for most of the rest of the afternoon: in the 11 laps that followed the second restart, he pulled out a gap of seven seconds. It was only during the final stint that things got a little tricky. He saw off a spirited attack from his team-mate, but then had to walk the tightrope between caution and controlled aggression when he got bottled up behind an out-of-sequence Rodolfo Gonzalez.

"At the end they were telling me it was critical that I got by him, and I could see why," Newgarden said. "We got a good lead and maintained that lead, but sitting behind him... he's running a second or so off what we could have done once we got out front, so we needed to get out in front because Luca and Helio were going to close the gap.



Castroneves (r) was surprised to be third

We weren't in a position at the start to win the race, but we got there – with a little bit of luck

JOSEF NEWGARDEN

"I struggled behind him, trying to get a good, clean run. I had a couple of peeks, but I couldn't get close enough out of Turn 1 or out of Turn 11, and I was loose in the last stint as well. Once he pitted it made it a lot easier for me. That was probably the toughest part of the race for me but it was difficult, because that can foil your plans pretty quick when you're behind someone and you need to get by them and you can't."

Considering Gonzalez's recent track record for ending up with his car pointing somewhere other than the conventional direction of travel, Newgarden's trepidation was understandable. But on this occasion the Venezuelan actually did a reasonable job, especially considering the combination of changing conditions and a challenging. There were race-long battles right through the field, but contact was minimal and the damage light.

Filippi's route to becoming the 'two' in the one-two was fairly straightforward – fast car, no mistakes – but the series of events that led Castroneves to the final step of the podium were, in his own words, "heavy on adventure".

He'd narrowly missed out on making the Fast Six in qualifying, and then lost a couple of places on lap 16 when he was clipped by Takuma Sato. He scored the same lucky break with the first caution as Newgarden, only to be disadvantaged by the second one when he was forced to make an off-sequence stop under yellows.

Remarkably, he stayed in contention, and might have finished even higher were it not for a slight delay during his final stop, which allowed Filippi to leapfrog him.

"We had many opportunities not to be here [in third]," he said. And he was right.



FOR FULL RESULTS, PAGE 63

POWER PLAYS PERCENTAGES

Will Power finished fourth to close the points gap between himself and Penske team-mate Juan Pablo Montoya. "We went with a low-risk strategy – we didn't want to be caught out by a yellow," he said. The Australian led early on, but fell back as the off-strategy cars came into play.

MUNOZ HOBBLER BY 'BOX

Carlos Munoz was struggling with gearbox problems shortly before he was forced to retire from the race. The Andretti driver had run as high as second place. "I think we had the speed to fight for the podium," he said. "Once again, [the problem was] something out of the team's and my hands. We really need to check to see why this is happening."

RH-R BRAKES DOWN AGAIN

Ryan Hunter-Reay's miserable 2015 season continued in Toronto, where the former champion was forced to retire with brake problems. "I had right-rear brake issues the whole race," he said. "Slowly but surely I just kept losing rear-brake pressure until it finally went completely. I had no rear brake pressure at all and had to pull in with one lap from the end."

TRYING TIMES FOR PAGENAUD

Simon Pagenaud fought among the leaders early in the race but his afternoon took a dive with one bad restart when he got out of shape trying to pass team-mate Will Power and ended up conceding several positions. He dropped back into the pack and eventually finished 11th. "Once we got in traffic, our day got a lot more difficult."

COLETTI CRASHES OUT

Stefano Coletti was responsible for the second of the race's two caution periods when he damaged his wing in a scrape with Charlie Kimball and then clouted the wall at Turn 5 a couple of corners later, breaking his suspension. The KV rookie was the only accident-related DNF.

HINCHCLIFFE WATCHES ON

Local hero James Hinchcliffe served as Grand Marshall for the Toronto race. The Schmidt driver, who is recovering from injuries sustained in a crash during Indy 500 practice, watched his stand-in Conor Daly take the team's #5 car to 12th place.



Pagenaud (1) scraps early on with Montoya

FR3.5 Hungaroring (H)

June 13-14

Round 4/9



Rowland held off title rival
Vaxiviere in second race



Orudzhev gatecrashes the title party

48

THIS WAS POTENTIALLY AN INTIMIDATING prospect for 19-year-old rookie Formula Renault 2.0 graduate Egor Orudzhev. On the front row for the first time this season, the Arden driver was surrounded by a concentration of title protagonists, with three of the top four in the drivers' standings tantalisingly assembled on the front two rows of the grid. A typically stifling central European summer served up an added test of stamina levels and concentration. Could the pale Russian take the heat, let alone the fight to poleman and points leader Oliver Rowland?

The shock answer was an emphatic yes. A perfect launch trumped the fishtailing getaway of Fortec man Rowland, and teed up an admirable maiden victory. A physically fading Orudzhev dug into his reserves in the closing laps to hold off a sensational five-car train of desperate pursuers. Orudzhev was totally drained by the effort.

"After 20 minutes – destroyed," he said wearily. "Not the tyres, I mean me: I think it was my hardest race ever."

That the canny Orudzhev elected to save his DRS for the final five laps was perhaps his saviour. Rowland and closest title rival Matthieu Vaxiviere, who ran second and third for much of the race, had the speed to win. But the

Hungaroring's notorious ability to frustrate passing manoeuvres proved as effective as ever.

Rowland's tactics did not play out. "I thought he might get better, so I used my DRS early on thinking, 'Now is my chance,'" said Rowland. "But if anything he got worse. Perhaps if I had saved the DRS there could have been an opportunity to pass at the end."

Indications of just how hard the gaggle of five was trying came when Vaxiviere shot wide over the run-off at Turn 11, while Rowland's scare came at T12 when he dropped a wheel onto the grass, trying to force an Orudzhev error.

Up in the lead group for the first time during a hitherto awful season, Roberto Merhi in fourth patiently planned his attack. The Pons racer was to be the star of the closing stages. Two laps from home, the Spaniard pounced to snatch third from Vaxiviere, before on the last corner of the final lap opportunisticly grabbing the runner-up spot from Rowland.

Rowland was perhaps a little too hard on himself post-race, but deserved plaudits for maximum effort. Vaxiviere had also expended colossal energy in his ultimately unsuccessful attempt to make the podium.

Having run second behind Orudzhev at the start, Vaxiviere's shot at victory fell apart at the chicane on the opening lap when both Rowland and Canadian Nicholas Latifi passed him.

On the short squirt into Turn 2 on lap five, Vaxiviere staged a passing attempt up the inside. The move was met with a perhaps miscalculated jink to the left from Latifi; contact with Vaxiviere's front-wing endplate resulted in a left-rear puncture and retirement for the Arden man.

Monaco winner Jazeman Jaafar's second-row start came to nothing when he sustained a puncture, and as a result he would start race two on an imbalanced mixture of tyres that had



Orudzhev got a demon start
and held on to win race one

DUTCH PHOTO AGENCY/LAT

completed between 60km and 150km. From his third-placed grid slot, Jaafar immediately dropped back. Poleman Vaxiviere also admitted an unsatisfactory getaway, but neither fully explained the astonishing start conjured up by Rowland. From fifth, he swerved around the outside of Jaafar, almost shaving the grass, before darting into the middle of the track to spear between front-row men Vaxiviere and Orudzhev into the lead.

The race developed into a 40-minute duel between title rivals Rowland and Vaxiviere. The Frenchman came closest to wrestling the win from the Racing Steps-backed Brit at half-distance, when the pair ran wheel-to-wheel in Turns 1 and 2, but Rowland held on for a third win of 2015.

After charging from the back of the grid into the points in race one, Strakka's Gustav Malja was again on song to claim his maiden podium. Jaafar was shorn of his mishmash of tyres at his pitstop on lap six, and stormed up to fourth, ahead of Tom Dillmann and Tio Ellinas.



Malja (r) celebrates race-two
podium with DTM ace da Costa

FOR FULL RESULTS, PAGE 63

IN THE PADDOCK

PETER MILLS
FR3.5 SERIES
CORRESPONDENT

@peter_autosport



NESTLED IN THE TOP-RIGHT STRIP of the covered pitstraight grandstand was one of the few pieces of shade to be found at a roasting Hungaroring last weekend. Spectators jammed into the premium seats were treated to some breathless action from the World Series bill and some on-track entertainment between the displays.

Red Bull junior, BMW DTM racer and Formula E competitor Antonio Felix da Costa was on hand to provide a theatrical tyre-smoking show in the Formula 1 demo. The Portuguese also took the opportunity to sample the new-for-2015 RS01 Trophy car, and take AUTOSPORT for a pounding ride of the Hungarian Grand Prix venue.

What did da Costa make of the new, 493bhp, gull-wing machine?

"The nice thing is the electronic control systems on the steering wheel for traction control and the ABS," offered da Costa. "In DTM it's all direct, like F1 – there's no ABS or traction control there. It was the first time I drove a car with so many assisted things, and it was nice to try it. I could explore a little bit, have a feel and see how it handles. Power-wise it's quite a nice car and feels very well balanced, a bit on the understeer side, but I think they set it up safe so as not to spin it. Here, I think it's still about six seconds off a DTM car, because it's heavier and the tyres are not the same, but it's really well done."



Renault's RS01s were on hand

People are trying too hard against Roberto Merhi because he's an F1 driver



Pons team manager Emilio de Villota after Merhi suffers his third opening-lap contact of the year

FORMULA RENAULT EURO CUP
RD 3/7

Brits benefit as Deletraz is penalised

JACK AITKEN AND BEN BARNICOAT

ended their recent run of Eurocup misfortune to score a British one-two in the opening race at the Hungaroring.

Josef Kaufmann Racing virtuoso Louis Deletraz enjoyed a pace edge on the field, but the championship leader's hopes of victory were to suffer a self-inflicted blow at the start of the opening race. From pole, Deletraz marginally anticipated the lights and incurred a 10-second jumped-start penalty.

Kaufmann withheld news of the infringement until the last lap in an effort to maintain the young Swiss's motivation. But aware that his error was unlikely to go unnoticed, Deletraz charged hard to salvage third place after extending an on-the-road winning margin of six seconds over Aitken.

Renault ALPS points leader Aitken,



Deletraz celebrates with Jean Alesi



Deletraz (far right) only kept one win

who claimed his maiden Eurocup triumph at the Hungaroring last year, handled the situation like a pro and managed a cushion over second-placed Barnicoat.

"Obviously I saw Louis get a bit of a jump start and the message came through that he was going to get a 10-second penalty," said Koiranen racer Aitken. "From there I had to push hard enough to stay within 10 seconds, and it ended up being a comfortable margin."

Barnicoat was fortunate to make qualifying after his Fortec car lost brake fluid, but appeared at ease from pursuer Kevin Jorg throughout. Behind fifth-placed finisher Martin Kodric, Jake Hughes battled with a damaged floor to earn sixth place from a ninth-on-the-grid starting position.

Only four drivers in the top 10 of the standings entering the meeting scored points in race one. Third-starter Ignazio

D'Agosto endured a wretched day and was involved in two incidents, first tagging Spa winner Ukyo Sasahara and on the following tour colliding with Anthoine Hubert.

Deletraz won his third race of the season after dominating race two. Kaufmann team-mate Jorg set fastest lap in his efforts to keep up, but was 1.8s in arrears at the chequered flag. Hughes claimed third from Aitken and an impressive Harrison Scott.

RESULTS Race 1 Jack Aitken, 16 laps in 27m44.275s; 2 Ben Barnicoat, +2.810s; 3 Louis Deletraz; 4 Kevin Jorg; 5 Martin Kodric; 6 Jake Hughes. **Race 2** 1 Deletraz, 16 laps in 27m48.197s; 2 Jorg, +1.870s; 3 Hughes; 4 Aitken; 5 Harrison Scott; 6 Anthoine Hubert. **Points** 1 Deletraz, 110; 2 Hughes, 76; 3 Hubert, 72; 4 Jorg, 68; 5 Barnicoat, 62; 6 Dennis Olsen, 50.

Merhi quits and climbs podium

Manor Formula 1 driver Roberto Merhi scored his best FR3.5 result of the season with second place on Saturday, less than 24 hours after fleetingly quitting his Pons team.

Unhappy at progress after Friday practice, Merhi said goodbye to his mechanics and walked out, missing the drivers' briefing.

Reports swirled that the Spaniard was heading for the airport, but Pons reacted by securing a fresh engine and gearbox to address top-speed concerns, and

persuaded Merhi to return.

"I had more or less left," said Merhi. "But it looked like the team reacted. If you don't do these things maybe nothing happens, then you will be two seconds off again, with a crash, or finishing 12th or 16th."

"[Earlier in the season] they changed the chassis all the time; almost the only thing they didn't change on Friday was the chassis. I have to thank the mechanics who finished work at five o'clock in the morning."



Merhi returned to Pons and took P2

F3 RACER ALBON SUBS FOR VAN BUUREN

European Formula 3 Championship driver Alexander Albon contested his maiden FR3.5 practice on Friday in place of Meindert van Buuren at Lotus. Albon impressed by taking fourth and seventh in the two collective tests, but stood down for the races after Lotus and 2015 regular driver van Buuren resolved to continue their partnership

MALJA SWITCHES OFF

Gustav Malja started from last position in race one after accidentally knocking his ignition switch off before setting a competitive qualifying time. The Swedish Strakka driver had been attempting to secure a loose cord.

ELLINAS PENALTY PAIN

Tio Ellinas's top-five speed in race one was scuppered when the Cypriot received a 10-second penalty for equipment being left on the grid after the 15-second board. The Cypriot was 17th after the penalty was applied.

LAST-GASP SHOCK FOR SARDINIA STAR

A maiden victory seemed to be in Hayden Paddon's grasp, but the dream was shattered and world champion Sebastien Ogier snatched his fourth win of the year for Volkswagen. **DAVID EVANS** reports

Photography McKlein.de







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Latvala couldn't find his Portugal-winning form



Rally Italy

World Rally Championship
Alghero (I)

June 11-14
Round 6/13



THIS WASN'T HYUNDAI'S FINEST HOUR. ROASTED rabbit was on the menu in the team's hospitality early in Rally Italy, and Hayden Paddon wasn't keen. But for two days following the chef's floppy-eared gaffe, Paddon and co-driver John Kennard held the World Rally Championship utterly spellbound as they hopped away until it genuinely looked like they could win.

But just as the script was starting to look silly, normal service was resumed. A simple spin in SS17 cost Paddon the lead, while a gearbox-mount-crushing compression in the next stage finished the fight at the front.

The miracle Sebastien Ogier had claimed he would need to lead from the front had been delivered, and the Frenchman would easily convert the two-minute advantage he carried into the final day. Harbourside in Alghero on Saturday night, the double world champion had to catch his breath and consider the past two days, much of which his Volkswagen Polo R WRC had spent in relentless pursuit of Paddon.

FRIDAY MORNING'S UNEXPECTED TALE

Nobody could have predicted 28-year-old Paddon's speed through the opening day of the event. An eyebrow or two was raised when Martin Prokop was quickest on a dash around the Cagliari streets on Thursday night to hold the lead overnight, but

the established order was expected to take control come Friday.

Jari-Matti Latvala was that established order. Landing on the Italian island full of beans after his Portugal win last time out, the Finn was fifth on the road and fully expected to post his Polo at the top of the charts early on.

Overnight rain left the stages slightly damp in places, but more importantly the cloud cover kept the sun off the road and let those who had a soft option tyre use it. Ogier put two softs on the rear of his Polo and set the benchmark. Latvala only had one soft and dropped 4.8s to his team-mate in Grighine Sud, the 16-miler inland from Oristano that got proceedings proper underway.

A day earlier, Ogier would have laughed off talk of such a second-stage result, were his stance on the regulations forcing him into stages first not so unyielding and the sporting consequences so serious. As it was, he led Andreas Mikkelsen by 4.7s with Latvala a further tenth behind.

But along came Paddon. His splits were looking a bit sporty, and sure enough he became the new rally leader, by four seconds. Two stages later and Paddon had put clear air between himself and the chasing pack, 25.3s up on Latvala.

PADDON'S STORY

Five years ago, Paddon and five other young drivers had arrived at Edinburgh University for their first Pirelli Star Driver workshop. Paddon, at the time a chunky but chatty Kiwi, had captured his place on the world championship's most-sought-after young-driver development scheme with a stunning run on the 2008 Rally Australia, where he placed his own Mitsubishi Lancer ninth overall.

But he wasn't the paceman of the 2009 intake. That, we were told, was a shy-beyond-shy Estonian called Ott Tanak. And, as the six took to their canary-yellow Lancers for six WRC rounds, Tanak was invariably the benchmark performer

— at least until he dropped it.

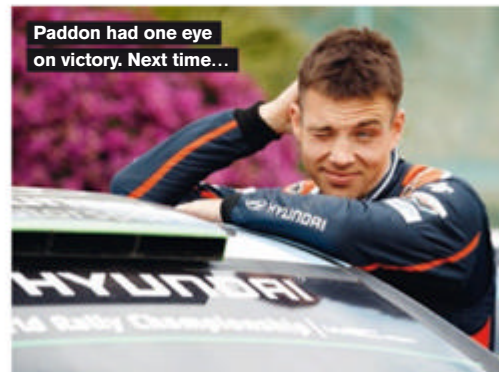
Not content with six rounds, Paddon raised some cash to add in the WRC rounds closest to home in New Zealand and Japan. He took his first Production Car WRC win in Auckland and took the title a year later.

Paddon was raised in Geraldine, among a population of just over 2000 people in the South Island town. The WRC and its multi-million-pound demands were a long way removed from this sedate corner of Canterbury, almost 100 miles south of Christchurch.

Undeterred by the fact that he had to put his deals together through the night — dealing in European daytime — Paddon raised close to £2 million from a group of 60 backers. He put the money to good use with the PWRC title in 2011 and some real speed in the Super 2000 class the following year. He was unlucky not to take the 2012 SWRC title in a Skoda Fabia and that lack of success didn't go down well at home.

"In Europe, people want to see speed from a driver," Paddon explained, "and we were doing that in 2012, even if we were having problems. But at home, it's all about the championships. We didn't win the championship, so 2012 was a failure." ▶

Paddon had one eye on victory. Next time...



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**Paddon showered
his rivals in dust...**



► And that had a serious knock-on for the next year, when Paddon tried to piece any kind of a programme together. The money was getting tight. “On some rallies,” he said, “we would come in from the recce on a Tuesday night and get on the phone to chase money. Forget going through the videos or anything like that, we had to get some money in the bank or we wouldn’t be starting.”

Rally Australia was a breakthrough. But not before it nearly broke him. He arrived in Coffs Harbour with a car, but no spares. Alternator failure ahead of the first stage proper on Friday morning ruled him out. Frustration didn’t come close. But he got back up and won every stage on Saturday and Sunday in what remains one of his most powerful displays as he regularly humbled World Rally Car drivers in New South Wales.

He made his World Rally Car debut in a Ford Fiesta RS WRC in Spain a month or so later, but barely made an impression. He struggled to click with what’s reckoned to be one of the easiest WRCs to drive. He was trying too hard.

Twelve months ago, Paddon made his debut with the Hyundai team, having reached agreement for six rounds in a third i20 WRC. Setting the world



**...after some tyre
advice from Latvala**

alight was never on the cards in the first season for South Korea’s latest rally car – all he could do was measure himself against his team-mates. Showing up a Finn – Juho Hanninen – in Finland was a highlight and part of the reason he had offers from Hyundai and Citroen for this season.

A more comprehensive programme kept him in the i20 and brought him back to Sardinia last week.



**Gearbox woes did
for Kubica’s Fiesta**

STILL LEARNING

Arriving at the start of Friday morning’s first stage, Paddon wasn’t sure what to do. Eleventh on the road, he knew he was in a good place, but how to make the most of it? The drivers ahead were all working on their tyre configurations. Paddon was nervous, unsure.

“I went to Jari-Matti and asked him,” said Paddon. “I thought he might want to keep it secret, but straight out he told me, ‘If you’ve got two softs, this is the place to use them. Put on the back.’ I had never even tested the car like this before – we were going to do it in shakedown but ran out of time. I took his advice and it worked. What a great guy...”

The appreciation was to be entirely mutual. On Saturday night, with Paddon still in shock at how his dream had died, Latvala (who ended the rally sixth) sought him out and put an arm around his shoulder. “You did an incredible job here,” he said. “Fantastic times.”

Paddon’s pace – particularly in the technical, twisty and previously unseen stages on day one – came as no surprise to Kennard, who has co-driven for him since 2007. “In the New Zealand Championship,” Kennard explained, “you only get one run on the recce. As a driver, you have to get everything right in that pass – that’s taught Hayden to get a lot of detail from the first run of the stages and I think that showed here.”

The pair was also running an evolution of their notes, adding a gear number into every note, to allow them to hit the apex with the engine in the middle of the sweet spot.

The arrival of a paddleshift on the #20 Hyundai was another big step in terms of being in the right gear at the right time.

“I’d never tested the car with the paddle,” he said. “The first time I drove it was at the shakedown and then I was going for the lever a couple of times on the Superspecial! But it was such a step forward, more than I expected. We used the engine so ►

Ogier flew to victory, then flew into the harbour



► much more. When we had the stick shift, I would leave the car in gear through some corners, not having the time to take the hand from the wheel in the really busy sections. But with the paddle, we're just knocking it up and down the 'box all the time."

Even when the gearbox mounts were broken, the paddle still helped, easing the car between cogs with more mechanical sympathy than any driver could manage. But they couldn't help the feeling inside the car. Arriving at the end of the second shot at Coiluna, Paddon's face was ashen.

"It's broken," he said, slowly pulling the door closed and the car away. He failed to mention whether he was talking about his heart or a specific part on the Hyundai.

The disappointment around the service park was testament to two things: Paddon's and Kennard's popularity and just what they achieved in Italy.

THE FLYING FRENCHMAN

Starting Friday 10 cars ahead of Paddon on day one and 11 on Saturday, Ogier's talk of needing a miracle was understandable. In the end, the VW driver made his own miracle.

For nine years, we watched in wonder at how



Evans was M-Sport's main man, again, in P4

Sebastien Loeb eased his Citroen to the end of shockingly rough rallies in Greece or Cyprus. Loeb sipped the champagne while his team-mates cried into their beer, full of stories of misfortune to balance the 'luck' of the team leader.

The common denominator here is the Sebastien factor. Ogier, like Loeb for all those rallies before him, kept his car clean, straight and undamaged; he made his own luck. And he did it very, very quickly. While others talked of shredded covers, marmalised dampers and powerless powersteering, Ogier pondered his biggest issue of the event... a slow puncture on Friday morning.

Ogier and Julien Ingrassia were again the best of the best in Sardinia, and winning the Powerstage by 3.8s was every bit as impressive as winning overall by more than three minutes. Victory on the last stage not only delivered three points, it sent out a message.

AND THEN THERE WAS...

The teams were all hit hard by what will undoubtedly go down as the toughest event of the season. Citroen lost Kris Meeke when he rolled on the first stage proper, and team-mate Mads Ostberg's final-day shunt dropped him to fifth. This elevated Hyundai's Thierry Neuville to third – something of a miracle following the multitude of problems the Belgian had endured – and means the gap between Citroen and Hyundai for second in the manufacturers' championship is just one point.

Elfyn Evans upheld M-Sport honour with fourth, an unlikely result after a rock damaged a driveshaft boot on his Fiesta, leaving the car in front-wheel drive for the morning. Tanak was in with a shout of a podium until a heavy landing broke the gearbox casing on his car (the same problem that ruled Robert Kubica out of Saturday).

As tired and broken cars were loaded into transporters, Ogier and Ingrassia were as good as their word, jumping into the harbour to freshen up after three long, hard and very hot days. Neither had packed their trunks: they'd made a pact that they'd only do it if they won...

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
@daviddevansrally



THE TROUBLE WITH ENDURANCE IS THAT IT goes on too long. Broadly speaking and with tongue leaning towards cheek, that was the generally-held view in Sardinia last week.

But what a beautiful irony that such discussions were taking place against the perfect endurance backdrop of a Le Mans 24 Hours weekend. Mads Ostberg was by far the most outspoken of the drivers; the Norwegian needs a decent night's sleep and the four hours he was offered on Friday night simply didn't cut it.

"Bloody stupid," were two of the words he used by way of description. Ostberg might be prone to bold statements, but he's also an intelligent fella and his desire to realise the value added from his early alarm call was as justified as it was unanswered.

The general feeling was that one long day was fair enough, but last week the early starts and late finishes were the norm. Then again, there's more to Le Mans than just the weekend...

Understandably, Michele Mouton had little sympathy, having driven day and night on events earlier in her career, but she and FIA rally director Jarmo Mahonen found middle ground. They could understand the feelings from the drivers and the potential health-and-safety concerns from the teams, and ultimately Mahonen offered the perfect riposte.

"We have endurance covered in the FIA portfolio," he said. "It's called cross country. At one end we have this, the marathon events and at the other we have rallycross. In the middle is rallying; it's not endurance sport and it's not a sprint."

And with that, the WRC packed itself off for an early night.



BIG NUMBER
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competitive miles in 592 stages have been completed by Polo R WRCs since they arrived in 2013. And they've won 406 stages.



VW boss questions 'endurance' format of events

VOLKSWAGEN TEAM PRINCIPAL

Jost Capito has called on the FIA to look into the future of endurance-style events in the World Rally Championship.

Capito was critical of last week's Rally Italy, an event he felt pushed everybody too far and failed to deliver for the spectators.

"The organisers and the FIA should think about the schedule and if they want to increase endurance then do it on the stages and with more mileage in the stages, not just the road sections," he said.

"We talk about the endurance element

But what is endurance? Is it a 500km road section? That is nothing to do with endurance. To make a rally long with long road sections is stupid – it's nothing to do with competition, it's just wasting time.

"We have service at six in the morning and it's the same at midnight. On Saturday we did one stage in the morning and then two hours with nothing – this is just making it more difficult for the fans to follow."

Antonio Turitto, the general coordinator of Italy's WRC round, defended his event.

"This rally is the European Safari and it

needs the challenge," he said. "We need the adrenaline and we need to tell a story. This is a rally with character, not just a rally around the city.

"Mr Capito said he didn't like the service at six in the morning and midnight. But we can't have the rally without the service in the morning and the service at night was at 10 o'clock and had 5000 people watching it. I understand the point about the long road sections and we are looking for more possibilities to find some new stages in this area."

BIASION BACK OUT

Two-time world champion Miki Biasion thrilled fans on the first and last stage of last week's Rally Italy. Biasion drove a rally-prepared Abarth Biposto 695 through the stages and loved his brief return to the WRC. "It was fantastic to see so many fans – and a nice car as well!" he said.

PROTASOV TOPS WRC2

Yuriy Protasov took a narrow WRC 2 win. The Ford Fiesta RRC driver was just 0.5s ahead of local hero, seven-time Italian champion Paolo Andreucci's Peugeot 208 T16. The Ukrainian edged Andreucci, who celebrated his 50th birthday during the event, by 5.6s.

SUNINEN'S WRC3 WIN

Teemu Suninen won WRC 3 by 15 minutes in his Citroen DS 3 R3 Max. All four of the WRC 3 competitors retired and were forced to return under Rally 2 regulations. Suninen, one of Toyota's young drivers, will step up to a Skoda Fabia S2000 for Rally Poland as part of his learning year under TMG guidance.

AL-ATTIAH UPGRADES

WRC 2 frontrunner Nasser Al-Attiyah will swap his Ford Fiesta RRC for a Fiesta R5 in time for next month's Rally Poland. The Qatari star is keen to sample the slightly more powerful motor, which he feels will better suit the stages around Mikolajki.

US FIESTA LAUNCHED

M-Sport has produced a new Fiesta rally car, with a two-litre engine developed specifically for Rally America. Ken Block will test the car ahead of the next round, where Ramana Lageman will compete for the first time in Maine at the New England Forest Rally.

BLOCK TO GOODWOOD

Block will also appear at next week's Goodwood Festival of Speed, where he will drive a roadgoing Ford Focus RS and his 850bhp Mustang – known as the Hoonicorn – up the hill.

JRM BUILDS SUBARU

British team JRM has launched its latest-specification Subaru WRX STI. Built to the FIA's new-for-2015 NR4 technical regulations (replacing the N4 and R4 classes), the car (below) will run in WRC 2, ERC 2 and other regional series where NR4 is supported, including the 2016 British Rally Championship.



Rally GB close to new deal

RALLY GB OFFICIALS ARE

confident of landing a new three-year deal for their event before the end of this month.

This year's event is the third and final one in the existing contract to run Britain's WRC counter out of Deeside. While the rally has gone from strength to strength since leaving Cardiff (where it has been based since 2000), event managing director Ben Taylor is keen to nail a new deal.

"Everything is in hand and very constructive," said Taylor. "Wales has expressed a desire to keep the event, and particularly in north Wales the rally is a flagship investment event and one that really works and delivers."

Paddon linked to full 2016 ride

HAYDEN PADDON'S RALLY-leading effort in Italy could be enough to land him a full-season drive with Hyundai for next year.

Team principal Michel Nandan admitted to AUTOSPORT that the intention is to run a third factory car – at the moment Paddon's i20 WRC is one step behind those of Dani Sordo and Thierry Neuville – next year.

Nandan said: "We hope to have the possibility to enter the third car on all of

the events next year. Of course it depends on the sponsorship money, but normally it shouldn't be a problem and Hayden would be in the third car.

"Hayden did a very good job. We know he is fast – we saw that when he was the best of our three drivers last time in Portugal – but for me the thing here we saw was the consistency. Being able to be fast all of the time is the new thing for Hayden. It was good to show he could manage the rally."



Britain's back-to-basics WRC round signed off

OK, Rally GB can't recreate the gruelling sleepless marathons of the past, but the 2015 running at least touches on past glories, as **DAVID EVANS** explains



58

Just before four o'clock on Saturday November 14, almost three hours before the sun shows Deeside its face, the World Rally Championship will be in the shower, getting ready for day two of Rally Great Britain, trying to forget that it only got into bed a few hours ago.

OK, it's not as extreme as the old days of grabbing an hour's kip in a very cold Transit van, but it's a step in the right direction: there's more than a nod to the old gold of the RAC Rally at this year's Rally GB.

That said, there's nothing radical about it – radical is not really possible within the confines of the FIA regulations and Wales's own boundaries. "Using what we've got – and what we've got is very good – this is the best route," says M-Sport Ford's resident Welsh ace Elfyn Evans. "It's got great roads and a really interesting long day on Saturday."

It's the second day that has fired the imagination of the WRC, with

drivers apparently relishing the opportunity to get up early and get into the woods. More importantly, they're looking forward to staying there after sunset.

"There's something about driving these stages in the dark," says Citroën star Kris Meeke. "We did Dyfnant last year and it was just special. It really adds something to the event. The second day in Wales is going to be a long one, but it's going to be a great one – I love that bit of endurance element."

A linear route running from London to Fort William and back is well and truly beyond Britain's WRC qualifier, but event chief Ben Taylor admits he and route coordinator Andrew Kellitt have worked hard to get away from the kind of predictable, office-hours rallying of a decade ago. "We can't replicate the days-on-end, through-the-night endurance events we did," said Taylor, "but getting the crews out of bed early and giving them a proper day with some longish road



Ogier gives Wales a big hand. He's a fan now

sections and long stages is the kind of endurance we can do. We want Wales Rally GB to be a challenge."

Hamstrung for years by the necessity to be based in Cardiff, Britain's WRC round stagnated and came close to being kicked off the calendar on more than one occasion.

The move north, allied to a reinvigorated organising team, has

put Rally GB back on the path to former glories.

SUPER SATURDAY

Splitting two runs of Gartheiniog and Dyfi with a regroup in Corris – the place where Colin McRae famously played pool in a pub on the morning he would become world champion 20 years ago

A revised route will add to the challenge of Rally GB



Fans flocked to the podium ceremony last year



Rally GB lights up Conwy Castle every November

“Giving crews a proper day with long stages is the kind of endurance we can do” BEN TAYLOR

— is a fantastic bit of judgement from route master Kellitt.

It means 50 competitive miles by just after 10 o'clock in the morning, with another 20 through such classics as Dyfnant and Aberhiraant before the crews get a new set of tyres, or the teams get a chance to take a look at the cars again. And, on the way back into service, with

shot tyres and potentially nursing injured motors, the crews will thrill crowds at Chirk Castle. There's just one stately-home stage on the itinerary this time around, but that's enough. Mickey Mouse they may be, but they're absolutely part of the event's heritage and such a nod is typical of the event management's understanding of where Rally GB's been and where it needs to go.

FORGETTING A SAD SUNDAY

A decade ago, Rally GB stopped in its tracks when Markko Martin's Peugeot 307 WRC crashed off the road in Margam Park. Michael 'Beef' Park, one of Britain's best-loved co-drivers, was killed instantly. The atmosphere in a forlorn, soulless Felindre service park late that September Sunday morning was shocking. While the WRC moved on and celebrated Beef's life with an annual award to the season's finest co-driver, the event struggled to haul itself out of a deep depression.

Moving to the waterfront SA1 area in Swansea for 2007 was a half-baked attempt to do something different. Trumpeted as taking Rally GB to the people, the truth was that the people still weren't really welcome. If you came by car, forget parking; best bet was to drop the car at Sainsbury's, then take your chances crossing the bridge and walking up the road. But you'd have had a wasted trip unless you came in your wellies — the depth of mud pretty much mirrored the mire the event was in at that time.

Ten years on, and North Wales is a place worthy of remembering Park. Saturday night in the Deeside service area for the past two years has matched anything the WRC has to offer in terms of atmosphere and entertainment.

THE FUTURE

Conwy Council has happily turned Llandudno into rally town, working hand-in-glove with the event organisers to bring the show to the

people. Mostyn Street was packed with fans watching Sebastien Ogier celebrate last year, in stark contrast to the last time the event left Cardiff in 2012.

Another three-year deal with the Welsh government would make complete sense for Britain's WRC round, given the burgeoning exponential business boom that spread for miles around. One campsite owner took £20,000 during rally week last November. The year before, he hadn't even bothered opening the gate.

The public purse may be getting more and more difficult to open, but bringing the world championship to the right town is simple—but-sound economics. This year's route is a celebration of everything that's good and great about the present and the past of Britain's round of the WRC. And, with some common sense from within the walls of the Senedd (the Welsh National Assembly building), the future's not looking bad either. ☘

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**INDY LIGHTS TORONTO (CDN),
JUNE 13-14 RD 6/10**

Pigot avoids Canadian crash chaos

SPENCER PIGOT SECURED A CLEAN sweep of the two chaotic Indy Lights races in Toronto last weekend. But in both cases, the Juncos Racing man's victories were overshadowed to an extent by other events.

Saturday's race was marred by the biggest accident in the short life of the Dallara IL-15 chassis when RC Enerson misjudged an attempt to pass Nelson Piquet Jr for the lead and launched himself off the Carlin understudy's left-rear wheel.

Enerson's car was flung skyward and into the catch fencing before bouncing back onto the track, skidding upside-down into a run-off area, and flipping over a tyre barrier. That crash eliminated both drivers from the race, and promoted Pigot from third into first, with Briton Jack Harvey and Kyle Kaiser completing the podium.

Wet conditions and a tricky street course made for a potent combination on Sunday, and Pigot's second victory was virtually one of attrition. Harvey was second again,



but third-placed Ed Jones was the only other driver on the lead lap at the end, and even he was over a minute down the road after getting involved in a couple of skirmishes.

Piquet, standing in for Max Chilton, who was racing at Le Mans, was once again eliminated by an impact from behind. This time the aggressor was Kaiser, who had raced well to get himself up to fourth, but then got impatient while trying to climb up to third.

Enerson managed to make it back

out for the second race, but was derailed when he became one of the many victims of the wall at Turn 11.

● Mark Glendenning

RESULTS

Race 1 1 Spencer Pigot, 34 laps in 45m47.4571s; 2 Jack Harvey, +0.6815s; 3 Kyle Kaiser; 4 Shelby Blackstock; 5 Ed Jones; 6 Ethan Ringel. **Race 2 1 Pigot**, 30 laps in 45m07.2515s; 2 Harvey, +3.0616s; 3 Jones; 4 Juan Piedrahita; 5 RC Enerson; 6 Blackstock. **Points 1 Harvey, 242**; 2 Pigot, 231; 3 Jones, 219; 4 Enerson, 166; 5 Kaiser, 141; 6 Scott Anderson, 140.

NASCAR SPRINT CUP MICHIGAN (USA), JUNE 14 RD 15/36

Cloudbusting Busch as rain stops play

KURT BUSCH WAS DECLARED THE winner of the Michigan 400 in a stop-start race that was blighted and ultimately cut short by rain delays.

Busch benefited from a well-timed green-flag pitstop to head Dale Earnhardt Jr and Martin Truex Jr by just over 2s when the rain brought out what turned out to be the fourth and final red flag of the race.

The race was stopped three times for rain delays as short showers regularly needed drying up before racing could continue.

Kevin Harvick had dominated the majority of the running, but the Stewart-Haas driver clipped the wall

with the right front of his car shortly after his pitstop on lap 122 and he suffered an immediate puncture while the debris from that incident was being cleared and the weather closed in again.

Kyle Larson – who was leading as he was out of pit sequence – tried to stay out with minimal fuel in the hope of another rain stoppage, while Busch passed Earnhardt for second.

But when Larson was forced to pit, Busch inherited the lead that became the victory when the rain fell once again and the race was abandoned with over half the necessary laps completed.

RESULTS

1 Kurt Busch (Chevrolet SS), 138 laps in 2h21m55s; 2 Dale Earnhardt Jr (Chevy), +1.016s; 3 Martin Truex Jr (Chevy); 4 Matt Kenseth (Toyota Camry); 5 Joey Logano (Ford Fusion); 6 Brad Keselowski (Ford); 7 Jamie McMurray (Chevy); 8 Paul Menard (Chevy); 9 Trevor Bayne (Ford); 10 Clint Bowyer (Toyota). **Chase grid 1 Jimmie Johnson, 4 wins/506 points**; 2 Kevin Harvick, 2/576; 3 Kurt Busch, 2/426; 4 Truex, 1/561; 5 Logano, 1/520; 6 Earnhardt, 1/508; 7 Keselowski, 1/480; 8 Kenseth, 1/456; 9 Denny Hamlin, 1/412; 10 Carl Edwards, 1/401; 11 McMurray, 0/464; 12 Kasey Kahne, 0/447; 13 Jeff Gordon, 0/434; 14 Menard, 0/421; 15 Aric Almirola, 0/401; 16 Ryan Newman, 0/400.



RENAULT SPORT TROPHY

Monlau Competition's pairing of Wolfgang Reip and Renault RS01 debutant David Cebrian claimed a narrow victory in the 70-minute endurance race at the Hungaroring. Spaniard Cebrian adapted well to the step up in power from his usual Clio to hold off the Oregon entry of David Fumanelli and Dario Capitanio by 0.343s. Slovakian Richard Gonda won the Prestige race by a decisive 25s, while Steijn Schothorst (above) triumphed in the Elite event from Roy Geerts and Vittorio Ghirelli.

FRENCH FORMULA 4

Valentin Moineault took victory in two races at the Hungaroring. In the opener he won by 3.6s from Russian Nikita Troitskii, while early-season championship leader Sacha Fenestraz, brother of WTCC king Jose Maria Lopez's partner Victoire, was third. Moineault also won the finale from Gabriel Aubry and Fenestraz, with Aubry winning the reversed-grid race two.

PRO MAZDA

Florian Latorre and Garrett Grist shared the spoils in last weekend's double-header in Toronto. Frenchman Latorre enjoyed an easy win over Pato O'Ward and Timothe Buret, before local hero Grist capitalised on a spin by Latorre to take the Sunday honours ahead of Weiron Tan and O'Ward.

USF2000

Jake Eidson and Nico Jamin picked up a win apiece in Toronto. Eidson beat Jamin over the line in the first race, but French driver Jamin got to return the favour the following day. Anthony Martin and Luke Gabin earned the final podium places on Saturday and Sunday respectively.

NASCAR XFINITY

Serial second-tier vanquisher Kyle Busch took victory at Michigan on his first Xfinity start since his leg-breaking Daytona crash in February. The Joe Gibbs Racing Toyota man moved up to second when Kevin Harvick and Joey Logano collided while battling for the lead, then aced Chase Elliott with four laps remaining. Elliott claimed second from Kyle Larson and series leader Chris Buescher.

NASCAR TRUCKS

Cole Custer emerged on top in a five-lap sprint to the finish at Gateway Motorsports Park. Tyler Reddick missed a gearshift, allowing 17-year-old Custer to take his first win of 2015 in his JR Motorsports Chevrolet from Spencer Gallagher. Johnny Sauter was third, while reigning champion and series leader Matt Crafton crashed.

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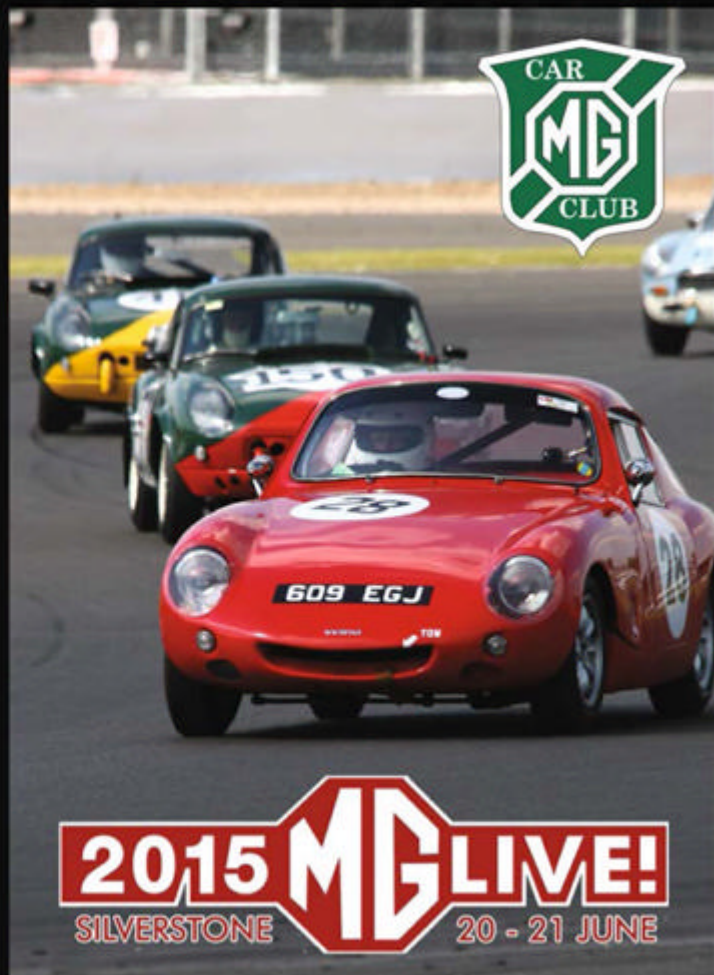
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RESULTS ROUND-UP

RESULTS BY

FORIX



Orudzhev took race-one spoils

FORMULA RENAULT 3.5 SERIES

ROUND 4/9 HUNGARORING (H), JUNE 13-14

RACE 1 (27 LAPS - 73.500 MILES)

1 Egor Orudzhev (RUS) Arden Motorsport	42m35.436s
2 Roberto Merhi (E) Pons Racing	+0.413s
3 Oliver Rowland (GB) Fortec Motorsports	+0.450s
4 Matthieu Vaxiviere (F) Lotus (Charouz)	+1.323s
5 Tom Dillmann (F) Jagonya Ayam with Carlin	+1.745s
6 Dean Stoneman (GB) DAMS	+3.310s
7 Aurelien Panis (F) Tech 1 Racing	+4.321s
8 Roy Nissany (IL) Tech 1 Racing	+9.427s
9 Beitske Visser (NL) AVF	+27.475s
10 Gustav Malja (S) Strakka Racing	+27.711s
11 Nyck de Vries (NL) DAMS	+32.986s
12 Bruno Bonifacio (BR) International Draco Racing	+36.294s
13 Philo Paz Armand (RI) Pons Racing	+37.024s
14 Alfonso Celis Jr (MEX) AVF	+38.052s
15 Sean Gelael (RI) Jagonya Ayam with Carlin	+38.697s
16 Meindert van Buuren (NL) Lotus (Charouz)	+40.190s
17 Tio Ellinas (CY) Strakka Racing	+42.784s
18 Jazeman Jaafar (MAL) Fortec Motorsports	+47.016s
R Pietro Fantin (BR) International Draco Racing	7 laps-suspension
R Nicholas Latifi (CDN) Arden Motorsport	6 laps-accident damage
NS Alexander Albon (T) Lotus (Charouz)	only drove in practice

Winner's average speed 103.544mph.
Fastest lap Vaxiviere, 1m32.952s, 105.413mph.

QUALIFYING 1

1 Rowland, 1m28.867s; 2 Orudzhev, 1m29.077s; 3 Vaxiviere, 1m29.160s; 4 Jaafar, 1m29.218s; 5 Dillmann, 1m29.242s; 6 Merhi, 1m29.371s; 7 Latifi, 1m29.399s; 8 Fantin, 1m29.461s; 9 Panis, 1m29.542s; 10 Ellinas, 1m29.778s; 11 Stoneman, 1m29.789s; 12 Armand, 1m29.827s; 13 Visser, 1m29.901s; 14 van Buuren, 1m29.928s; 15 Gelael, 1m30.021s; 16 Nissany, 1m30.036s; 17 Bonifacio, 1m30.172s; 18 de Vries, 1m30.176s; 19 Celis, 1m30.313s; 20 Malja, 1m46.010s.

RACE 2 (27 LAPS - 73.500 MILES)

1 Rowland, 42m20.132s; 2 Vaxiviere, +1.519s; 3 Malja, +19.722s; 4 Jaafar, +21.782s; 5 Dillmann, +24.391s; 6 Ellinas, +25.173s; 7 Merhi, +27.226s; 8 Fantin, +32.685s; 9 de Vries, +35.447s; 10 van Buuren, +38.272s; 11 Orudzhev, +39.734s; 12 Stoneman, +40.472s; 13 Panis, +41.789s; 14 Nissany, +49.192s; 15 Visser, +53.216s; 16 Celis, +54.928s; 17 Latifi, +57.021s; 18 Bonifacio, +1m04.154s; R Gelael, 13 laps-accident; R Armand, 7 laps-compressor.
Winner's average speed 104.168mph.
Fastest lap Vaxiviere, 1m31.744s, 106.819mph.

QUALIFYING 2

1 Vaxiviere, 1m29.221s; 2 Orudzhev, 1m29.240s; 3 Jaafar, 1m29.338s; 4 Merhi, 1m29.693s; 5 Rowland, 1m29.779s; 6 Malja, 1m29.815s; 7 Fantin, 1m29.884s; 8 Ellinas, 1m30.084s; 9 Dillmann, 1m30.099s; 10 Stoneman, 1m30.187s; 11 Gelael, 1m30.203s; 12 Latifi, 1m30.287s; 13 de Vries, 1m30.391s; 14 van Buuren, 1m30.423s; 15 Visser, 1m30.439s; 16 Armand, 1m30.548s; 17 Celis, 1m30.559s; 18 Panis, 1m30.638s; 19 Bonifacio, 1m30.836s; 20 Nissany, 1m47.511s.

CHAMPIONSHIP

1 Rowland, 123; 2 Vaxiviere, 107; 3 Jaafar, 87; 4 Stoneman, 68; 5 Dillmann, 55; 6 de Vries, 46; 7 Orudzhev, 40; 8 Ellinas, 36; 9 Merhi, 26; 10 Fantin, 26.

INDYCAR SERIES

ROUND 9/15 TORONTO (CDN), JUNE 14

(85 LAPS - 149.175 MILES)

1 Josef Newgarden (USA) CFH Racing Dallara-Chevrolet	1h38m59.9460s
2 Luca Filippi (I) CFH Racing Dallara-Chevrolet	+1.4485s
3 Helio Castroneves (BR) Team Penske Dallara-Chevrolet	+3.9027s
4 Will Power (AUS) Team Penske Dallara-Chevrolet	+4.7766s
5 Sebastien Bourdais (F) KVSH Racing Dallara-Chevrolet	+6.7215s
6 Tony Kanaan (BR) Chip Ganassi Racing Dallara-Chevrolet	+7.8160s
7 Juan Pablo Montoya (CO) Team Penske Dallara-Chevrolet	+8.7242s
8 Scott Dixon (NZ) Chip Ganassi Racing Dallara-Chevrolet	+9.5397s
9 Graham Rahal (USA) Rahal Letterman Lanigan Racing Dallara-Honda	+11.8704s
10 Takuma Sato (J) AJ Foyt Enterprises Dallara-Honda	+18.9723s
11 Simon Pagenaud (F) Team Penske Dallara-Chevrolet	+20.6315s
12 Conor Daly (USA) Schmidt Peterson Motorsports Dallara-Honda	+21.9187s
13 Marco Andretti (USA) Andretti Autosport Dallara-Honda	+33.2063s
14 Jack Hawksworth (GB) AJ Foyt Enterprises Dallara-Honda	+44.5250s
15 Gabby Chaves (CO) Bryan Herta Autosport Dallara-Honda	+46.0971s
16 Sebastian Saavedra (CO) Chip Ganassi Racing Dallara-Chevrolet	+46.6248s
17 Tristan Vautier (F) Dale Coyne Racing Dallara-Honda	+47.0229s
18 Rodolfo Gonzalez (YV) Dale Coyne Racing Dallara-Honda	+51.3658s
19 Ryan Hunter-Reay (USA) Andretti Autosport Dallara-Honda	-1 lap
20 Charlie Kimball (USA) Chip Ganassi Racing Dallara-Chevrolet	-1 lap
21 James Jakes (GB) Schmidt Peterson Motorsports Dallara-Honda	-1 lap
22 Carlos Munoz (CO) Andretti Autosport Dallara-Honda	69 laps-engine
23 Stefano Coletti (MC) KV Racing Dallara-Chevrolet	40 laps-accident

Winner's average speed 90.410mph.
Fastest lap Castroneves, 1m00.0651s, 105.186mph.

CHAMPIONSHIP

1 Montoya, 374; 2 Power, 347; 3 Dixon, 329; 4 Castroneves, 322; 5 Rahal, 283; 6 Bourdais, 274; 7 Andretti, 272; 8 Newgarden, 268; 9 Kanaan, 244; 10 Pagenaud, 232.

WORLD RALLY CHAMPIONSHIP

ROUND 6/13 RALLY ITALY SARDINIA, JUNE 11-15

1 Sebastien Ogier (F)/Julien Ingrassia (F) Volkswagen Motorsport Volkswagen Polo R WRC	4h25m54.3s
2 Hayden Paddon (NZ)/John Kennard (NZ) Hyundai Motorsport Hyundai i20 WRC	+3m05.4s
3 Thierry Neuville (B)/Nicolas Gilsoul (B) Hyundai Motorsport Hyundai i20 WRC	+4m22.5s
4 Elfyn Evans (GB)/Daniel Barritt (GB) M-Sport WRT Ford Fiesta RS WRC	+5m34.8s
5 Mads Ostberg (N)/Jonas Andersson (S) Citroen Total Citroen DS3 WRC	+7m50.1s
6 Jari-Matti Latvala (FIN)/Miikka Anttila (FIN) Volkswagen Motorsport Volkswagen Polo R WRC	+8m06.7s
7 Yuriy Protasov (UA)/Pavlo Cherepin (UA) M-Sport Ford Fiesta RRC	+14m57.7s
8 Paolo Andreucci (I)/Anna Andreussi (I) PPF Sport Peugeot 208 T16	+15m03.3s
9 Jan Kopecky (CZ)/Pavel Dresler (CZ) Skoda Motorsport Skoda Fabia R5	+17m41.7s
10 Khalid Al-Qassimi (UAE)/Chris Patterson (GB) Citroen Total Citroen DS3 WRC	+19m12.0s
14 Ott Tanak (EST)/Raigo Molder (EST) M-Sport WRT Ford Fiesta RS WRC	+22m12.4s
20 Dani Sordo (E)/Marc Marti (E) Hyundai Motorsport Hyundai i20 WRC	+53m20.0s
24 Kris Meeke (GB)/Paul Nagle (IRL) Citroen Total Citroen DS3 WRC	+1h04m11.4s
30 Robert Kubica (PL)/Maciek Szczepaniak (PL) RK World Rally Team Ford Fiesta RS WRC	+1h15m13.4s
36 Andreas Mikkelsen (N)/Ola Floene (N) Volkswagen Motorsport II Volkswagen Polo R WRC	+1h36m52.0s
R Lorenzo Bertelli (I)/Lorenzo Granai (I) FWRT Ford Fiesta RS WRC	SS22-engine
R Martin Prokop (CZ)/Jan Tomanek (CZ) Jipocar Czech National Team Ford Fiesta RS WRC	SS14-engine

DRIVERS' CHAMPIONSHIP

1 Ogier, 133; 2 Ostberg, 67; 3 Mikkelsen, 64; 4 Latvala, 56; 5 Evans, 53; 6 Neuville, 50; 7 Meeke, 47; 8 Sordo, 38; 9 Paddon, 32; 10 Prokop, 27

MANUFACTURERS' CHAMPIONSHIP

1 Volkswagen, 179; 2 Citroen, 115; 3 Hyundai Shell, 113; 4 M-Sport, 99; 5 Jipocar, 34; 6 Hyundai N, 31.

STAGE TIMES

SS1 Citta di Cagliari (1.55 miles)
F: Prokop 2m23.7s L: Prokop S: Mikkelsen +1.7s
SS2 Grighine Sud 1 (16.35 miles)
F: Paddon 18m15.0s L: Paddon S: Ogier +4.0s
SS3 Grighine Nord 1 (11.40 miles)
F: Paddon 13m48.1s L: Paddon S: Latvala +19.8s



Early roll was costly for Meeke

Evans overcame rock damage



SS4 Montiferru 1 (8.95 miles)
F: Paddon 9m47.4s L: Paddon S: Latvala +25.3s
SS5 Sagama 1 (1.60 miles)
F: Ogier 2m09.6s L: Paddon S: Latvala +23.0s
SS6 Sagama 2 (1.60 miles)
F: Latvala 2m07.0s L: Paddon S: Latvala +18.8s
SS7 Sinis-Mont e Prama 1 (8.75 miles)
F: Tanak 7m48.7s L: Paddon S: Latvala +19.9s
SS8 Grighine Sud 2 (13.95 miles)
F: Latvala 15m20.9s L: Paddon S: Latvala +19.4s
SS9 Grighine Nord 2 (11.40 miles)
F: Ogier 13m29.7s L: Paddon S: Ogier +20.0s
SS10 Montiferru 2 (8.95 miles)
F: Latvala 9m28.9s L: Paddon S: Ogier +8.8s

Q3 1 Power, 59.4280s; 2 Pagenaud, 59.6095s; 3 Montoya, 59.6242s; 4 Dixon, 59.8879s; 5 Bourdais, 59.9012s; 6 Filippi, 1m00.2312s.

Q2 Montoya, 59.4137s; Pagenaud, 59.7414s; Power, 59.8077s; Bourdais, 59.8427s; Dixon, 59.8478s; Filippi, 59.8922s; 7 Castroneves, 59.8940s; +9.5397s; 8 Sato, 59.9500s; 9 Kanaan, 1m00.0901s; +11.8704s; 10 Rahal, 1m00.1241s; 11 Newgarden, 1m00.1323s; 12 Jakes, 1m00.4576s.

Q1 - GROUP 1 Kanaan, 1m00.5227s; Dixon, 1m00.8694s; Rahal, 1m01.0274s; Sato, 1m01.0631s; Castroneves, 1m01.2514s; Newgarden, 1m01.3474s; 14 Hawksworth, 1m01.4569s; 16 Hunter-Reay, 1m01.5959s; 18 Andretti, 1m01.9907s; 20 Coletti, 1m02.4000s; 22 Chaves, 1m02.4016s; 23 Gonzalez, 1m05.0167s.

Q1 - GROUP 2 Pagenaud, 59.6180s; Montoya, 59.8253s; Power, 59.9492s; Bourdais, 1m00.2929s; Filippi, 1m00.3469s; Jakes, 1m00.3686s; 13 Munoz, 1m00.6849s; 15 Kimball, 1m00.8553s; 17 Saavedra, 1m00.9926s; 19 Daly, 1m01.2543s; 21 Vautier, 1m01.5065s.

Paddon missed out on victory



SS11 Ittiri Arena 1 (0.87 miles)
F: Ogier 1m28.8s L: Paddon S: Ogier +7.4s
SS12 Monti di Ala 1 (13.97 miles)
F: Latvala 13m51.2s L: Paddon S: Ogier +7.1s
SS13 Coiluna-Loelle 1 (22.80 miles)
F: Ostberg 24m04.1s L: Paddon S: Ogier +8.5s
SS14 Monte Lerno 1 (26.23 miles)
F: Latvala 28m37.4s L: Paddon S: Ogier +9.9s
SS15 Ozieri-Ardara (4.49 miles)
F: Latvala 4m00.9s L: Paddon S: Ogier +9.3s
SS16 Ittiri Arena 2 (0.87 miles)
F: Neuville 1m30.0s L: Paddon S: Ogier +9.0s
SS17 Monti di Ala 2 (13.97 miles)
F: Ogier 13m38.9s L: Ogier S: Paddon +12.6s
SS18 Coiluna-Loelle 2 (22.80 miles)
F: Ostberg 23m51.7s L: Ogier S: Paddon +26.8s
SS19 Monte Lerno 2 (26.23 miles)
F: Ogier 28m01.5s L: Ogier S: Paddon +2m13.6s
SS20 Olmedo-Monte Baranta 1 (6.92 miles)
F: Paddon 8m10.7s L: Ogier S: Paddon +2m11.3s
SS21 Cala Flumini 1 (7.31 miles)
F: Ogier 7m36.3s L: Ogier S: Paddon +2m19.7s
SS22 Olmedo-Monte Baranta 2 (6.92 miles)
F: Latvala 7m56.3s L: Ogier S: Paddon +2m34.1s
SS23 Cala Flumini 2 (7.31 miles)
F: Ogier 7m15.9s L: Ogier S: Paddon +3m05.4s

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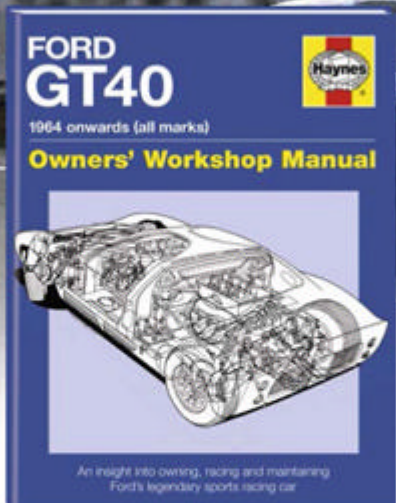
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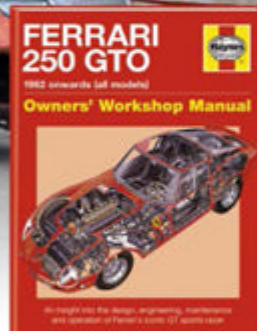
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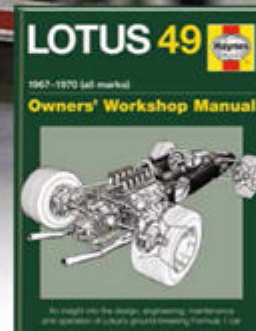
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Well-supported AMR race ended on a sour note

MAUGER/LAT

SCOTT MITCHELL
FEATURES
EDITOR

scott.mitchell@haymarket.com
@ScottMitchell189



IT'S A SHAME TO READ OF THE problems surrounding the Aston Martin Festival's Le Mans 24 Hours support race. That sort of event is something most competitors will remember for the rest of their lives, so whether you're the on-track 'winner' who didn't get to stand on the podium or the person who stood on the top of the podium but later lost the 'win', it'll have spoiled the experience somewhat.

But such disappointments are always put into perspective when news comes through of a death among the motorsport fraternity, and Marcus Pye's note on Monday of the passing of Rob Fowler, at 65, was a sad one.

The news on Saturday night was a big blow to the Historic Formula Ford fraternity during last weekend's HSCC AUTOSPORT 3 Hours meeting at Snetterton. Rob was a popular man, as exhibited by HFFord competitors observing a minute's silence on the grid and running black nosebands in his memory on Sunday.

I didn't know Rob but Marcus did, describing him as "an engineer of the old school" and someone ever ready to help rivals at race meetings. An apprentice at the BRM Formula 1 team, Fowler and Rick Hall formed Hall and Fowler (now Hall and Hall) to service and maintain the cars from Bourne when BRM shut its doors. He went on to become the architect of son Neil's five club championships and a partner in Neil Fowler Motorsport, launched in 2007.

Details of Rob's funeral will be posted on the HSCC website. AUTOSPORT extends its deepest sympathies to his wife Sue and to son Neil and daughter Sarah.

Controversy at AMR Festival

Le Mans 24 Hours support race marred by confusion over results

CONTROVERSY REIGNED IN the Aston Martin Festival race at Le Mans as a safety car and red flag caused confusion, with an official result still not declared when AUTOSPORT went to print.

Tom Onslow-Cole and Paul White stood on the top step of the podium but the provisional results were later amended to give victory to the polesitting Jon Barnes/Mark Farmer 22 GT Racing car.

The majority of the field dived into the pits when the safety car was deployed for a hefty shunt for Chris Brown. But they were then held in the pitlane for minutes as officials refused to turn off the red light.

The race was then red-flagged, with the pitstop situation creating uncertainty with the results.

Eventual victor Barnes claimed:

"The English clerk of the course told them to let us out but the French guys just said 'Non'."

"This could be the only chance in our careers to stand on the top step of the podium at Le Mans and it was taken away from us so we are gutted. It's massively disappointing and a lot of people in the paddock were upset. The guys from Aston Martin were trying their best but ACO were running their own rules."

"It seemed like they weren't bothered in getting the results sorted as it was just a support race."

Harry Whale, one of the organisers, said: "Closing the pitlane was out of our control. The ACO couldn't give a reason why. It's disappointing because it was through circumstances out of our control. There was also a cock-up

with the results, which didn't help.

"It's a shame it ended on a bit of a negative as overall our customers loved the event."

The closest battle of the race came in the GT4 class. Academy Motorsport's Matt Nicoll-Jones and Dennis Strandberg – a last-minute addition to the line-up – and Will Moore/Adrian Barwick duelled with Erik Behrens/Daniel Roos.

Nicoll-Jones and Strandberg won on the road, but the confused provisional results had Derek Deboer/Bob Bramlage as winners.

FORDS WIN HISTORIC LEGEND SUPPORT RACE

A pair of classic GT40s took a dominant one-two in the Le Mans Legend race, which ended under the safety car due to oil on the track.

The Bernard Thuner/Claude Nahum car led away from pole and was only briefly headed during the stops, while Andrew Smith and James Cottingham recovered from a spin at Indianapolis to take second.

The Fords were only permitted to join the biennial support this year as the regulations were extended to allow cars from 1949-68, which helped attract a 62-car grid.

A mechanical failure for the Diogo Ferrao/Martin Stretton GT40 handed Ludovic Caron third in his Shelby Cobra, denying a Ford 1-2-3.



The Thuner/Nahum GT40 won Legend race

EBREY

Historic FFord set mourned Fowler



STYLES

New Passat made its debut in VAG Trophy



WALKER

Volkswagen Racing Cup

Team Hard builds VW Cup's first Passat

BRITISH TOURING CAR

Championship squad Team Hard will introduce the first Volkswagen Passat to the VW Racing Cup at next month's Spa-Francorchamps round.

The Passat made its race debut at Silverstone last weekend in the VAG Trophy, with rookie John Stevens taking pole position and finishing second in race two despite the car

only being finished in the early hours of Saturday morning.

Tony Gilham's team originally built and ran the Passat-based VW CC model currently starring in the BTCC with Team BMR, which acquired two of them from Hard.

While Team Hard now runs a Toyota Avensis for Kieran Gallagher in the BTCC, Gilham said its experience with

the CC prompted its new project in the VW Cup, where the team has built several new Golfs for this season.

"It's close to our heart," he said. "We know how good the Passat is. We built the BTCC cars with RML, spent a lot of time in the windtunnel – we've done a lot of homework and it's translated into this.

"Everything was in-house, and start to finish it took about two weeks, with no

testing. It's unbelievable."

Gilham hopes the car will test before Spa.

"We always like doing different things," he added. "It's one at the moment but we're looking to build more. There's been lots of people showing interest and we're open to building the car and supporting a customer or selling it."

Historics

Foster to make comeback in tribute to late friend

FORMULA FORD 1600 STAR JOEY

Foster will return to classic single-seater racing later this year as a tribute to his late friend Yonny Weeden.

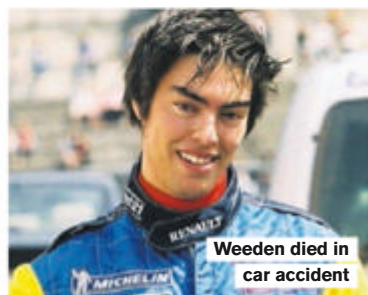
Triple Walter Hayes Trophy winner Foster has accepted an invitation to drive a 1972 Elden Mk8 owned by Mallory Park proprietor Eddie Roberts, who is Weeden's godfather.

The car was bought as a way of restarting Weeden's career. He had been a rising star in single-seaters – scoring race wins in the Belgian Formula Renault 1600 ranks – before budget issues slowed his progress. He also fought Lewis Hamilton for the Junior Yamaha karting title in 1997.

Weeden battled congenital heart disease and lost his life in a road

accident earlier this year at the age of 31.

"I was a close friend of Yonny's, so when Eddie asked me to drive the car that was meant for him it was really touching," said Foster. "It'll be very emotional. I want to do a good job and make it a fitting tribute to a great friend."



Weeden died in car accident

750MC

Croft return for 750MC after record grids on first visit

THE 750 MOTOR CLUB PLANS TO return to Croft in 2016 following its highly successful maiden outing at the circuit last month, during which it set a new grid record.

The club's BMW Compact Cup became the first championship to reach the Yorkshire circuit's capacity of 40 cars, with a further 35 entries for the Locost championship.

750MC competitions secretary Giles Groombridge said: "We were always anticipating good grids at



Compacts packed out 40-car grid

JONES

Croft, because in spite of the distance the circuit has a good reputation for being fast and challenging. But the final numbers were certainly higher than forecast, and combined with the positive feedback from drivers that means we will definitely be back in 2016."

Groombridge added that tight control of costs has enabled grids to grow: "Our entry fees are amongst the cheapest but the integrity and policing of regulations is important."

Mini Festival

Barwick to share restored Mini with ex-F1 driver Wilds

BRITISH GT RACER ADRIAN

Barwick will compete at the Brands Hatch Mini Festival later this month in a newly restored 1965 FIA Mini Cooper S with ex-Formula 1 and Le Mans 24 Hours racer Mike Wilds.

Barwick regularly competes in the British GT4 class with the Twisted Team Parker squad in a Ginetta G55 machine alongside Bradley Ellis.



Barwick will race in Mini Festival

He also took part in last weekend's Aston Martin Festival of Le Mans in a Vantage GT4 with the Academy Motorsport team, scoring a podium finish in the car he shared with Will Moore.

He will partner Wilds in the 50-minute Sanwa Trophy endurance race at Brands' June 27-28 meeting.

"I've known Mike for the past three years when we both went out on overseas trackdays," Barwick said. "I drove the car at Goodwood, so at least I've had a go in it. It's since had a rebuild including the engine and gearbox.

"The Mini Festival will be its first competitive outing. I'm going out there to have some fun and have absolutely no expectations of what we could achieve."

After the festival Barwick intends to continue racing the car and is eyeing Masters outings.

Pickups

Wood eyes more Pickups

EX-BRITISH TOURING CAR

driver Lea Wood is hoping for more Pickup Truck championship outings this season, after making his debut last weekend at Thruxton.

Wood entered the car usually driven by Pickup race winner Dave Longhurst, who was also Wood's BTCC mechanic for six years before stepping up to the team manager role for Houseman Racing, for which Wood currently acts as an advisor.

Wood is hoping the one-off entry, in which he took a podium as well as a win, can lead to more seat time.

"Dave and I have talked about doing a meeting and he said, 'Let's do Thruxton' so here we are," he said.

"We've been planning it for a month, so I want to do some more now. David wants to do the last one at Brands Hatch, and there are a few other rounds, but he isn't sure now what he wants to do."



Wood won on Pickups debut

Rallycross

McKenna joins British RX

REIGNING MSA BRITISH RALLY

champion Daniel McKenna will make his rallycross debut at the fifth round of the British Rallycross Championship next week at Mondello Park.

The 2015 Junior World Rally Championship driver will race in the RX150 category.

"I've never competed in rallycross before so I'm really looking forward to Mondello," said McKenna.

"I was never really into rallycross that much, but I think the world championship is brilliant. I think rallycross is very exciting and looks like it's getting bigger and bigger, so there's more opportunities."

McKenna will use his debut outing to evaluate whether to make a full-time switch to the discipline.

"Maybe this excursion in RX150s could change my mindset to look at pursuing a rallycross career," he said.



McKenna will race in an RX150

HUMBLE PYE

The voice of club racing



Jack Sears loved his Shelby run

"SEARS' COBRA REUNION WAS A SPECIAL MOMENT"

Neither the car nor the circuit was the same as they were when he won the eighth and final contemporary AUTOSPORT 3 Hours race on September 26 1964, but the sight of 'Gentleman Jack' Sears driving a red Shelby American Daytona Cobra Coupe with a white stripe – a sanctioned continuation of the six cars on which John Willment's team based its own version, CSX2130 – before the ninth retrospective at Snetterton on Saturday gladdened the hearts of everybody present in Norfolk.

The idea of a special 'reunion' came to me when I caught up with Jack – now 85 – at last month's HSCC Silverstone International Trophy event, en route to the big BMC Competition Department reunion in Abingdon. When I broached the subject with Jack's historic racer daughter Suzanne she knew he would love it, thus the plot was hatched.

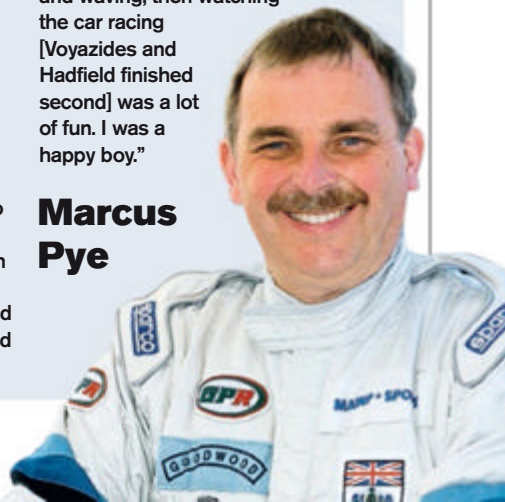
Leo Voyazides and Jo Stevens' Plan B Motorsport equipe's immediate response was, 'Let's do it'. With the MSV team's agreement the opportunity of a lunchtime run brought a broad smile and a glint to Sears' eyes. Once in the left-hand-drive monster in the pit garage, with Leo Voyazides and Simon Hadfield lapping up his reminiscences, he did not want to get out. As Jack motored out of pitlane to warm applause,

with Voyazides riding shotgun, some onlookers wiped a tear away. It was that kind of special moment.

"Fifty-one years after our great day here [on the Willment car's debut] it was a lot of fun, but there were several different factors," said Jack. "The track was incredibly slippery, worse than in 1964 when we also had foul wet conditions and fog. And the new car had Dunlop racing tyres which I wasn't used to. The Shelby team always ran Goodyears back then, which were better suited to the wet, and Willment ran Goodyears as well. We had the perfect package on the day.

"I couldn't begin to compare the Cobras, but I did enjoy the experience, which brought back wonderful memories. Being back on my local circuit, surrounded by a lot of lovely people showing interest and waving, then watching the car racing [Voyazides and Hadfield finished second] was a lot of fun. I was a happy boy."

Marcus Pye



O'Connell steers to AUTOSPORT 3 Hours glory in Jag

DRIVING SANDY WATSON'S Jaguar E-type, Martin O'Connell won Saturday's ninth HSCC AUTOSPORT 3 Hours retrospective brilliantly through a remarkable 47-lap opening stanza. O'Connell slithered home a lap clear of the Shelby American Daytona Cobra Coupe of late invitees Leo Voyazides/Simon Hadfield and Julian Thomas/Nigel Greensall's Jaguar E-type low-drag coupe in a rain-affected but uninterrupted feature.

With Andrew Kirkaldy unavailable, double British F3 National class champion O'Connell had scratched the entry, but 'unwithdrew' when he saw the weather forecast. "I wouldn't have attempted it had it been dry, but wet conditions take a lot of the stress out of the car, particularly the gearbox. It's leaving for Monza on Tuesday, so we didn't need extra work," he said.

O'Connell led from the start, with Ed Morris in John Davison's Lotus Elan, impressive VW Fun Cup graduate Thomas and Voyazides heading the chase. In trouble immediately was last year's second-placed Austin-Healey 3000, Mark Pangborn bringing Jeremy Welch's car in on lap one for the first of several stops to cure an

ignition problem. Once sorted it ran strongly, and they refused to give up, earning the Peter Swinger Trophy for indomitable spirit.

Once Hadfield was in the Cobra and another storm had lashed East Anglia, he traded fastest laps with O'Connell and Greensall, who relayed Racelogic boss Thomas to finish. O'Connell eventually stopped, 153 minutes in, his second mandatory three-minute stop coming four laps later. Having taken the chequer he emerged buoyant: "There were scary moments [including a trip down the escape road at Brundle], but driving standards were good."

The best GT3 car consistently was the Morris/Davison Elan, which finished fourth overall, ahead of the Tony Wood/Alasdair McCaig Lister-Jaguar.

Star of the race was Calum Lockie, who whizzed Simon Orebi Gann's Triumph-powered Morgan +4 SLR up to a class-leading fifth in a long middle stint. Gentleman racer Orebi Gann did a solid job, but Chris Chiles Jr snatched GT2 honours at Oggie's on the last lap in the family Healey.

Two sensational **Classic Clubmans** bouts celebrated the class's 50th Anniversary in style. Mark Charteris blitzed Sunday's



STYLES

opener and his own lap record, but was beaten "fair and square" in race two by John Harrison, with Ray Mallock in their slipstream.

With Julian Majzub's Sadler clear, a tight finish for second between the Lister-Chevrolets of Roberto Giordanelli and lap-one spinner Mark Lewis – which thundered down the Senna Straight in echelon – made Sunday's **Archie Scott Brown Trophy '50s sportscar** race for Brian Lister's daughter Nicky, who presented the prizes.

There was a surprise Lister victory later though, when Steve Boulton Brooks's Aston Martin DB3S "lost drive" at Coram on the final lap with the **FisCar**

Intermarque race won. Stephen Bond (Lister-Bristol) and Jonathan Smare (Lotus Elite) dashed past as Boulton Brooks gallantly pushed the ex-Kangaroo Stable car the last 50 metres to huge applause.

Despite slipping from pole to fifth at the start, ex-Ginetta G55 racer Mark Davies (Lotus Cortina) trounced allcomers for his maiden **Historic Touring Car** victory, before doubling up in the second. He received his prize from period Team Lotus mechanic Bob Dance. Jonathan Milicevic's Mini finished second in both.

TVR Tuscan ace Peter Shaw and Morgan +8 duellists Richard Plant and Phillip Goddard shared **Road**



Bond beat ailing
Aston to FisCar win

STYLES

Formula Fords thrill with exceptionally close finishes

Back where race-school king Jim Russell staged the first Formula Ford competition within a Formule Libre event in 1967, Rob Wainwright and Callum Grant finished abreast – twice – after proving why the humble Kent-engined class is indelibly motorsport's greatest junior training ground.

Shellshocked at team chief Rob Fowler's death overnight, the Historic FF fraternity praised

Simon Toyne, who qualified his Fowler Motorsport Lola on pole, then raced with black-taped nosebands out of respect. The double-header's quality, fast and clean, was the perfect tribute to their friend.

Sunday's opener, the annual Norman Greenway Memorial Trophy race, saw Grant's Merlyn and Wainwright's Elden embroiled in a gripping slipstreamer. Callum twice drove round Rob at Riches, but Wainwright prevailed by 0.004s.

Toyne finished third, ahead of points leader Richard Mitchell – who gridded third, yet arrived at Riches 11th having fumbled a gearchange – and local hero Glenn Eagling, enjoying his first FF race in almost 40 years in the ex-AUTOSPORT prize Lotus 61MX.

The lead again seesawed between Wainwright and Grant in race two, before Mitchell split them into the Bomb Hole. Grant reasserted himself three laps later, then recaught

Wainwright, whose 1.7s advantage was wiped out by catching a backmarker through Coram on the penultimate lap.

Grant lunged out of Wainwright's shadow earlier on the sprint from Murrays to the chequer this time, but was 0.006s short. "I must move the transponder further forward," smiled Grant's dad Nigel. Wainwright now heads to Cadwell Park as joint championship leader, "if we can afford to go!"



O'Connell (left) and Thomas on front row

Sports Challenge class honours, although invitational driver Bruce Weir won both races overall in his Datsun 240Z.

The promising **Guards Trophy** battle between Maxim Bartell/Callum Grant's Elva and Steve Boulton/Robert Beebee's Chevron was defused by a safety-car interlude, when GT pacemaker Mike Gardiner's TVR Griffith threatened to catch fire while parked at Coram. The Elva came out victorious, with Beebee 30-plus seconds back.

Vicky Brooks (Merlyn Mk6) pipped a brace of Chevrons for third and her family's joy was completed when dad Bob beat Jon Davison in the Pre-1966 GT category.



Bruce Weir's Datsun did double

STYLES

It only takes two cars to make a race, and again Ian Jones and Andy Jarvis obliged in **CRC**. Jarvis spun chasing the Kiwi in race one, but even Jones thought he was beaten later, when his rival retired with engine problems.

● Marcus Pye



Wainwright (middle) took slender wins

STYLES

RESULTS

9TH AUTOSPORT 3 HOURS WITH GTSCC (62 LAPS)

1 Martin O'Connell (Jaguar E-type) **3h01m00.594s (61.01mph)**; 2 Leo Voyazides/Simon Hadfield (Shelby American Cobra Daytona Coupe) 61 laps; 3 Julian Thomas/Nigel Greensall (Jaguar E-type low-drag coupe); 4 Ed Morris/Jon Davison (Lotus Elan '26R') 59 laps; 5 Tony Wood/Alasdair McCaig (Lister-Jaguar Knobbly); 6 Andy Newall/Andrew Garside (Lotus Elan GTS); 7 Paul Ingram/Chris Chiles/Chris Chiles Jr (Austin-Healey 3000) 58 laps; 8 Simon Orebri Gann/Calum Lockie (Morgan +4 SLR); 9 John Burton/Rob Newall (Jaguar E-type FHC); 10 Allan Ross-Jones/Mark Hales (Triumph TR4) 57 laps. **Class Winners** Morris/Davison; Wood/McCaig; Ingram/Chiles/Chiles Jr; Steve Wright/Ian Clark/Nick Fulljames (Porsche 356). **Invitation** Voyazides/Hadfield. **Fastest Lap** Greensall 2m41.031s (66.37mph). **Pole** O'Connell. **Starters** 27.

HRSR HISTORIC TOURING CARS (7 LAPS) 1 Mark Davies

(Ford Lotus Cortina) **20m14.846s (61.58mph)**; 2 Jon Milicevic (Morris Cooper S) +13.507s; 3 Roger Godfrey (Austin Cooper S); 4 Leo Voyazides (Ford Falcon); 5 Peter Hallford (Ford Mustang); 6 Steve Platts (Singer Chamois). **CW** Milicevic; Godfrey; Voyazides; Platts; Graham Pattle (Ford Lotus Cortina). **FL** Davies 2m49.421s (63.08mph). **P** Davies. **S** 19. **RACE 2 (7 LAPS) 1 Davies 20m36.863s (60.48mph)**; 2 Milicevic +15.368s; 3 Hallford; 4 Simon Benoy (Hillman Imp); 5 Platts; 6 Charlie Birkett (Morris Cooper S). **CW** Milicevic; Hallford; Benoy; Dean Trower (Austin Cooper S); John Pugsley (Ford Lotus Cortina). **FL** Davies 2m54.245s (61.33mph). **P** Davies. **S** 16.

HISTORIC ROAD SPORTS & '70S ROAD SPORTS

CHALLENGE (8 LAPS) 1 Bruce Weir (Datsun 240Z) 22m13.976s (64.09mph); 2 Peter Shaw (TVR Tuscan) +12.006s; 3 Richard Plant (Morgan +8); 4 Philip Goddard (Morgan +8); 5 Kevin Kivlochan (Morgan +8); 6 Johan Denekamp (Marcos 1800GT). **CW** Shaw; Plant; Denekamp; Ian Burford (MG Lenham Le Mans); Mark Leverett (Lotus Elan); Brian Jarvis (Porsche 924). **INV** Weir. **FL** Plant 2m44.164s (65.10mph). **P** Jim Dean (Lotus Europa). **S** 28. **RACE 2 (8 LAPS) 1 Weir 22m24.114s (63.61mph)**; 2 Goddard +4.279s; 3 Shaw; 4 Plant; 5 Kivlochan; 6 Robert Rowe (Lotus Elan S3). **CW** Goddard; Shaw; Rowe; Burford; Jarvis. **INV** Weir. **FL** Goddard 2m45.382s (64.62mph). **P** Weir. **S** 27. **CLASSIC CLUBMANS (11 LAPS) 1 Mark Charteris (Mallock Mk20/21) 21m31.048s (91.06mph)**; 2 John

Harrison (Mallock Mk21) +19.084s; 3 Ray Mallock (Mallock Mk18); 4 Alan Cook (Mallock Mk20); 5 Robert Manson (Mallock Mk21); 6 Barry Webb (Mallock Mk16BW). **CW** Webb. **FL** Charteris 1m53.997s (93.75mph) Record. **P** Charteris. **S** 17. **RACE 2 (11 LAPS) 1 Harrison 21m35.154s (90.77mph)**; 2 Charteris +0.579s; 3 Mallock; 4 Cook; 5 Clive Wood (Mallock Mk20B); 6 Adam Paterson (Mallock Mk18). **CW** Wood. **FL** Charteris 1m55.279s (92.71mph). **P** Charteris. **S** 16. **GUARDS TROPHY SPORTS RACING & GT (17 LAPS) 1 Max Bartell/Callum Grant (Elva Mk75) 42m00.549s (72.08mph)**; 2 Steve Boulton/Robert Beebee (Chevron B8) +26.313s; 3 Vicky Brooks (Merlyn Mk6); 4 Nick Thompson/Shawn McClurg (Chevron B6); 5 Philip Nelson (Chevron B8); 6 Bob Brooks (TVR Griffith); 7 Brian Casey (Lenham P69); 8 Jon Davison (TVR Griffith); 9 Tom Seckel (Bobsy SR2); 10 Kevin Kivlochan (TVR Griffith). **CW** Boulton/Robert Beebee; V Brooks; B Brooks; Casey. **FL** Bartell 2m07.889s (83.57mph). **P** Grant. **S** 14. **ARCHIE SCOTT BROWN TROPHY RACE (12 LAPS) 1 Julian Majzub (Sadler-Chevrolet Mk3) 30m16.964s (70.58mph)**; 2 Roberto Giordanelli (Lister-Chevrolet Knobbly/c); +9.125s; 3 Mark Lewis (Lister-Chevrolet Knobbly/c); 4 Steve Boulton/Robert Beebee (Lister-Jaguar); 5 Steve Hart (Maserati 300S/c); 6 Robi Bernberg (Cooper T39 Bobtail). **CW** Boulton/Robert Beebee; Hart; Bernberg; Malcolm Paul (Lotus-Bristol 10); Charles Fripp (Gomm Jaguar XK140 Special). **FL** Lewis 2m13.199s (80.24mph). **P** Boulton/Robert Beebee. **S** 12. **FISCAR INTERMARQUE (12 LAPS) 1 Stephen Bond (Lister-Bristol) 31m22.992s (68.11mph)**; 2 Jonathan Smare (Lotus Elite) +26.968s; 3 Steve Boulton/Robert Beebee (Aston Martin DB35); 4 Christopher Mann (Alfa Romeo PR3000 Disco Volante); 5 Adam Singer (Kurtis 500S); 6 Richard Robinson (Gomm Jaguar XK140 Special). **FL** Boulton/Robert Beebee 2m28.362s (72.04mph). **P** B Brooks. **S** 11. **CLASSIC RACING CARS (9 LAPS) 1 Ian Jones (Lotus-t/c 59) 20m46.078s (77.19mph)**; 2 Andy Jarvis (Palliser-t/c WDB2) +18.527s; 3 John Hutchison (Crossle-t/c 14F); 4 Leif Bosson (Brabham-MAE BT28); no other finishers. **FL** Jones 2m03.516s (86.53mph). **P** Jones. **S** 6. **RACE 2 (10 LAPS) 1 Jones 20m53.285s (85.28mph)**; 2 Hutchison +2m01.264s; 3 Bosson; 4 Mike Painter (Brabham BT16); no other finishers. **FL** Jones 2m02.928s (86.94mph) Record. **P** Jones. **S** 5.



SILVERSTONE, JUNE 13-14 MSVR

Epps leaves the competition in his wake

FORMER SINGLE-SEATER RACER Michael Epps proved unbeatable on the Silverstone Grand Prix circuit, converting pole position into a triple **VAG Trophy** win for his Team Hard Golf GTI.

The fight for second soon allowed Epps to enjoy a dominant lead in the first of the weekend's three races as visibility in the rain was at a premium. Paul Taylor's SEAT handed the place to Richard Morgan's Golf after he went off at Vale on the first lap. Martyn Culley's strong start faded as his Beetle misted up, which brought Lee Christopher's Scirocco to the fore.

With a couple of laps remaining Christopher moved in to challenge for the runner-up slot, making it by one lap from home. James Pile had

spun his Golf early on, but recovered to seal fourth.

With Damani Marcano's Golf in the barriers on the Wellington Straight, the first three laps of race two were run behind the safety car. Poleman John Stevens had managed to retain the lead in his brand new Passat, from Tom Swayne and Epps.

From the green flag Swayne dived ahead but slid off at Maggotts a lap later, assisted by oil from Culley's eighth-placed Beetle, which had blown its engine. Stevens was back in front but had Epps in his wheeltracks. "It was the first time I had ever led a race [but] I didn't feel too nervous, I just tried to keep a good pace," said Stevens.

He held on until Copse on the final lap when Epps snatched it for his second win, while Taylor, having

started the penultimate lap in ninth place, claimed third on the last lap, from Didge Dziurzynski, Paul Ivens' Scirocco and John Robins' SEAT Leon.

Once again it was the fight for second that highlighted race three, although it allowed Epps to charge clear to score a hat-trick. Stevens managed to hold on to second despite coming under threat from Christopher, who in turn had to switch from attack to defence when Taylor threatened his third place. As in the second race, Stevens succumbed in the final stages.

"I could see the battle behind, made one mistake and it proved costly," he said. Christopher was through at Luffield with a lap to go and, as Taylor's tyres went off, he lost fourth to Ivens.

Ex-F3 racer Shane Kelly proved to be a master of the wet in the first **Monoposto** race. From 11th on the grid his Formula Renault 2000 led from lap two to win by almost a minute from Ben Cater's Dallara, after Jeremy Timms expired at Brooklands on the last lap. Cater led race two from the opening lap, finishing well clear of Tony Bishop.

The top four soon paired off in the first **Caterham Graduates Mega/Sigmax** race. Dylan Stanley led Jeremy Webb, but from lap five Webb took charge. Stanley pulled off three laps from home leaving Oscar Rovelli to close in on Webb towards the end. In race two it was a four-way fight to the flag. Although Webb led onto the last lap after many exchanges, Neil Shinner stole the win, with Webb, Mick Whitehead and Stanley inches behind.

Lee Pattison made it two wins out of three in the **Mini Challenge** this season. Lawrence Davey lost his early lead on lap two to Pattison and spent the rest of the race chasing his rival in vain.

Davey managed to break away early into race two, as Ryan Rhode duelled with Charlie Butler-Henderson for second. Once Rhode was through, he made his way to the front of a five-car train to take his maiden victory, from Davey and Butler-Henderson. Harry Vaulkhard and David Grady rounded out the top five.



Geddies were on form in McLaren

ROCKINGHAM, JUNE 13-14 BRSCC

Goddard bounces back in tricky conditions for victory



Epps was unstoppable

First-lap trouble didn't stop Goddard



Davey heads Butler-Henderson

WALKER

SIMON GODDARD PROVED TO BE the star of the show in the Mazda MX-5 Championship contests, storming back from a first-lap excursion to finish second behind Simon Baldwin in race one, before going one better in his second outing later in the afternoon.

To accommodate the now-traditional large entry list, four races were held in Saturday's wet conditions, with two 'A' events held for the faster qualifiers and a further pair of 'B' races run for the slower equivalents. In the opening A contest, both Goddard and fellow front-row man Jake Simpson were caught out by the slippery conditions and slid off at Deene. Both tumbled down the order and helped title pacesetter Baldwin take the lead and build a gap.

Goddard rapidly clawed his way back. By lap four, he relieved Darron Lewis of third at Kirby before taking advantage of a slip by Sam Smith at Deene to snatch second a lap later. Goddard then reeled off a succession of quick



Bremner earned Academy win

BRYANT

laps to reduce Baldwin's lead, but the latter withstood the pressure. Simpson impressed too with a strong recovery drive to claim the final podium spot.

Baldwin led the 2A race early on, but Goddard powered ahead at the start of the second tour and went on to claim a fine race win, as Simpson fended off Castle Combe race winner Brian Chandler to take another third.

Clive Powles was victorious in the first 1B race, as Simon Woods edged Graham Colby to take second. A disqualification in the 1A race had forced Matt Tasker to start from the back of the 2B grid. By lap four, he had charged into the lead, but a spin at Pif-Paf two laps later handed the advantage to Kevin Dengate. Tasker fought back, but was denied victory by a mere 0.033s on the drag to the line.

Tom Witts was unbeatable again in the **Mk2 Production GTI** double-header. Chris Webb and Jason Tingle enjoyed a close duel for second in the first race before Webb hit the tyres at Deene on lap five, promoting Dean Clayton to third.



Aldridge beat Tingle in second Mk5 race

BRYANT

Clayton pressured Tingle hard throughout race two, but was unable to grab the runner-up spot.

Tingle maintained his unbeaten run in the first of two **Mk5 Production GTI** contests, despite Andrew Aldridge initially getting the jump off the line. Martyn Walsh claimed third ahead of Simon Hill, who survived several sideways moments during the race. Aldridge ended Tingle's winning run in race two though, forcing Tingle to fend off Hill in a tense battle for second.

A superb pass around the outside at Chapman Curve on the opening lap helped Portuguese driver Rui Ferreira defeat Kieran McAleer in the **Caterham Academy Green Group** event. Andy Larholt charged through from 10th to claim third, coming out on top in a four-car battle for the position. The **White Group** race was punctuated by a safety car period, but Scottish student Dan Bremner showed great maturity to fend off Andrew Perry and Lee Collins to claim the spoils despite treacherous track conditions.

Danny Keenan steered his MK Indy RR to a crushing success in the opening **Northern Sports and Saloon Car Championship** race, beating Peter Cook's Mitsubishi Evo 9 by well over a minute. Cook won race two, as Scott Hubel battled through to second in his Peugeot 205T 16R.

● Mark Libbeter

Although Davey led again in race three, the win still eluded him as Pattison sealed it three laps from home. He retained second as he led Butler-Henderson to the flag.

Neil Newstead took the JCW class in all three races, while in the Coopers a weekend duel between Ricky Page and Nathan Harrison went two to one in Page's favour.

Martin Collier led the first six laps of the first **Caterham Classic/Super/Sigma** race, but Tom Hayman-Joyce went wide at Brooklands on the last lap and handed it back as he recovered in third behind Nigel Board. Tony Briant won race two from Collier and Andy Molsom.

Having shared the **Enduro GT Cup** victory with son Glynn, Jim Geddie took his McLaren MP4/12C to a dominant lights-to-flag win over Phil Burgan's Audi and Paul Bailey's Aston Martin in the first sprint. He was denied his hat-trick when Aaron Scott flew through the order in his Ferrari, to lead from Becketts on the 10th lap.

Steve Atkinson's Porsche 968 CS easily won the **Team Trophy**.

● Peter Scherer

Wood picks up a win on truck debut

EX-BRITISH TOURING CAR RACER

Lea Wood made a triumphant debut as the major protagonist in a thrilling pair of **Pickup Truck** races, which finally featured its first repeat winner of 2015 after seven different winners in the first seven races.

The 2013 Jack Sears Trophy winner entered the race in the car of Dave Longhurst, his BTCC engineer of six years and Pickup Truck regular who also won at Rockingham earlier in the year. Wood was immediately pitched into a seven-car battle for the first race win, all bump-drafting each other around Britain's fastest circuit.

Paul Tompkins did the majority of the leading, after passing Michael Smith and Mark Willis on the second lap with Freddie Lee and Anthony Hawkins also in the equation. Wood was at the back of the chain for the most part, but bided his time as he picked off his opponents one by one, with some brilliant moves at Church and Club.

By the final lap, Wood was on the tail of Tompkins. The pressure of an ex-touring car racer proved too much for Tompkins, as he ran wide in the Complex and gave Wood the lead. A fantastic run out of Church ensured Wood held off Tompkins and four other cars within 1.2s of the lead in a spectacular finish. Smith, Lee, Willis and Hawkins

rounded the train off.

"I just bided my time," said Wood. "You learn that from being in the BTCC. It's about consistency. I just tried to keep it clean. That was awesome!"

With Wood becoming the eighth winner of the season, it was almost certain the second race would provide a repeat winner. Wood started on pole, but had a terrible start. By the time he was back in contention Gavin Murray had the lead, thanks to an epic move at Club on Hawkins, but a safety-car appearance for Geoff Dixon's pickup, which lost a wheel on Woodham Hill, put an end to the battling on lap four.

The race got back underway on the eighth lap of 14, with the close running claiming Freddie Lee as Michael Smith made contact. On the 14th lap, which should have been the last, Wood stole the lead at the Complex and look set to take a double. He crossed the start/finish line to applause from sections of the crowd, but the organisers added three laps on for the safety car. That made it a 17-lap race, and after a quick swap with Murray, Wood led onto the final lap. He looked to have it sewn up, but got sideways at Village, allowing Murray to set him up. "The back end stepped out," said Wood. "It was my mistake really."

As hard as he tried, Wood couldn't get any sort of run at the end and Murray took the honour of being the first repeat winner of the season. "That was a very good race



and to beat someone like Lea, that's always a bonus," enthused Murray. "After the off in the first race I was determined to make it up."

Simon James successfully steered his way to a **Tricolore** double, making it seven wins from seven. James held Carl Chambers at bay in the first encounter, before a stray backmarker slowed Chambers on the run to the finish, where James pipped him once more. Paul Manyweathers also doubled up in

the **Coupe Cup for Hyundais** with two class wins.

Gavin Wells continued his run towards the **Kumho BMW** championship after two years as runner-up. The first race ran with classes A to D for the first time this season, in which Wells headed James Card to victory. The second race was separate, and Wells had an easy win as Card stalled on the start line, although he fought back to second. Invitation-class entrant Ray





JONES

West won the standalone class B to D race, having also led the entry in the earlier mixed race.

Steve Powell had a weekend to remember in a five-race **British Truck** meeting, as he was the only repeat winner overall despite being in Division Two. The Foden driver won the first and fifth races of the weekend, and claimed Division Two honours four times after he was given a 10s penalty for over-speeding in race three.

Reigning Division One champion Matt Summerfield didn't finish lower than fifth taking a huge points haul away, while 10-time champion Stuart Oliver and Ryan Smith also scored overall wins.

Luke Herbert continued his fantastic run in the Michelin **Clio Cup Road Series** with a double victory. Former BTCC and British GT driver Matt Allison came closest to toppling Herbert, but couldn't find a way through in the first race and retired from the second after clipping Brett Lidsey.

Peter Needham came out on top of a yo-yo battle with Damian Griffin to win the **S2000 Pinto** race. Two well-timed fastest laps by Needham in the final third of the race gave him just enough breathing space.

A four-way battle for the **S2000 Duratec** win was settled in the final quarter when Paul Streat went off at Village and Patrick Sherrington capitalised. Paul Martin and Tom Stoten were the other protagonists in the four-car scrap.

Paul Gibbins atoned for his stall in the previous day's S2000 Duratec round to earn a dominant **Enduro** win. A late safety car reduced his winning margin over David Houghton.

● Jack Benyon



Sherrington topped S2000 Duratec race



ROBINSON

Goodyear recovered from car troubles

LOTON PARK, BRITISH HILLCLIMB CHAMPIONSHIP JUNE 13-14

Goodyear charges back from car woes

FOR THE SECOND CONSECUTIVE

weekend, Jos Goodyear won a single run-off and set the best time of the day with a two-litre class win and a new record.

This followed a disastrous round 11, in which he broke a drivechain before the start and was allowed time to make repairs, only for the new chain to break up immediately after the first bend. First blood therefore went to championship leader Alex Summers.

"This really is a day of two halves," said Goodyear. "My dad said we were wrong to rush the chain fix and he was right. He said it was fortunate nothing else got damaged."

Goodyear's special efforts were further rewarded when he was awarded Man of the Meeting.

But once again the highest scorer of the day was Scott Moran, with 18 points, leaving Summers mildly disappointed with fifth place in the final shoot-out. Trevor Willis took third in each run-off but saw Moran pull away from him slightly in the points race to close in on Summers.

The British Hillclimb world may appear to orbit planet Moran, with Scott's not-quite-retired father Roger taking another class win in a shared Caterham, but things will be different at Doune next weekend. Their talismanic Gould will be there without either of them in it for the first time since the day it was built.

Summers will be supported by his father Richard, himself an experienced third-generation

hillclimber. Scott will also be missing from three more events this year but some of his effective zeroes will, in any case, contribute to six of his dropped scores at season's end.

Joint best of the rest at Loton was Will Hall, who took 13 points with fifth and fourth, as his support team – including former champion Ray Rowan – brought the unruly-sounding car to order.

Fresh car-sharing duo Wallace Menzies and Tom New had a fairly satisfactory day, with Menzies the better of the two thanks to a first-run fourth. He went sixth quickest in the final stanza to match Hall's weekend score.

David Uren took two eighth-place finishes in his tiny, turbocharged Force against the big hitters as he moved into the championship's top 10. With continued mechanical woes for Paul Haines, and Eynon Price not travelling to as many rounds, Uren has a real chance of a 'number' at the end of the season if he continues his scoring rate.

New, who prepares their Gould, was seventh despite outqualifying his partner Menzies, but he could only manage 10th in the sequel. John Brabburn scored well but will miss Doune, while Alastair Crawford took ninth each time.

Top of the class-based Hillclimb Leaders table before Loton was Cornishman Colin Satchell who consolidated that lead as he bagged another class win.

● Eddie Walder



Summers claimed opening victory

ROBINSON

RESULTS ROUND-UP

SILVERSTONE MSVR, JUNE 13-14



VAG TROPHY (6 LAPS) 1 Michael Epps (Golf GTi Mk5) 16m33.549s (79.58mph); 2 Lee Christopher (Scirocco R) +24.197s; 3 Richard Morgan (Golf GTi); 4 James Pile (Golf GTi); 5 Martyn Culley (Beetle RSi); 6 Didge Dziurzynski (Golf GTi Mk5). **Class winner** Barrie Culley (Vento VR6). **FL** Epps 2m44.069s (80.31mph). **P** Epps. **S 25. RACE 2 (6 LAPS) 1 Epps 17m38.481s (74.69mph);** 2 John Stevens (Passat) +1.713s; 3 Paul Taylor (SEAT Leon Cupra R); 4 Dziurzynski; 5 Paul Ivens (Scirocco R); 6 John Robins (SEAT Leon). **CW** Rob Allum (Golf GTi 1.8T). **FL** Epps 2m28.688s (88.62mph). **P** Stevens. **S 26. RACE 3 (7 LAPS) 1 Epps 17m02.454s (90.21mph);** 2 Christopher +21.665s; 3 Stevens; 4 Ivens; 5 Taylor; 6 Simon Tomlinson (Golf GTi). **CW** Allum. **FL** Epps 2m24.331s (91.30mph). **P** Stevens. **S 24.**

MONOPOSTO (8 LAPS) 1 Shane Kelly (Formula Renault 2000) 20m21.608s (86.29mph); 2 Ben Cater (Dallara F301) +58.834s; 3 Robbie Watts (Lola F106/03); 4 Tony Bishop (Dallara F304); 5 Mark Harrison (Dallara F302); 6 Terry Clark (Van Diemen RF99). **CW** Clark; Adrian Wright (GEM AW3); Matthew Walters (Formula Ford Zetec); Geoff Fern (JKS-TFR); John Whitbourn (Ray FF Duratec). **FL** Kelly 2m27.874s (89.11mph). **P** Bishop. **S 41. RACE 2 (10 LAPS) 1 Cater 21m29.145s (102.22mph);** 2 Bishop +19.312s; 3 Kevan McLurg (Dallara F399); 4 Harrison; 5 Malcolm Scott (Dallara F302); 6 Kelly. **CW** Jeremy Timms (Dallara F); Jim Blockley (Ralt RT3); Walters; Eddie Guest (Lola T640); Douglas McLay (Mygale SJ10). **FL** Cater 2m05.667s (104.86mph). **P** Watts. **S 51.**

CATERHAM GRADUATES (MEGA/SIGMAX) (11 LAPS) 1 Jeremy Webb 32m30.567s (74.31mph); 2 Oscar Rovelli +1.773s; 3 Scott Lawrence; 4 Neil Shinner; 5 Mick Whitehead; 6 Zoltan Csabai. **CW** Glenn Burtenshaw. **FL** Rovelli 2m54.331s (75.59mph). **P** Dylan Stanley. **S 39. RACE 2 (11 LAPS) 1 Shinner 30m06.174s (87.55mph);** 2 Webb +0.025s; 3 Whitehead; 4 Stanley; 5 Tristan Judge; 6 Lawrence. **CW** Oliver Gibson. **FL** Stanley 2m28.621s (88.66mph). **P** Webb. **S 38.**

MINI CHALLENGE (8 LAPS) 1 Lee Pattison 21m52.260s (80.33mph); 2 Lawrence Davey +0.282s; 3 William Phillips; 4 Ryan Rhode; 5 David Grady; 6 Harry Valkhard. **CW** Neil Newstead; Ricky Page. **FL** Pattison 2m42.341s (81.17mph). **P** Davey. **S 36. RACE 2 (9 LAPS) 1 Rhode 21m55.969s (90.12mph);** 2 Davey +2.549s; 3 Charlie Butler-Henderson; 4 Valkhard; 5 Grady; 6 Bence Balogh. **CW** Newstead; Page. **FL** Phillips 2m24.106s (91.44mph). **P** Pattison. **S 37. RACE 3 (9 LAPS) 1 Pattison 21m54.391s (90.23mph);** 2 Davey +0.061s; 3 Butler-Henderson; 4 Grady; 5 Rhode; 6 Phillips. **CW** Newstead; Nathan Harrison. **FL** Butler-Henderson 2m23.810s (91.63mph). **P** Balogh. **S 37.**

CATERHAM GRADUATES (CLASSIC/SIGMA/SUPER) (10 LAPS) 1 Martin Collier 31m08.210s (70.53mph); 2 Nigel Board +1.745s; 3 Tom Hayman-Joyce; 4 Toby Briant; 5 Jason Gale; 6 Martin Kay. **CW** Board; Graham Smith. **FL** Kay 3m03.480s (71.82mph). **P** Hayman-Joyce. **S 48. RACE 2 (12 LAPS) 1 Briant 30m54.414s (85.27mph);** 2 Collier +0.126s; 3 Andy Molsom; 4 Hayman-Joyce; 5 Gale; 6 Board. **CW** Gale; Graham Smith. **FL** Molsom 2m32.289s (86.53mph). **P** Hayman-Joyce. **S 48.**



Webb leads the way in Graduates

GT CUP (16 LAPS) 1 Jim Geddie/Glynn Geddie (McLaren MP4-12C) 41m40.206s (84.33mph); 2 Marcus Hoggarth/Stefan Hodgetts (Ferrari 458 GTC) +31.967s; 3 Wayne Marrs/Charlie Hollings (Ferrari 458 GTC); 4 John Saunders (Ginetta G50); 5 Phil Burgan (Audi R8 LMS ultra); 6 Darren Nelson/Adam Carroll (Ferrari 458 GT3). **CW** Saunders; Rob Gaffney (Ginetta G50). **FL** G Geddie 2m23.467s (91.85mph). **P** Geddie/Geddie. **S 29. RACE 2 (12 LAPS) 1 J Geddie 25m27.966s (103.49mph);** 2 Burgan +22.107s; 3 Paul Bailey (Aston Martin Vantage GT3); 4 Nico Pronk (McLaren 650S GT3); 5 Graham Davidson (Noble M400); 6 Marrs. **CW** Marrs; James Greenway (Porsche 997 GT3); Martin Webb (BMW E46 M3 GTR). **FL** Geddie 2m05.862s (104.70mph). **P** Geddie. **S 30.**

RACE 3 (12 LAPS) 1 Aaron Scott (Ferrari 458 GT3) 25m24.291s (103.74mph); 2 J Geddie +0.916s; 3 Burgan; 4 Nelson; 5 Bailey; 6 Pronk. **CW** Hoggarth; Abbie Eaton (BMW M3 V8 GTR); Ben Tompkins/Gary Feakins (Ginetta G50). **FL** Scott 2m03.321s (106.85mph). **P** Geddie. **S 28.**

MSVT TEAM TROPHY (23 LAPS) 1 Steve Atkinson (Porsche 968CS) 1h00m37.041s (83.33mph); 2 David Gardner/Chris Mills (Porsche Boxster S) +17.972s; 3 Nik Barton/Bob Hosier (SEAT Leon); 4 Paul Hutton (Ford Focus); 5 Ben Littlewood/Gary Littlewood (Renault Clio 172 Cup); 6 Simon Clark (Mini Cooper S Challenge). **CW** Gardner/Mills; Hutton; Clark; Jason Francis (Ford Puma). **FL** Darren Goes (SEAT Leon Supercopa) 2m27.071s (80.60mph). **P** Jason Jones/Tony Jones (Toyota MRS). **S 30.**

ROCKINGHAM BRSCC, JUNE 13



MAZDA MX-5 CHAMPIONSHIP RACE 1A (10 LAPS) 1 Simon Baldwin 21m24.771s (57.44mph); 2 Simon Goddard +1.068s; 3 Jake Simpson; 4 Sam Smith; 5 Darron Lewis; 6 Ben Tuck. **FL** Goddard 2m05.620s (58.74mph). **P** Goddard. **S 22. RACE 1B (9 LAPS) 1 Clive Powles 20m21.582s (54.37mph);** 2 Simon Woods +4.007s; 3 Graham Colby; 4 Luc Paillard;

5 David Birrell; 6 Gary Hufford. **FL** Powles 2m13.548s (55.26mph). **P** Ambrogio Perfetti. **S 22. RACE 2A (9 LAPS) 1 Goddard 19m19.295s (57.29mph);** 2 Baldwin +2.442s; 3 Simpson; 4 Brian Chandler; 5 Tuck; 6 Lewis. **FL** Goddard 2m07.187s (58.02mph). **P** Baldwin. **S 22. RACE 2B (8 LAPS) 1 Kevin Dengate 18m07.629s (54.28mph);** 2 Matthew Tasker +0.033s; 3 Roger Chesneau; 4 Perfetti; 5 William Stephenson; 6 Stuart Symonds. **FL** Tasker 2m12.486s (55.70mph). **P** Dengate. **S 22.**

MK2 PRODUCTION GTI (8 LAPS) 1 Thomas Wits 16m50.260s (58.44mph); 2 Jason Tingle +5.810s; 3 Dean Clayton; 4 Chris Webb; 5 Chris Baguley; 6 Adam Hance. **CW** Craig Roberts. **FL** Tingle 2m04.589s (59.23mph). **P** Wits. **S 29. RACE 2 (7 LAPS) 1 Wits 15m45.851s (54.61mph);** 2 Tingle +2.559s; 3 Clayton; 4 Hance; 5 Webb; 6 Baguley. **CW** Roberts. **FL** Wits 2m06.663s (58.26mph). **P** Wits. **S 26.**

MKS PRODUCTION GTI (8 LAPS) 1 Jason Tingle 16m18.887s (60.31mph); 2 Andrew Aldridge +1.649s; 3 Martyn Walsh; 4 Simon Hill; 5 Craig Fleming; 6 Nathan Bolton. **FL** Aldridge 2m00.311s (61.34mph). **P** Tingle. **S 8. RACE 2 (8 LAPS) 1 Aldridge 16m28.854s (59.70mph);** 2 Tingle +1.203s; 3 Hill; 4 Fleming; 5 Walsh; no other starters. **FL** Hill 2m01.723s (60.62mph). **P** Tingle. **S 5.**

CATERHAM ACADEMY GREEN GROUP (7 LAPS) 1 Rui Ferreira 15m55.731s (54.05mph); 2 Kieran McAleer +3.300s; 3 Andy Larholt; 4 William Lloyd; 5 David Bevan; 6 Jon Curry. **FL** Ferreira 2m14.809s (54.74mph). **P** McAleer. **S 19.**

CATERHAM ACADEMY WHITE GROUP (6 LAPS) 1 Daniel Bremner 15m20.003s (48.13mph); 2 Andrew Perry +1.714s; 3 Lee Collins; 4 Russ Olivant; 5 Matthew Welch; 6 Daniel Quintero. **FL** Bremner 2m17.137s (53.81mph). **P** Perry. **S 18.**

NORTHERN SPORTS AND SALOON CARS (9 LAPS) 1 Danny Keenan (MK Indy RR) 16m45.236s (66.07mph); 2 Peter Cook (Mitsubishi Evo 9) +1m20.774s; 3 Stephen Kell (Ford Sierra XR4x4); 4 David Botterill (Porsche 944 Turbo); 5 Scott Hubel (Peugeot 205T 126R); 6 Alan Gibson (Lotus Exige).



Davey duels with Pattison at Silverstone



Simon Goddard takes an MX-5 win

CW Cook; Kell; Botterill; Daniel McKay (Ford Fiesta RS1600); Lee Underwood (Peugeot 306); Stuart Carr (Caterham CSR); Alan McPherson (MK Indy RR). **FL** Keenan 1m49.200s (67.58mph). **P** Keenan. **S 20. RACE 2 (8 LAPS) 1 Cook 18m52.388s (52.13mph);** 2 Hubel +1.305s; 3 Botterill; 4 Kell; 5 Gibson; 6 Martin Whitehouse (BMW 328i). **CW** Hubel; Botterill; Kell; Steven Craggs (Ford Fiesta); McKay; Mark Leybourne (Westfield FW); Carr. **FL** Cook 2m00.969s (61.00mph). **P** Cook. **S 18.**

THRUXTON BARC, JUNE 13-14



PICKUP TRUCK RACING CHAMPIONSHIP (14 LAPS) 1 Lea Wood 20m14.951s (97.73mph); 2 Paul Tompkins +0.272s; 3 Michael Smith; 4 Freddie Lee; 5 Mark Willis; 6 Anthony Hawkins. **FL** Gavin Murray 1m25.231s (99.51mph). **P** Lee. **S 15. RACE 2 (17 LAPS) 1 Murray 27m29.427s (87.41mph);** 2 Wood +0.154s; 3 Smith; 4 Willis; 5 Paul Jones; 6 Hawkins. **FL** Wood 1m24.941s (99.85mph). **P** Lee. **S 15.**

TRICOLORE TROPHY & COUPE CUP (BOTH 10 LAPS) 1 Simon James (Citroen Saxo VTS) 15m24.577s (91.73mph); 2 Carl Chambers (Peugeot 306 Rallye) +0.642s; 3 Will di Claudio (Peugeot 205 GTi); 4 Dave Bell (Renault Clio); 5 Sonny Hardy (Renault Clio 172); 6 David Clark (Renault 5 GT Turbo). **CW** di Claudio; Robert Buckland (Renault Clio); Kevin Jones (Citroen Saxo VTS); Paul Manyweathers (Hyundai Coupe). **FL** Tony Hunter (Renault Clio) 1m30.587s (93.62mph). **P** James. **S 32. RACE 2 1 James 15m23.618s (91.83mph);** 2 Chambers +0.166s; 3 di Claudio; 4 James Breeze (Renault Clio); 5 Clark; 6 Hardy. **CW** di Claudio; Buckland; Jones; Manyweathers. **FL** James 1m29.431s (94.83mph). **P** James. **S 28.**

BMW CHAMPIONSHIP (CLASS A, B, C, D) (10 LAPS) 1 Colin Wells (M3 CSL) 16m43.024s (84.56mph); 2 James Card (E46 M3) +1.929s; 3 Darren Fielding (E36 M3 Evo); 4 Roger Lavender (M3 Evo); 5 Mike Hibbert (E36 M3); 6 Ray West (M3). **CW** West; Dave Heasman (328i Saloon); Scott Noye (E36 M3 Saloon); Gregory



Kelly cuts through the Monoposto field



The big MX-5 entry fills a pair of grids



Gibbins holds a narrow S2000 enduro lead

Marking (318is). FL Wells 1m22.236s (103.13mph). P Wells. S 24.
RACE 2 (CLASS A) (15 LAPS) 1 Wells 21m02.404s (100.77mph); 2 Card +19.679s; 3 Fielding; 4 Lavender; 5 Michael Timberlake (E46 M3); no other finishers. FL Wells 1m22.807s (102.42mph). P Wells. S 6.
RACE 3 (CLASS B, C, D) (14 LAPS) 1 West 20m38.874s (95.84mph); 2 Paul Travers (328i Coupe) +16.300s; 3 Noye; 4 Kevin Willis (M3); 5 Alan Thompson (E36 328i); 6 Heasman. CW Travers; Noye; Marking. FL West 1m26.935s (97.56mph). P West. S 17.
BRITISH TRUCK RACING ASSOCIATION CHAMPIONSHIP (7 LAPS) 1 Steven Powell (Foden Alfa) 12m17.369s (80.51mph); 2 Luke Garrett (ERF) +2.902s; 3 Adam Bint (Volvo White); 4 David Jenkins (MAN TGX); 5 Mat Summerfield (MAN TGS); 6 Ryan Smith (MAN TGA). CW Jenkins. FL Summerfield 1m39.604s (85.15mph). P Stuart Oliver (Volvo RH 13). S 20.
RACE 2 (10 LAPS) 1 Oliver 17m35.583s (80.34mph); 2 Summerfield +4.198s; 3 Steve Thomas (MAN TGX); 4 Powell; 5 Garrett; 6 Bint. CW Powell. FL Summerfield 1m39.729s (85.04mph). P Trevor Martin (Scania). S 19.
RACE 3 (10 LAPS) 1 Summerfield 17m28.332s (80.90mph); 2 Thomas +0.677s; 3 Oliver; 4 Jenkins; 5 Richard Collett (MAN TGX); 6 Smith. CW Powell. FL Oliver 1m39.028s (85.64mph). P Brian Burt (Volvo White). S 17.
RACE 4 (10 LAPS) 1 Smith 17m13.533s (82.06mph); 2 Oliver +0.830s; 3 Summerfield; 4 Powell; 5 Jenkins; 6 Garrett. CW Powell. FL Summerfield 1m38.753s (85.88mph). P Wayne Eason (Iveco Stralis). S 18.
RACE 5 (10 LAPS) 1 Powell 17m32.366s (80.59mph); 2 Collett +1.183s; 3 Oliver; 4 Summerfield; 5 Thomas; 6 Jenkins. CW Collett. FL Summerfield 1m39.077s (85.60mph).



Freddie Lee launches over the Thurxton kerbs

P Joanne Eason (Seddon Atkinson). S 30.
RENAULT CLIO CUP SERIES (BOTH 10 LAPS) 1 Luke Herbert 14m30.114s (97.47mph); 2 Matt Allison +0.366s; 3 Brett Lidsey; 4 Andy Jordan; 5 Peter Bennett; 6 James Dorlin. CW Adam Hatfield; Luke Pinder. FL Jordan 1m25.350s (99.37mph). P Allison. S 17.
RACE 2 1 Herbert 14m27.007s (97.82mph); 2 Sam Randon +0.197s; 3 Jordan; 4 Bennett; 5 Lidsey; 6 Paul Streatheer. CW Hatfield; Pinder. FL Randon 1m25.286s (99.44mph). P Herbert. S 17.
S2000 PINTO CHAMPIONSHIP (19 LAPS) 1 Peter Needham (Tiga SC80) 26m00.707s (103.25mph); 2 Damian Griffin (Lola T598) +5.546s; 3 Clive Steeper (Tiga SC80); 4 Colin Feyerabend (Lola T90/90); 5 Mike Fry (Lola T86/90); 6 Simon Aldworth (Lola T492).

CW Griffin; Feyerabend. FL Needham 1m20.678s (105.12mph). P Griffin. S 17.
S2000 DURATEC CHAMPIONSHIP (23 LAPS) 1 Patrick Sherrington (MCR) 30m00.871s (108.32mph); 2 Paul Martin (MCR 2000) +5.138s; 3 Tom Stoten (Gunn TS11); 4 Cameron Davies (MCR S2000); 5 David Houghton (Van Diemen S2000 Ford); 6 John Owen (MCR S2000). CW Martin; Colin Peach (Van Diemen RF502). FL Sherrington 1m16.749s (110.51mph). P Michael Gibbins (MCR). S 14.
S2000 ENDURO (35 LAPS) 1 Michael Gibbins (MCR) 51m10.401s (96.68mph); 2 David Houghton (Van Diemen) +9.179s; 3 Tom Stoten (Gunn TS11); 4 Tony Halliwell/Paul Trayhurn (Van Diemen); 5 Peter Williams (MCR); 6 Peter Needham (Tiga SC80). CW Halliwell/Trayhurn; Needham; Mark Powell/Ryan

Hooker (Tiga SC84); Mike Turner/John Owen (MCR); Richard Cooke (Lola T87/90). FL Gibbins 1m16.337s (111.10mph). P Gibbins. S 24.

LOTON PARK
 BHC, JUNE 13-14

ROUND 11 1 Alex Summers (3.5 Gould-NME GR61X) 44.53s; 2 Scott Moran (3.5 Gould-NME GR61X) 44.56s; 3 Trevor Willis (3.2 OMS-RPE 28) 44.80s; 4 Wallace Menzies (3.5 Gould-NME GR55) 45.14s; 5 Will Hall (2.0 Force-AER/XTec WH) 45.96s; 6 John Bradburn (3.5 Gould-Cosworth GR55) 46.04s; 7 Tom New (3.5 Gould-NME GR55) 46.45s; 8 Dave Uren (1.31 Force-Suzuki PC) 46.47s; 9 Alastair Crawford (2.8 Gould-NME GR55) 46.58s; 10 Eynon Price (1.6 Gould-Suzuki GR59) 47.75s; 11 Ed Hollier (1.6 Empire-Suzuki 00 Evo) 58.32s; Jos Goodyear (1.3s GWR-Suzuki Raptor 2) DNF.
ROUND 12 1 Goodyear 44.39s; 2 Moran 44.44s; 3 Willis 44.66s; 4 Hall 45.01s; 5 Summers 45.20s; 6 Menzies 45.38s; 7 Bradburn 45.71s; 8 Uren 46.14s; 9 Crawford 46.64s; 10 New 46.79s; 11 Hollier 47.21s; 12 Jason Mourant (3.2 OMS-RPE 25) 47.99s.
CLASSES Paul Jones (1.8 Lotus Elise 135R) 61.75s; Mark Spencer (3.6t Porsche 996) 58.21s; Roger Moran (1.6 Caterham-Suzuki) 54.57s; Carlton Jones (1.4 Austin Mini-Cooper 16v) 60.01s; Colin Satchell (2.0 Peugeot 205) 56.23s; Mike Turpin (2.2s Vauxhall VX220) 54.79s; Rob Stevens (1.44s Force-Suzuki SR4) 50.29s; Simon Andrews (1.0 OMS-Suzuki 28) 49.44s; Hollier 47.75s; Goodyear 44.35s **CLASS RECORD & BTD**; Hall 44.66s.
POINTS 1 Summers 103; 2 Moran 95; 3 Willis 82; 4 Hall 66; 5 Menzies 58; 6 Goodyear 51; 7 Crawford 44; 8 New 43; 9 Bradburn 32; 10 Uren 24.



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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

Want to have your say on motorsport? Email autosport@haymarket.com



Does F1 have lessons to learn from Le Mans?

S. BLOXHAM/LAT

Round-the-clock entertainment

What a race. Twenty-four hours of hard, close competition throughout the field. Fifty-five great but different cars with 165 fantastic drivers and their pit crews. Top manufacturers and independents mixing it. Two tyre manufacturers

going head to head. No childish team tantrums. Over a quarter of a million trackside spectators. Eat your heart out Formula 1. Look and learn. **Chris Mason, Storrington, West Sussex**

I guess if we were to take the F1 circus view – basing everything on the last race – then those LMP1 cars are just too easy to drive if two drivers with only a single previous endurance race each can win at Le Mans.

Perhaps 24 hours just isn't what it used to be?

**Paul Irwin
Bexleyheath**

Scott Mitchell is right to rebuke those who call the BTCC boring (June 11, p39). I think part of the problem is poor camera work. Even in the less exciting races there is action lower down the grid, it's just the cameras are generally blinkered to anything outside the top six or so, which in a 30-plus field misses a lot.

Often it looks like a pass is about to happen and the camera switches to somewhere else where nothing is

going on. When someone is coming up the field from the back the grid, even a big name, we don't really see anything of that until they get near the top. It seems as long as there is the possibility something *might* happen at the front, who cares if something *is* happening further back?

This is not limited to the BTCC. In the Moscow ePrix we missed lots of passing because we were being shown the wrong part of the field. It's almost like those in charge of the cameras don't really understand what's going on. And let's not start on those shots of people watching themselves on the TV in the pits...

**Phil Palmer
Devon**

Tyres that degrade, fuel limitations, sparks – those are all gimmicks that don't work to draw in fans. They want to see *racing* – cars racing close to each other. That is

one reason MotoGP is popular. In F1, excessive aero and unequal income distribution are the problems. But the top three teams don't want to race 10 teams – the fewer real competitors, the happier they are.

**Bruce Merchant
By email**

How ridiculous that F1 looks more than likely to stick with the miniature 13in wheels and little tyres.

I'm fed up with reading about 'how to improve the spectacle' and all the posturing around the issue, when in one fell swoop it could be pretty well resolved by going back to the enormous wheels/tyres combination of the '70s/'80s. This, plus 1000bhp (again like the old turbo days) and you've cracked it. What's the problem, I can't see it?

**KI Gaulton
By email**

BIG NUMBER

50 Age at which DTM legend Bernd Schneider will make his debut in the ADAC GT series. He'll race a Mercedes alongside Hari Proczyk at Spa

MILESTONE

1998 Craig Lowndes, Garth Tander and Jason Bright are the only V8 Supercar drivers who were racing when Hidden Valley held its first round in 1998



WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



MG hordes race on the Silverstone GP circuit

SILVERSTONE GP MGLIVE

June 20-21

The MG Car Club gets its time in the limelight on the Silverstone Grand Prix circuit this weekend. The organisers

plan to bring six of their championships along and have announced Porsche Club GB as one of the clubs joining them.

Expect an eclectic selection of MG machinery, as well as some fierce competition from marque specialists.

BRANDS BRSCC

June 20-21

The Indy circuit is set for a varied timetable, featuring Formula Fords and the Ultimate Saloon series.

CALDWELL PARK 750

June 20-21

Formula Vee and 750 Formula are part of the club's packed itinerary for the switchback Lincolnshire track.

OULTON PARK MSVR

June 20

Two Lotus and three Radical categories will make up MSVR's event around the International circuit.



BHC

MSVR



READ

KNOCKHILL SMRC

June 21

MINI Cooper Cup and Formula Ford 1600 headline the club's third visit to Knockhill in 2015.

DOUNE BRITISH HILLCLIMB

June 20-21

The British Hillclimb circus heads to Scotland for the first of this season's two rounds on this fast and narrow course.

WHAT'S ON TRACK AROUND THE WORLD

AUSTRIAN GRAND PRIX

Formula 1 World Championship
Rd 8/19
Red Bull Ring, Austria
June 21
f1.com

GP2 SERIES

Rd 4/10
Red Bull Ring, Austria
June 20-21
gp2series.com

GP3 SERIES

Rd 2/8
Red Bull Ring, Austria
June 20-21
gp3series.com

PORSCHE SUPERCUP

Rd 3/8
Red Bull Ring, Austria
June 21
porsche.com

BLANCPAIN ENDURANCE SERIES

Rd 3/5
Paul Ricard, France
June 20
blancpain-gt-series.com

WORLD TOURING CARS

Rd 6/12
Slovakia Ring, Slovakia
June 21
fiawtcc.com

EUROPEAN TOURING CARS

Rd 2/6
Slovakia Ring, Slovakia
June 21
fiaetcc.com

EURO F3



Can Williams deny Merics?

EUROPEAN FORMULA 3

Rd 5/11
Spa, Belgium
June 20-21
fiaf3europe.com

ADAC GT MASTERS

Rd 3/8
Spa, Belgium
June 20-21
adac-gt-masters.de



Aussie V8s head to Hidden Valley

WORLD RALLYCROSS

Rd 5/13
Estering, Germany
June 20-21
rallycrossrx.com

SUPER GT

Rd 3/8
Buriram, Thailand
June 21
supergt.net

TCR INTERNATIONAL

Rd 7/11
Sochi, Russia
June 20-21
tcr-series.com

V8 SUPERCARS

Rd 5/14
Hidden Valley, Northern Territory, Australia
June 20-21
v8supercar.com.au

FROM THE SOFA

WHAT'S ON TELEVISION



Italian F4 provides great entertainment

TV pick of

Edited by Dan Paddock



AUSTRIAN GRAND PRIX

Sky Sports F1 - Live

Sunday 1230-1530

BBC1 - highlights

Sunday 1705-1835

After a lacklustre race in Canada, Formula 1 heads back to Europe. Lewis Hamilton comes to Austria seeking to extend his championship lead over Mercedes team-mate Nico Rosberg, but will face a tough challenge. Rosberg was the winner at the Red Bull Ring a year ago. Felipe Massa scored a shock pole last year, and the Austrian mountain track will suit Williams – but not home team Red Bull, to its likely chagrin.



EUROPEAN F3 SPA - LIVE

Motors TV

Sat 1345-1545/Sun 1400-1500

Following an atrocious weekend at Monza marked by red-flag-interrupted races, and with serious questions over driving standards, the Formula 3 field has plenty to prove at Spa

Motors TV has live coverage of all three races as the driving in the series comes under an intense spotlight after an FIA meeting in Geneva. Watch form-man Felix Rosenqvist – who scored a calm hat-trick of wins amid the Monza chaos – try to overhaul rookie Charles Leclerc and current leader Antonio Giovanazzi in the drivers' standings.

TV's teenage single-seater kicks

JUST 15 OR SO YEARS AGO, anyone keen on junior single-seater racing had a hard time keeping abreast of the latest new talents, having to rely on the occasional TV snippet in highlight form – often at an unfriendly time of night – to get their fix.

But the internet's continuous expansion has changed all that for good and made the single-seater ladder more accessible than ever before. Now anybody, should they want to, can watch a very wide variety of junior championships and say they've seen the next Vettel or Alonso's fledgling steps in car racing.

The top series are well established on TV. Formula 1 supports GP2 and GP3 are featured on Sky Sports F1

around the live grand prix sessions, while the main alternative – Formula Renault 3.5 – is televised on both BT Sport and Eurosport. All are subscription channels, of course, but European Formula 3 is always available online free of charge via its website despite its TV deals.

It's easy to find the UK's entry-level championships on television. BRDC Formula 4 has recently enjoyed some live coverage on Motors TV alongside highlights on ITV4, which gives the rival MSA Formula live TV time (though not for every race) as part of its BTCC race-day programme. Ginetta Juniors, not a single-seater championship but a regular F4/FRenault launchpad, appears here too.

A large number of foreign F4 series are available at a click of the mouse – though you'll need language skills, a second screen or imagination to follow them. The much-hyped ADAC F4 in Germany is free online and enjoys an enormous grid this year. Its big draw in 2015 is car racing rookie Mick Schumacher, but his presence is only a part of the very competitive series' entertainment value.

Other F4 offerings – SMP F4 and Italian F4 – are also free-to-watch on the web and very worthwhile, the latter being

Ferrari's preference for its Driver Academy proteges. F4 races, however, tend to be quite hectic, so the lack of English commentary could be an issue. The coverage on both ADAC F4 and Italian F4 is in their respective local languages, while the Russian-based SMP series has no commentary at all.

French F4 is run in Formula Renault 1.6 machines and is well worth a watch. It's usually available live on GT Tour's dailymotion stream, and the racecraft can be quite impressive. However, the centrally run 20-car field uses a combined total of three or four liveries, often making it a headache to follow. To decipher it requires a timing screen and an eye for car numbers.

IndyCar's Road to Indy ladder series often don't even get on TV in America and are streamed only occasionally, though with Indy Lights, Pro Mazda and USF2000's great record for progressing talent and having titles go down to the wire, checking out their online radio coverage is recommended.

To really prove your junior single-seater devotion, head for Japanese Formula 3's live Ustream. The race times are unsociable for Europe, video quality is unspectacular and the commentary isn't English, but you'll definitely know more about Super Formula's future champions than your friends.

Valentin Khorounzhiy

"Anybody can watch a wide variety of junior championships"



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WILLIAMS, FORCE INDIA HIT BACK AT FERRARI

Ferrari suggested Mercedes was also representing customers Williams and Force India in a crunch meeting over customer cars, but the two teams quickly distanced themselves.

RAIKKONEN: F1 COULD BE MORE DANGEROUS

Kimi Raikkonen reckons Formula 1 needs to get its risk factor back – as well as faster cars – to stand a chance of halting its decline in popularity.

MCLAREN ADDING RESOURCE TO HONDA

Eric Boullier calls on Honda to accept more help from McLaren as the reunited partnership's tough 2015 season shows little sign of improving despite the Canada engine upgrades.

RENAULT TO DECIDE F1 FUTURE BY END OF '15

As Renault continues to fall behind Mercedes and Ferrari, the French marque sets a late-2015 deadline to decide whether it's sticking with Red Bull, buying its own team or quitting.

AUTOSPORT+ WHEN NISSAN SHOULD HAVE WON LE MANS

Twenty-five years ago Mark Blundell secured Le Mans pole for Nissan, but all seven cars faded in the race.

VETTEL 'SURPRISED' BY FERRARI

Sebastian Vettel says he has been constantly surprised by his new team's potential and character since arriving from Red Bull for the 2015 season.

the week



V8 SUPERCARS - LIVE
BT Sport 2

Sat 0530-0645/Sun 0445-0645
 Fans of the Australian series will need to be up bright and early to catch BT Sport's coverage of this weekend's Hidden Valley triple-header live, though there are later repeats on both BT and Motors TV.

Prodrive's Mark Winterbottom has been the man to beat so far this year with four wins, and currently heads the championship by 12 points from Craig Lowndes. Six-time champion Jamie Whincup is just fourth in the standings and will be looking to bounce back from a low-key Winton round. Don't write him off.



GP2 AUSTRIA - LIVE
Sky Sports F1

Sat 1435-1605/Sun 0930-1045
 GP2 is back on F1 support duty in Austria after skipping Canada. McLaren junior driver Stoffel Vandoorne has dominated the season so far, and will be looking for another opportunity to add to his growing tally of wins after missing out on the main prize at the Red Bull Ring last year.

GP3 also returns for what is only its second round of 2015, with Esteban Ocon leading the series after his dominant race one win in Spain and keen to 'do a Vandoorne' at this level.



WTCC SLOVAKIA - LIVE
Eurosport

Sunday 1130-1330
 A fortnight after its visit to Russia the WTCC heads to Bratislava, as the championship reaches its halfway point with the title race revived. A non-score for Jose Maria Lopez, and a third win of the campaign for Citroen team-mate and rival Yvan Muller, has cut the Argentinian's championship lead to just 35 points.

Watch out for Sebastian Loeb, who won the only race that was not rained off in Slovakia last year, plus Lopez's countryman and fellow TC2000 champion Nestor Girolami – replacing Rickard Rydell and keen to emulate Lopez's success.



ITALIAN GP 1995
Sky Sports F1

Sunday 1615-1700
 If this year's Austrian Grand Prix is a let-down, Sky has a retro fix for you just hours after the conclusion of Sunday's race as Michael Schumacher and Damon Hill come to blows in the 1995 Italian Grand Prix.

Jean Alesi had the race all sewn up after Hill and Schumacher had their second collision of the year, but there was French heartache and British jubilation in the end. There's more classic racing from Sky later in the week, with Gilles Villeneuve's masterful 1981 Jarama win also on the menu.



HOT ON THE WEB THIS WEEK

YouTube NISSAN RECORDS 360-DEGREE LAP OF LE MANS



SEARCH FOR: GT-R Drives First EVER 360° lap of #LeMans
 Nissan created this groundbreaking footage during pre-race testing. Top tip: if you're watching the video on a Mac or PC, use Chrome; but for the pukka, eye-popping 360 experience, the YouTube App on iOS or Android is a must.

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HAVE-A-GO HERO

When drivers crop up in unexpected places



Gavin's prototype Sting

The Briton was new to sports-racers in the American Le Mans Series, and his efforts at Petit Le Mans didn't impress a certain Paul Newman

Before GT-racing stalwart Oliver Gavin made a name for himself in Franz Konrad's Saleen in 2001, which led to him landing a Chevrolet contract to race the Corvette on both sides of the Atlantic – a tie-up that's still going strong 13 years on – the former British Formula 3 champion and Opel ITC racer had caused a bit of stir on his endurance-racing bow in the prototype ranks.

He'd finished fourth with Scott Schubot in Miami on his Grand-Am debut in a Lola-Ford B2K/10 and soon found himself in Jon Field's Intersport-run Lola, this time with Judd power.

Second place in the Grand-Am curtain closer at Watkins Glen led to an offer to race the car, against pukka LMP1 opposition from Audi, BMW, Cadillac and Panoz, in the 10-hour Petit Le Mans at Road Atlanta at the end of September.

"I'd got into the Lola with help from Keith Wiggins, who was then



sales director at Lola Cars," Gavin explains. "He owed me a favour after the Pacific F1 nightmare in 1995.

"I'd enjoyed the LMP1 car and it taught me about tactics and strategy – and traffic – in sportscar racing, but the Petit Le Mans weekend was crazy. I hadn't had much time in the car before the race."

Field started the race from the car's grid slot of 13th. "He was a demon starter," Gavin admits, "but

he tended to drift off and lose concentration! I got in the car after a few hours and got my head down.

"I was coming down into Turn 1 and saw a Porsche up ahead. It got through Turns 3 and 4 and I caught it coming down the hill to the Esses. It's very narrow there and the speed difference between the prototypes and GTs was even bigger back then.

"The driver didn't seem to know where he wanted to be, so I went round the outside and we touched; he hit my left-rear corner, which spun me into the gravel while he fired off into the wall.

"I was facing the traffic so there was a bit of a commotion and the safety car came out. No one came over to me and no one got out of the Porsche, which worried me for a bit. I noticed it was a Dick Barbour car and eventually this figure emerged and removed his helmet to reveal that immaculate silver hair. It was only Hollywood icon Paul Newman! "He stepped away from the car,

staggered around a bit and then fell over the barrier out of sight!"

With marshals keen to get the race going, Gavin had one concern: what had happened to Newman: "I got the car back to the pits, where Jon was spitting feathers, going absolutely mad. He jumped back in the car and took off like a scalded cat, while I wanted to hide.

"I soon saw Dave Price, who was running the Panoz cars. He just shook his head and said, 'If Dick [Barbour] doesn't kill you, there are millions of women who will.'"

"Barbour was indeed furious but I tried to explain what had happened. Turns out Paul had broken a bone in his foot, so I'd injured the most famous bloke who'd ever raced!

"It wasn't the best Petit Le Mans for me and I got some brutal feedback. Still, it made me grow up a bit. I did try to talk to Paul at Daytona the next year, but that didn't really work." ❄️

Henry Hope-Frost

NEXT WEEK

Action from Austrian GP

Plus: London Formula E & Goodwood previews

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