

HAMILTON AND ROSBERG AT WAR

AUTOSPORT

Toto Wolff speaks out on driver rivalry

MERCEDES "SCARS" AFTER SPAIN CRASH



**WHAT NOW FOR F1'S
TOP TEAM?**

*"They are
always
going to be
the fiercest
of rivals"*



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Jack Sycamore 07814 106240**

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 **ABmotorsport76**





Great rivalries fire everyone's interest

RIVALRIES ARE WHAT ALL SPORTS ARE BUILT UPON, and the latest flare-up between Lewis Hamilton and Nico Rosberg has certainly reignited interest in the Formula 1 season. Judging by the interest it has attracted on *Autosport's* website, where it's been the sixth biggest story of the year and comfortably the most popular based on what's happened on-track, this really has made people sit up and take notice.

Mercedes has, in public at least, dealt with this latest clash better than the one at Spa in 2014. And Toto Wolff's eloquence and honesty in his interview with Ian Parkes for our cover story shows a willingness to face head-on the fact that, no matter what their history, two drivers going toe to toe in elite sport will always be prone to such tensions.

This sets the stage well for the rest of the season. Most fans will have their favourite, but for F1 what really matters is not who wins but that there is a true contest. Hamilton has had some appalling luck this season, but his 43-point deficit after just five races is hardly insurmountable. It's game on – and the stakes are high. Just as it should be.

• This is my final issue as editor of *Autosport* before becoming editor-in-chief across the magazine and website. My successor, Kevin Turner, rejoins *Autosport* to take my place, so the magazine is in very safe and experienced hands. Many thanks to every reader, and for the feedback both good and bad. It has been a privilege.



EDD STRAW EDITOR-IN-CHIEF
 edd.straw@haymarket.com
 @eddstrawF1



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 Moy/XPB Images;
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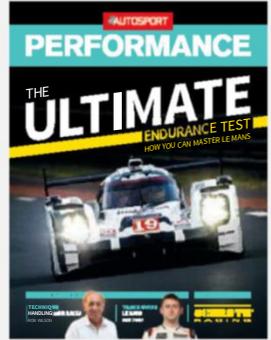
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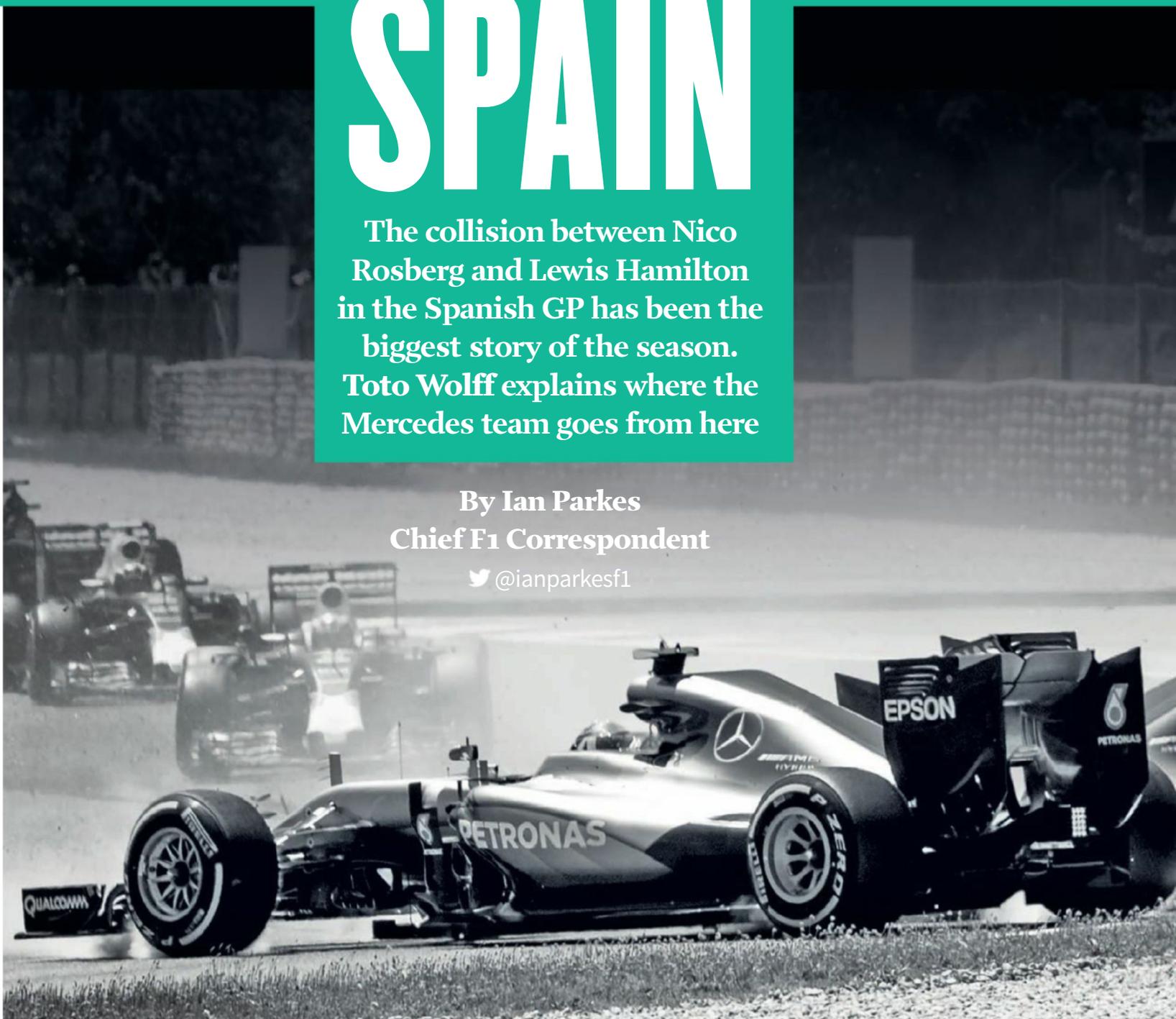
Our quarterly guide on how to be a better racing driver returns with a range of advice from some of the sport's leading drivers and coaches.

HEALING THE SCARS OF SPAIN

The collision between Nico Rosberg and Lewis Hamilton in the Spanish GP has been the biggest story of the season. Toto Wolff explains where the Mercedes team goes from here

By Ian Parkes
Chief F1 Correspondent

[@ianparkesf1](https://twitter.com/ianparkesf1)





Relations between Rosberg and Hamilton have been frosty

FIA ACTION FOR ROAD SAFETY

XPB IMAGES





Wolff: the man in the middle

“TEAM-MATES CAN ONLY BE FRIENDS IF ONE GIVES UP. IF NOT, THEN THEY ARE ALWAYS GOING TO BE THE FIERCEST OF RIVALS”

With these words, Mercedes team boss Toto Wolff captures the essence of why the once-celebrated friendship between Lewis Hamilton and Nico Rosberg no longer exists. More pertinently, you have the reason why the “complete wipeout”, as described by Wolff, occurred during the Spanish Grand Prix, with both Hamilton and Rosberg ending up in the gravel and out of the race.

As Hamilton pointed out to *Autosport* after his championship victory last year, he has no need to be friends with Rosberg while they remain rivals in F1. “We don’t do dinner together, we don’t want to party together, we don’t want to go to the movies together, we don’t want to hang out,” he says. “We’re fierce competitors, and ultimately he wants to beat me and I want to beat him.”

It is what every sport desires: a gladiatorial battle, either between teams, rivals from opposing teams, or team-mates going head to head. So you can understand the roar of delight that erupted inside the media centre at Barcelona’s Circuit de Catalunya at the sight of the Mercedes duo careering into one another.

The reason was twofold. It meant that for the first time since Mercedes began dominating Formula 1 following the introduction of the current power-unit regulations at the start of 2014, neither Hamilton nor Rosberg would see the chequered flag.

Of the 42 previous grand prix, Mercedes had emerged victorious in 36, so for only the seventh time in two years and two months a

driver who was neither Hamilton nor Rosberg would be celebrating on top of the podium. The fact that Max Verstappen went on to become the youngest grand prix winner in F1 history at the age of 18 years and 227 days, just 10 days after his promotion from Toro Rosso to Red Bull, only added to the enormity of the occasion.

Arguably of greater significance to the media, here was an opportunity to again dissect the seemingly fractured and fractious relationship that exists between two men whose childhood friendship has long since faded. But is it as broken beyond repair as some observers, and some headlines, would have us believe?

“Somebody who says that doesn’t have a clue about their relationship,” says Wolff. And the relationship, even as we know it at Mercedes, makes up only a fraction of the time they’ve known one another.

“They’ve been fierce competitors in karting, team-mates in karting, friends, so these two have known each other much better than we know them, or know their relationship. I can only give you the perspective of our joint journey, and not what it actually is because, genuinely, I don’t know. We’re still finding out.

“I would say their relationship oscillates. It varies upon the circumstances. In the winter, the moment the pressure is off, it changes, and you can say it’s always pretty relaxed. But then the pressure builds up again over testing, and in particular once the >>

racing starts, it becomes a relationship between competitors.

“If you were to look through a magnifying glass, or from a media perspective seeking headlines, you will see at times it is better, at times worse; they talk to each other and then they don’t, depending on what’s happening on track. I wouldn’t want to generalise a very complex, long-lasting relationship by saying it has gone from good to bad and back to good. It is much more complicated than that.”

Certainly the smiles of those early days together at the start of the 2013 season are but a distant memory.

After the struggles of Mercedes’ first three years back in F1 as a works team, it became evident in 2013 that the German manufacturer was on the rise again. So come 2014, the battle was not only for supremacy within the team, but also, more importantly, for the drivers’ title. And one afternoon late in May, after qualifying for the Monaco Grand Prix, the lid Mercedes had managed to keep on the simmering partnership blew sky-high.

With Rosberg on provisional pole, a lock-up and a visit to the Mirabeau escape road on his next hot lap brought out the yellow flags, forcing Hamilton — on a marginally quicker lap at the time — to slow and miss out on top spot on the grid.

The stewards may have exonerated Rosberg of any wrongdoing with regards to his erratic twists and turns of the wheel before he exited the track, but many saw what they believe were deliberate, calculated actions. Rosberg’s victory the day after was greeted with sourness from Hamilton, who refused to make eye contact and, dispensing with etiquette, chose not to shake his hand.

What emerged in the aftermath of Monaco was merely the latest in a tit-for-tat squabble that had started in Bahrain and moved on to Spain before reaching its nadir on the streets of the principality. At Sakhir, Rosberg turned up his engine settings in a bid to catch Hamilton, who held on for victory; in Spain, Hamilton responded in kind to keep Rosberg at bay and take the chequered flag for the fourth consecutive race.

Come Monaco you could argue the gloves were off and, whether Rosberg’s actions were deliberate or not, it was undoubtedly the tipping point. Whatever words were spoken by Wolff and Mercedes non-executive chairman Niki Lauda in a bid to calm the situation, and whether there was any initial effect, by lap two of the Belgian Grand Prix it was evident they’d been forgotten.

The events of that day were sparked by what had transpired in Hungary four weeks previously, when Hamilton was ordered to let Rosberg by, as they were on different tyres and strategies, only for the Briton to refuse.

At Spa, the suggestion from Hamilton post-race was that the Hungaroring team-orders furore was still prevalent in Rosberg’s mind when he chose to hold his line on the run to Les Combes as he attempted a pass. Rosberg’s front wing clipped the left-rear

WOLFF: “EVERY INCIDENT LEAVES SCARS. BUT THEY CAN BE GOOD BECAUSE YOU TRY TO AVOID MORE IN THE FUTURE”

tyre on Hamilton’s car, causing a puncture, a slow crawl back to the pits and eventual retirement with five laps remaining.

When Hamilton emerged from a heated exchange with Rosberg in the team debrief, he declared the German had claimed his actions were “on purpose”, and done “to prove a point”. It’s fair to say merry hell was unleashed and, although Wolff later claimed Hamilton’s comments were misconstrued, it was akin to trying to lock the stable door after the horse had bolted.

Regardless of Hamilton’s ‘misinterpretation’, there was no doubt Rosberg was at fault. He issued an apology at a clear-the-air meeting five days later at Mercedes’ headquarters in Brackley, and the team took what it described as “unspecified disciplinary action”.

Pertinently, and all credit to it for doing so, Mercedes decided there would be no imposition of team orders, believing it would be detrimental not only to the team, but to the fans and the sport as a whole. It was pointed out to both drivers that the team’s number-one rule was that there must be no contact between them on track, and made abundantly clear that “another such incident will not be tolerated”.

Twenty-one months and 30 grands prix have passed between that incident at Spa and the one in Spain, with nothing more than the odd touch of wheels here and there, and with Hamilton often being the more aggressive of the two.

You could forgive Rosberg for feeling aggrieved. In 2014 he was never the same driver after Spa, as a fired-up Hamilton reeled off six wins in the final seven races to claim the first of his two titles with Mercedes.

Throughout 2015 Hamilton was by far the more dominant, and it was not until he had claimed the championship with victory in Austin that his team-mate showed his mettle by taking the final three race wins. Hamilton, as we know, enjoyed himself just a little too much throughout those weeks. He took his foot off the gas, and in doing so gave Rosberg a leg-up for his 2016 challenge.

Needing no second invitation, Rosberg has grabbed the



opportunity with both hands, making a perfect start to the campaign with four successive wins, while Hamilton has made poor getaways and been dogged by unreliability.

Just how much of that was on his mind after Rosberg passed him around the outside of Turn 1 at Barcelona, and he saw a 43-point gap about to stretch to 50, only he will know.

Displaying a racer's instinct, he had the pace coming out of Turn 3 to attempt a pass down the inside of a much-slower Rosberg, who countered Hamilton's bold manoeuvre with an equally aggressive door-closing move.

The consequences were there for all to see. Blame was laid at the feet of both drivers as Mercedes opted to play a straight bat, despite its post-Belgium declaration that no further incident would be tolerated.

So what now for Hamilton and Rosberg? You'd suspect that not a great deal has changed, that what transpired in Spain was merely an addendum to the general discord that previously existed. But there's a feeling that the dust has settled far more quickly than was the case after Spa, and certainly that's Wolff's perspective.

"Every major incident, and I would quantify Barcelona as a major incident, leaves scars, and Barcelona has left scars, certainly on the drivers, within the team, and the people involved within Mercedes in Formula 1," he says.

"It was an incident that was not supposed to happen. I look at things philosophically. Scars are bad because it means something has hurt, but they can also be good because you try to avoid more in the future. That's what I would like to take out of it. Yes, we had a complete wipeout, and I would like to think it is something that can be avoided in the future.

"Certainly we had done pretty well since Spa up until Spain. We had 30 close races without any contact. After Spa we also won two drivers' and two constructors' championships without any further contact. Of course, it was clear it would happen eventually. If you race each other as close as these two do for a victory, eventually something will happen.

"So in terms of the statistics I am quite happy, and I would be satisfied if we had another 29 races with no contact. But then this incident, on this occasion, was one where you could not make one or the other entirely responsible. Both of them, for me, have the responsibility of avoiding contact, and both could have avoided contact.

"Therefore a lesson was learned for everybody involved, and that is going to help us avoid in the future another incident like this."

Team-mates shouldn't have to be friends. It can help, as goodwill between colleagues should mean a more harmonious environment within a team.

At the opposite end of the spectrum, some intra-team rivalries can be poisonous, as was the case with Ayrton Senna and Alain Prost, as well as Nigel Mansell and Nelson Piquet.

When it comes to Hamilton and Rosberg, there is acrimony and ill-feeling at times, but there is also an awareness of the bigger picture. They are simply two cogs, significant nonetheless, in this all-conquering machine that is the Mercedes AMG Petronas F1 Team, and they know that any acts of recklessness on their part affect more than 1000 people.

Yes, we would love it to spill over into all-out war, for blood to boil, tempers to flare, barbs to be fired, but there is precious little chance of that happening. For the most part, Mercedes has both men under control, constantly reminding them of their responsibilities to the team, to the fans, to F1.

While they remain free to race, there is always the likelihood of events such as those in Spain occurring again. Unlike at Spa, there was no intent on the part of either driver to hinder the other. The outcome, as determined by the stewards, was to declare it a racing incident.

The fact that there is this rancour only adds to the show. Although, as Wolff points out, times have changed from the days of Senna and Prost.

"It's part of the narrative that the great rivalries provide the best stories," he says. "But it's not the same as 30 to 40 years ago. Drivers today, while much younger than those stars back then, seem to be more mature. Some of the things I saw 30 or 40 years ago don't happen anymore. It's a different generation. Of course, right now this is a good story, and the fact that they have this shared history plays a role.

"It helps on one side because fundamentally, underneath everything, there is a solid base because they've known each other for such a long time. But on the other, because of that there is animosity, hurt feelings and trauma, which at times remain undetected, but then emerge.

"Overall, I think it is beneficial because of the fact that they do know each other very well."

And it is why Wolff is happy to let his drivers race, knowing that for the most part incidents such as Spa and Barcelona happen so infrequently.

"We are in Formula 1 for many reasons, and one of them is to promote our brand," says Wolff. "The brand stands for racing, the right mindset, sportsmanship, among many other things.

"Team orders would bring the result in the end, but it would be to the detriment of the image of Mercedes-Benz. We haven't done it, and we certainly have no plans to do so at this stage.

"Having said that, if we were to slide into a situation that becomes complicated, I wouldn't want to rule it out."

It is the last resort for Wolff, one he hopes to avoid as he lets play out the great rivalry that is Hamilton versus Rosberg. ❁



Far left: Hamilton and Rosberg in their F3 days – happier times

Left: on the way to their collision at Spa in 2014

Right: Hamilton was unhappy to be crowded out by Rosberg at the start of the Australian GP



COATES/LAT



Hinchcliff celebrates pole, just over a year after near-fatal shunt

INDYCAR

Hinchcliff claims Indy

JAMES HINCHCLIFFE TOOK POLE POSITION for the 100th Indianapolis 500 just a year and four days after almost losing his life at the track.

When Hinchcliff arrived at the Indianapolis Motor Speedway for the Month of May run-up to Sunday's race, he said he didn't want to focus on his near-death experience. But he couldn't escape it.

Now it's a storyline that, for Hinchcliff, would have the perfect ending with victory in the race. "If it goes well on Sunday, maybe we can make a movie," he joked.

Hinchcliff's crash during practice at Turn 3 last year led to a wishbone piercing his car's monocoque and going through right leg, upper-left leg and into his pelvis, resulting in life-threatening blood loss.

"I try not to think about that," said Hinchcliff. "But one day I'll appreciate it a little bit more than I'm letting myself today. It's crazy. It's incredible what a difference a year makes."

The Schmidt Peterson Motorsports Dallara-Honda driver was fastest in Saturday's opening

round of qualifying, with a four-lap average of 230.946mph. With the running order for Sunday's top-nine shootout reversed, Hinchcliff went last.

Josef Newgarden of Ed Carpenter Racing ran fourth and went fastest on a 230.700mph, and Andretti Autosport's Townsend Bell came close

to beating him at 230.481mph. Penske drivers Helio Castroneves and Will Power were unable to threaten.

So Newgarden was still fastest with only Saturday's two quickest drivers to run. Ryan Hunter-Reay was a threat, but the Andretti Autosport driver missed out with four laps at 230.648mph.

That left it all up to Hinchcliff, who was so confident in his set-up that he didn't even bother to take part in Sunday's practice session.

"We were worried if we went out and practised we would confuse ourselves and overthink it," said Hinchcliff. "We knew what the car would be like at 5.30 on Saturday, so there was no reason why it wouldn't be good at 5.30 on Sunday."

"If it goes well on Sunday, maybe we can make a movie"



COBB/LAT

THE GRID

1
JAMES HINCHCLIFFE
SCHMIDT HONDA
230.760MPH

4
TOWNSEND BELL
ANDRETTI HONDA
230.481MPH

7
MIKHAIL ALESHIN
SCHMIDT HONDA
229.562MPH

10
ORIOI SERVIA
SCHMIDT HONDA
229.060MPH

13
SCOTT DIXON
GANASSI CHEVROLET
227.991MPH

16
CHARLIE KIMBALL
GANASSI CHEVROLET
227.822MPH

19
SEBASTIEN BOURDAIS
KVSH CHEVROLET
227.428MPH

22
MAX CHILTON
GANASSI CHEVROLET
226.686MPH

25
PIPPA MANN
COYNE HONDA
226.006MPH

28
BRYAN CLAUSON
BYRD'S HONDA
225.266MPH

31
JACK HAWKSWORTH
FOYT HONDA
224.596MPH

2
JOSEF NEWGARDEN
CARPENTER CHEVROLET
230.700MPH

5
CARLOS MUNOZ
ANDRETTI HONDA
230.287MPH

8
SIMON PAGENAUD
PENSKE CHEVROLET
229.139MPH

11
ALEXANDER ROSSI
ANDRETTI HONDA
228.473MPH

14
MARCO ANDRETTI
ANDRETTI HONDA
227.969MPH

17
JUAN PABLO MONTOYA
PENSKE CHEVROLET
227.684MPH

20
ED CARPENTER
CARPENTER CHEVROLET
227.226MPH

23
SAGE KARAM
D&R CHEVROLET
226.436MPH

26
GRAHAM RAHAL
RAHAL HONDA
225.847MPH

29
SPENCER PIGOT
RAHAL HONDA
224.847MPH

32
BUDDY LAZIER
LAZIER CHEVROLET
222.154MPH

3
RYAN HUNTER-REAY
ANDRETTI HONDA
230.648MPH

6
WILL POWER
PENSKE CHEVROLET
229.669MPH

9
HELIO CASTRONEVES
PENSKE CHEVROLET
229.115MPH

12
TAKUMA SATO
FOYT HONDA
228.029MPH

15
JR HILDEBRAND
CARPENTER CHEVROLET
227.876MPH

18
TONY KANAAN
GANASSI CHEVROLET
227.430MPH

21
GABBY CHAVES
COYNE HONDA
227.192MPH

24
CONOR DALY
COYNE HONDA
226.312MPH

27
MATT BRABHAM
MURRAY CHEVROLET
225.727MPH

30
STEFAN WILSON
KVSH CHEVROLET
224.602MPH

33
ALEX TAGLIANI
FOYT HONDA
-

500 pole

Newgarden was magnanimous in defeat, enjoying the Hinchcliffe storyline. "It's a pretty crazy deal for us, but this is also pretty cool," he said. "I was so happy on that first lap and thought it was enough to hang on, but I'm so happy for James and his team. He has done such a great job. Hey, it's a great story."

It was an overwhelming moment for the man who had just taken pole.

"I was on the cool-down lap and they said I was P1 and I didn't really react," said Hinchcliffe. "I didn't want to at first because there were a lot of emotions that ran through my head. I'm so thankful to guys like Mike Yates [the safety crew member who applied pressure to Hinchcliffe's bleeding torso]."

Of the big names failing to make the top-nine shootout, Juan Pablo Montoya was looking strong in Sunday's session to set positions 10-33, only to run into a plastic bin bag. He was allowed a second attempt, but could only make the middle of the sixth row.

Scott Dixon qualified 13th after an engine change, while ex-Formula 1 driver Max Chilton was 22nd after a crash put him out of Saturday.

BRUCE MARTIN



Pigot qualified 29th after practice shunt

ABOTT/LAT



CAN ANYONE ELSE DO A HAAS?

SIXTH IN THE championship going into only its sixth grand prix – this is Haas F1 Team’s strong record.

The rules demand that teams own the intellectual property to ‘d parts’, broadly defined as the monocoque, safety cell, front impact and roll-over structures, floor and diffuser, front/rear wings and bodywork. ‘Non-listed parts’ may be sourced elsewhere, including from other teams – in Haas’s case, Ferrari.

So why don’t existing teams “do a Haas” by sourcing hardware from a “mother” team? Simple: they can’t.

The Haas model is based on a long-term contract with a team able to supply a well-funded secondary operation with non-listed parts, complete powertrains (including transmissions), and electronics/hydraulics, along with updates and data.

Along with Ferrari, Mercedes, Renault and McLaren-Honda could meet these criteria for prospective start-up teams.

Of the constructors that also produce their own engine, Ferrari has enough on its plate – it has a president demanding a title, it already has its liaison with Haas, and it would likely go with sister company Alfa Romeo should Alfa get the F1 nod. Renault already has its hands full trying to

regain competitiveness. That leaves Mercedes, which has close partnerships with Williams, Force India and Manor.

Williams has a full infrastructure and only sources power units, so can be discounted from a potential Haas model. Force India calls on a factory plus existing supply chain for listed parts, sourcing powertrains from Merc.

Mothballing such facilities costs a fortune, whereas Haas operates from modest facilities in Banbury, with design and construction of listed parts being the responsibility of Dallara. Aerodynamic testing is undertaken in Ferrari’s Dallara-run wind-tunnel.

This leaves Manor, which outsources the bulk of manufacturing operations. Potentially, a deal could be cut, but Mercedes would need sureties. When Manor struck its fuel deal with Mercedes it pledged factory leases as bond. Imagine the guarantees required to secure the bulk of state-of-art, championship-winning grand prix race cars.

So the Haas recipe is difficult to replicate: a well-funded operation without extensive facilities but technically and politically aligned with a mother team.

No team fulfils these requirements, so Haas’s model cannot be held up as F1’s next big thing.

DIETER RENCKEN

Vettel fastest in Spain F1 test

SEBASTIAN VETTEL WAS FASTEST in last week’s two-day Formula 1 test at Barcelona as Ferrari tackled its one-lap pace. The Ferrari driver clocked a 1m23.220s on the opening day, 0.047s clear of Red Bull’s Max Verstappen, who was quickest on the second day.

Ferrari was the quickest car on track in the Spanish Grand Prix after the two Mercedes tangled on the first lap, but its loss of track position following a poor qualifying meant it couldn’t win. So Ferrari tried a series of short runs on the soft and medium tyre at Barcelona.

Verstappen followed his brilliant debut at Red Bull with a faultless day behind the wheel. The teenager completed 118 laps as he focused on further integrating himself with the team as well as putting Renault’s new-specification power unit to the test. The feedback on the engine was positive, with all drivers who ran it

saying there was an improvement in power and driveability. The best top speed achieved at the test was 180.9mph across the finish line by Kevin Magnussen. That was better than any Renault or Red Bull managed during either Spanish GP qualifying or the race.

Williams caused the greatest stir when it ran a radical new double-decker rear wing (below). Felipe Massa said the device, along with a modified front wing, was part of the team’s programme to get to the bottom of balance issues with its current car as well as preparing for next year’s bodywork rule change.

Mercedes focused on testing new parts rather than chasing headline lap times. The world champion team made a late call on Tuesday night to draft in Pascal Wehrlein in place of Esteban Ocon because it needed an experienced driver in the car to test new parts. He managed more than two race distances, a day after doing 86 laps for Manor.

A number of young drivers were in action at the test, with regulations dictating that teams must use them for two of the four days of in-season testing. Stoffel Vandoorne was the quickest of that pack, finishing sixth overall.

The final test takes place at Silverstone in July on the Tuesday and Wednesday after the British GP.

LAWRENCE BARRETTO



BARCELONA TEST TIMES MAY 17-18

POS	DRIVER	CAR	TUESDAY	WEDNESDAY
1	Sebastian Vettel	Ferrari SF16-H	1m23.220s	-
2	Max Verstappen	Red Bull-Renault RB12	-	1m23.267s
3	Nico Rosberg	Mercedes F1 W07	1m23.337s	-
4	Jenson Button	McLaren-Honda MP4-31	1m23.753s	-
5	Romain Grosjean	Haas-Ferrari VF-16	1m23.883s	-
6	Stoffel Vandoorne	McLaren-Honda MP4-31	-	1m24.006s
7	Pascal Wehrlein	Mercedes F1 W07	-	1m24.145s
8	Pascal Wehrlein	Manor-Mercedes MRT05	1m24.297s	-
9	Daniel Ricciardo	Red Bull-Renault RB12	1m24.308s	-
10	Esteban Gutierrez	Haas-Ferrari VF-16	-	1m24.592s
11	Antonio Fuoco	Ferrari SF16-H	-	1m24.720s
12	Daniil Kvyat	Toro Rosso-Ferrari STR11	-	1m24.737s
13	Pierre Gasly	Toro Rosso-Ferrari STR11	1m24.821s	-
14	Alfonso Celis Jr	Force India-Mercedes VJM09	1m24.467s	1m25.016s
15	Kevin Magnussen	Renault RS16	-	1m25.133s
16	Alex Lynn	Williams-Mercedes FW38	1m26.071s	-
17	Esteban Ocon	Renault RS16	1m26.530s	-
18	Felipe Massa	Williams-Mercedes FW38	-	1m27.167s
19	Jordan King	Manor-Mercedes MRT05	-	1m27.615s

IN THE HEADLINES



McLAREN TARGETS FERRARI IN MONACO

Racing director Eric Boullier believes his McLaren team could outpace Ferrari in Monaco this weekend thanks to a superior chassis. "On paper, we could be between sixth and eighth," said Boullier, who added that McLaren would definitely be behind Red Bull, Toro Rosso and Mercedes but was "not sure Ferrari is a threat".

FORCE INDIA SET TO MOVE ON TO 2017

Force India's switchover to focus on its 2017 car programme is "not far away" following the debut of its major upgrade package at the Spanish Grand Prix, according to deputy team principal Bob Fernley.

PEREZ KEEN ON INDY 500 OUTING

Force India Formula 1 driver Sergio Perez says he would like to compete in the Indianapolis 500 at some stage in his racing career. "Indy is a very big race, one of the biggest in the history of our sport," he said.

BAZ AND RABAT BATTLING INJURY

MotoGP riders Loris Baz and Tito Rabat are both facing time on the sidelines after sustaining injuries at Mugello. Following a first-lap Italian GP crash, Baz was diagnosed with dislocations of the five metatarsophalangeal joints in his right foot and diaphyseal fractures of four toes. Rabat fractured his left collarbone in a practice crash.

LEGGE GETS SHANK IMSA ONE-OFF

DeltaWing driver Katherine Legge has been drafted into Michael Shank Racing's late entry for next month's IMSA SportsCar Championship round in Detroit. DeltaWing's planned absence from the Detroit event on June 4 has allowed Legge to be loaned out to the Shank team.

LAMMERS TAKES ON BRUNDLE

Jan Lammers will race against former TWR Jaguar team-mate Martin Brundle in the main support race at next month's Le Mans 24 Hours. The pair of Le Mans winners with Jaguar will compete in the 'Road to Le Mans' event for GT3 and LMP3 machinery at the wheel of Ligiers.

FIA REVEALS NEW ELECTRIC KART

An electric kart built under the watch of the FIA was demonstrated ahead of last weekend's Berlin Formula E round. The kart has been made by German manufacturer Mach1 and uses a 20kW powertrain built by Bosch that will allow it to recuperate energy as well as deploy it.



F1 PREVIEW

Monaco Grand Prix

May 26-29



CIRCUIT DE MONACO

LENGTH 2.073 miles NUMBER OF LAPS 78

2015 POLE POSITION Lewis Hamilton 1m15.098s

QUALIFYING LAP RECORD Sebastian Vettel 1m13.665s (2011)

RACE LAP RECORD Daniel Ricciardo 1m18.063s (2015)



Tyre allocation



UK start times

LIVE ON SKY SPORTS F1

THURSDAY

FP1 0900 FP2 1300

SATURDAY

FP3 1000 QUALIFYING 1300

SUNDAY

RACE 1300

HIGHLIGHTS ON CHANNEL 4

QUALIFYING SATURDAY 1745 RACE SUNDAY 1745

Previous winners

2015	Nico Rosberg	Mercedes
2014	Nico Rosberg	Mercedes
2013	Nico Rosberg	Mercedes
2012	Mark Webber	Red Bull
2011	Sebastian Vettel	Red Bull
2010	Mark Webber	Red Bull
2009	Jenson Button	Brawn
2008	Lewis Hamilton	McLaren
2007	Fernando Alonso	McLaren
2006	Fernando Alonso	Renault

Themes to watch

RED BULL DOUBLE

Christian Horner said Red Bull tipped Monaco to be its best shot at a win in 2016. After Max Verstappen's Spanish triumph, can Red Bull bag two in a row?

ROSBERG QUADRUPLE

Nico Rosberg's winning streak ended in Spain but victory this weekend will make him only the second driver to win four successive Monaco GPs.

STE DEVOTE FUNNEL

By the law of averages, the GP is due a tangle at the first corner of Ste Devote – which funnels the cars after the startline – after a few years trouble-free.

EUROPEAN FORMULA 3

Li escapes horror shunt in Austria

THE FORMULA 3 EUROPEAN CHAMPIONSHIP – and the larger motorsport world – breathed a huge sigh of relief when it was discovered that the injuries to ‘Peter’ Li Zhi Cong in last Saturday’s first race at the Red Bull Ring were not life-threatening.

The 22-year-old Chinese racer was unsuspected due to a huge dust cloud when he ploughed

straight into the rear of Carlin team-mate Ryan Tveter’s Dallara-Volkswagen, which had spun 360 degrees through the gravel trap at the second of the Austrian track’s two fast left-handers and come to rest on the racing line.

Li’s car was launched into the air, where it overturned before bouncing upside down in the gravel trap at the following right-hand kink.

Pedro Piquet, running behind Li after a drive-through penalty for a false start, also made heavy contact with Tveter, his Van Amersfoort Racing car veering onto two wheels and under the airborne machine of Li as he careered into the same gravel trap.

After being helicoptered to hospital in Graz, Li – who lost consciousness in the accident – was diagnosed with four fractured vertebrae and multiple broken bones in his right heel. Tveter was released from the same hospital with bruising and concussion.

Tveter was going down through the gears to restart his car when he was hit by Li, at what team boss Trevor Carlin told *Autosport* was 192km/h (119mph). “He was full throttle within five metres of impact,” said Carlin. “Because of the dust, he had zero warning. We’re thankful to the FIA and Dallara for building a car that helped the drivers survive the impact.”

Tveter added: “It’s really a miracle that all of us were able to escape the accident. I’m feeling pretty OK. It’s a testament to the work that’s been done on safety. Ten years ago that probably would have been a fatal accident.”

Piquet’s VAR team managed to repair his car just in time for a pitlane start to the second race later in the day, while Tveter will return to the championship for the next round at the Norisring. Li’s injuries make it doubtful that he will return to the cockpit this season.

MARCUS SIMMONS



Multiple fractures mean Li is unlikely to race again this season

WRC

PADDON'S HYUNDAI INFERNO

RALLY PORTUGAL CLERK of the course Pedro Almeida instructed crews to start the fifth stage of his event, despite Hayden Paddon’s Hyundai being on fire on the stage.

The Kiwi went off in a fourth-gear corner. When the i20 came to rest, the exhaust set fire to the grass and forest. The Hyundai was lost.

The stage was only stopped when Ott Tanak crashed into the flames

Almeida said: “You stop if the road is blocked or you need urgent medical assistance. If the road is clear and no assistance is necessary, there is no reason to stop the stage.”

DAVID EVANS



The remains of Paddon’s burned out Hyundai i20

WRC.COM



FORMULAE

LONDON SET FOR 2017-18 NEW RACE

LONDON WILL BE omitted from the Formula E calendar for a season before a possible return as a bona fide street race in 2017-18.

The championship has been given the green light for this season's Battersea Park title decider after reaching an agreement with protesters to drop a judicial review in return for FE not returning to the area in the future.

It is understood that the heavy scrutiny placed on the Battersea event by Wandsworth locals means that this July's event will be the venue's last.

London is a crucial territory for FE but the series' partners and teams are understood to have accepted the withdrawal on the condition that it returns in season four.

FE chief Alejandro Agag is keen for the event to take centre stage in London, claiming "it's possible" the series could be raced on the streets.

He said: "The dream would be the Mall, Birdcage Walk and Horse Guards Parade."

London, Beijing, Putrajaya and Punta del Este all drop off the 2016-17 calendar. The Moscow race, canned before its season-two slot, does not return.

The proposed schedule, to be put to the World Motor Sport Council, rises to 12 rounds and 14 races, with double-headers in New York and Montreal. Hong Kong, Marrakech, Brussels and Singapore also join, while a return to Monte Carlo is on the cards.

SCOTT MITCHELL



Loeb is enjoying rallycross, but has yet to master the discipline

WORLD RALLYCROSS

Loeb revelling in rallycross

IT'S DIFFICULT TO REMEMBER SEBASTIEN LOEB sounding so enthusiastic. That's no reflection on the man himself, but when you follow 78 world rallies and nine titles with two years in the World Touring Car Championship, the fire might need the odd stoke.

Loeb's fire is burning as brightly as ever now that he's a full-time member of the FIA World Rallycross Championship with Peugeot. He's loving and learning every minute of his new life, and he's really looking forward to crossing the Channel to Kent for this weekend's World RX of Great Britain at Lydden Hill.

"Kent?" said Loeb. "I don't know this place. I have to look on YouTube. I never drove this track."

It's fast.

"Fast? Good. I hope it should suit our car."

Earlier this month, Loeb made the World RX podium for the first time, finishing the Belgian race in second place behind Mattias Ekstrom's Audi and ahead of his former World Rally rival Petter Solberg.

Loeb has always been a quick learner. The first time he drove a World Rally Car in the World Rally Championship he finished ninth overall in Corsica. The first time he drove a factory car in the WRC, he could and perhaps should have won. He finished second, 11.4s behind Gilles Panizzi at a sodden Sanremo in 2001.

And then there was that Dakar debut at the beginning of 2016. Leading through the first week, he and Daniel Elena starred in their Peugeot 2008 DKR and finished ninth.

It's no surprise that he has come to terms with rallycross so quickly. Certainly, it's no surprise to Solberg.

"The chassis and the way the car feels and handles is quite similar to a rally car," said two-time FIA World Rallycross Champion Solberg, "and we know Sebastien can drive a rally car. As well as that, he's raced in WTCC for the last couple of seasons, so he's had cars around him on the same piece of road, he's learned to keep

calm in those situations and that's what we've seen from him in the first three rounds this year. He's stayed calm and made progression."

It hasn't all been quite so simple for Loeb, though. He made the final on his debut in the Peugeot team in Portugal, but then struggled at Hockenheim and failed to make it past the semi-final.

"Hockenheim was really bad," said Loeb. "At the other races, if you have traffic for, maybe three corners, then you can look to the joker lap, take it and get some clear space to drive. At Hockenheim, this was not how it happened. It was not possible to find a solution, taking the joker didn't give us any space."

Despite that round-two dip, Loeb is a huge fan.

"Every time you sit on the grid, the adrenalin is incredible," he said. "The racing is so intense, more than I felt before. You go and the car is so quick from the line, immediately, everybody is there – the racing is so close."

Too close. Loeb's one gripe is some of the contact. It appears that the number 9 on the door of his 208 WRX is seen as a target.

"Some of the drivers are too rough," he says. "They think the fastest way is to push you out of the way, but this isn't right. When they are doing that, they are not only slowing me down, but also themselves. I talked with Petter about this and he says the same thing: it's better to drive clean and keep away from the trouble."

"It's better for me to follow Petter or [Mattias] Ekstrom and be two tenths of a second slower than them in the heats – that's what gets you through the weekend to the semi and final. That's the plan for Lydden this weekend."

Loeb arrives in Kent fourth in the World RX standings. Winner of the past two rounds, Ekstrom tops the table with Solberg five points down on him and Volkswagen driver Johan Kristoffersson third.

DAVID EVANS

FEEDBACK

F1 stars need to earn their spurs



Max Verstappen's win in Spain made good headlines, but I cannot agree that it is good for the sport long-term.

His path into that position was much too easy and diminishes respect for grand prix drivers in general.

For me to respect a driver I need him to have toiled in the lower formulas, sometimes with inferior machinery, and achieved domination in those formulas by skill and effort.

I think there should be a recognised route to Formula 1 only for winners of GP2 and F3 championships. It will ruin the lower formulas if they are no longer seen as a route to the top.

Max is very good, but so is Stoffel Vandoorne and there are others out there who are more deserving and probably just as capable.

Let's not get carried away – I believe that Daniil Kvyat or Carlos Sainz Jr, or indeed most of the grid, would have won that race in that car in those circumstances.

Well done Max, but you have been

denied the route to prove that you're a real hero.

Mark Bennett
Hereford

No more 'shutting the door'

I have followed the sport for nearly 63 years, always resisting the temptation to think things were better in the old days (they certainly weren't!), but one development seems to have been taken too far. It is called 'shutting the door', and it seems that almost any action can be taken by a driver to keep another behind, with the exception of weaving on the straight.

In the case of the Hamilton/Rosberg crash, it led to Rosberg being able to claim that his sudden swerve off the racing line, at a time when he knew he had made a mistake, and that his rival was going to be exiting the corner at a much higher speed, was justified.

This claim was then accepted by the stewards and the Mercedes team. I have to say that until about 25 years ago,

Max Verstappen should have spent a lot more time doing this, reckons reader Bennett

this would have been called deliberate baulking, and recognised as the kind of move that could easily lead to death or serious injury. Surely it is time to bring back some of the old racing etiquette, with new rules if necessary.

I am disturbed by the stewards' decision for another reason. It seems to me that if drivers from two different teams had been involved, then blame would have been apportioned.

Stephen Lee
Ryde, Isle of Wight

Time to tighten F1's schedule

As to whether F1 should be all about sport, technological excellence or entertainment, I see no reason why it can't be all three.

Any moves to dilute what we have, whether via gimmicks of mixed-up grids or sprint races, go against the true spirit of F1. There is, however, a need to make the sport sustainable, both for the good of us fans and the teams. Perhaps one way this could be achieved would be via a revamping of the race-weekend format.

With a clever tightening of the schedule, there's no reason why a three-day event can't be made into a two-day one, with little or no track time lost. In one move you reduce costs for teams and in turn afford fans the chance to make a real weekend of it.

Throw in reasonable admission fees and everyone's a winner.

Michael Brierley
Stalybridge, Cheshire

HAVE YOUR SAY, GET IN TOUCH

Autosport editorial
Bridge House
69 London Road
Twickenham
TW1 3SP

@
E-mail
autosport@
haymarket.com

Twitter
twitter.com/
autosport

Facebook
facebook.com/
autosport



Streets apart

So much about Monaco doesn't make sense for modern Formula 1, yet the unique challenge it poses never fails to be compelling

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

SEVENTY-EIGHT LAPS AROUND THE NARROW streets of the Principality of Monaco. At just over two miles this temporary Formula 1 circuit is the shortest on the calendar, but surely one of its most insanely difficult.

Is there a greater challenge in F1 than Monaco? In a modern motorsporting world of ten-a-penny Tilkedromes, with their bland layouts, smooth surfaces and expansive run-offs, Monaco is a throwback to F1's daredevil past – bumpy, difficult, incredibly narrow... dangerous.

It will never be a great spectacle in the conventional racing sense. Overtaking on such a track always comes at a premium. But Monaco has an extraordinary capacity for high drama.

Recall the final laps of the 1982 race, where Alain Prost (crash), Didier Pironi (fuel), Andrea de Cesaris (fuel) and Derek Daly (crash) all took turns at losing the lead in worsening weather before Riccardo Patrese (recovering from a late spin) came through to claim an unlikely victory.

Or Nigel Mansell's fruitless hunt of Ayrton Senna 10 years later, hounding and harrying on fresher tyres after a puncture, but unable to force an opening.

More recently we've had the escape-road controversy in qualifying that set up the second of Nico Rosberg's three consecutive Monaco GP victories in 2014, and the Mercedes strategy blunder that robbed his team-mate Lewis Hamilton of a nailed-on second Monaco triumph last season.

Hamilton has suffered more than his fair share of disappointment at this race, as has Haas star Romain Grosjean, who's been involved in collisions in three of his four starts.

"There are a lot of things," says Grosjean when asked what a driver needs to succeed at Monaco. "First of all you have to be confident with your car, then you have to set it up right, then you have to drive fast in qualifying..."

"You need to get no yellow flags and no people stopping at the last corner to get your laptime done, especially in Q1 and Q2. Q3 is a bit easier but whenever I did a good Q3 I didn't make it to the first corner!"

It's extraordinarily hard to hook things together on this circuit. A lap of Singapore's Marina Bay circuit is longer and certainly hotter, but that track is also wider and more forgiving. At Monaco there is almost no room for error.

"I think the easiest part is maybe Ste Devote, because if you lock wheels you can go straight and still come back," says Williams driver Felipe Massa, who has qualified on

pole position but never won in Monte Carlo. "When you drive on the limit in qualifying you're always at risk of crashing – you are so close to the guardrail everywhere. To do an amazing lap in Monaco you risk a lot."

So many things need to come together at the right time for a driver to enjoy success here. It is the kind of circuit that can catch drivers out when they least expect it. Things can be looking so good, then one mistake and it's all over.

Esteban Gutierrez endured "the most painful mistake of my career" when he crashed his recalcitrant Sauber out of eighth place with 19 laps to go of the 2014 race, after tagging the inside barrier at Rascasse.

"In a track like Monaco, when you are really focused, it's like a tunnel," he explains. "All your focus becomes at a certain point like an obsession, and when obsession is there is when you open a little gap – where you can make just one little mistake, and then it's the end of the game."

"It's the toughest circuit to race at because it requires a lot of concentration. It has no room for a mistake."

Monaco can be so unforgiving. The driver needs to be aggressive, but the tight confines mean an innocuous error can easily turn into a big crash in the blink of an eye.

You need a car with a strong front end, great ride and traction, but equally the driver needs to be fastidiously disciplined in building up

speed, reading the way the track evolves and managing risk at a place where the technical make-up of F1 simply does not fit.

"That's what makes it a challenge: taking a car designed for flat, sweeping corners and throwing it around the city streets is difficult," says Williams technical chief Pat Symonds. "It's so far from being flat. You have this enormous crowning on the road, so your camber angles are not what you think they are."

"The guys need to have real confidence in the car. A lot of it is about getting a car that's stable. But at the same time if you have a car that's stable in the classic sense – has a bit of understeer – it's not the way to go quickly around Monaco."

"That is why Ayrton and Michael [Schumacher] were so good at Monaco – they could keep their cars on the stability limit and still had the confidence to take it to within another millimetre of the barrier. It's a damn good test because it's so unforgiving. It takes a special kind of driver."

A unique spectacle, a unique challenge, a unique race where unique drivers thrive. Is there a greater challenge in F1 than Monaco? Not likely. 🏎️

“An innocuous error can turn into a big crash in the blink of an eye”



Superstars, loved and loathed

Italian fans flocked to Mugello dreaming of a Valentino Rossi victory. They left heartbroken, but having witnessed an incredible race

By Mitchell Adam, International Editor

 @DrMitchellAdam





As Autosport left Mugello Circuit on Saturday evening, droves of fans were arriving, in all likelihood actually increasing the number of people inside the place. Ready to camp out overnight and secure the best possible vantage point for the next day's Italian Grand Prix, some were better prepared than others, with tents, sleeping bags and supplies.

But they all arrived with hope. The hope of seeing Valentino Rossi take his first win at the circuit since his run of victories between 2002 and '08 finished. That hope was not unfounded, for the local hero had hours earlier secured pole position at Mugello for the first time since 2008, with a rousing late lap as the chequered flag was being readied.

By the time dawn broke on Sunday, the hills surrounding the undulating circuit were communities housing 100,640 residents. What was once green was now predominantly Rossi's yellow, resembling fields of slightly radioactive

sunflowers. And, as if we needed any reminder who they were supporting, yellow flares were lit as the riders headed to the grid for Sunday's race.

For the first third of the 23 laps, they would have liked what they were seeing. Rossi was taking the fight up to Yamaha team-mate Jorge Lorenzo, the pair barely split by more than one tenth of a second and the seven-time world champion threatening to take top spot on more than one occasion.

Then, on lap nine, the crowd fell silent. Rossi slowed, took to the runoff area and rejoined off the pace and racing line, indicating his fate to those behind. Then his Yamaha engine detonated.

With Rossi's race palpably done, some fans headed towards the exits. Those who put their devastation aside and remained were treated to a thrilling race between two of MotoGP's very best.

Marc Marquez had been lurking behind Lorenzo and Rossi, but took the Italian's exit as his cue to start closing the gap to Lorenzo. What was five tenths became four, then three, then two, then with four laps to go Marquez made his first move at Scarperia. The Honda rider carried too much speed into the corner and Lorenzo

Lorenzo leads Rossi, Marquez and the fast-starting Dovizioso

exited with his lead intact, and a similar play unfolded two laps later at San Donato, the downhill braking area at the end of the incredibly fast front straight.

3.259 miles later, at the start of the final tour, Marquez tried again, and the pair actually brushed elbows. Lorenzo had him covered. But not for long. Marquez snuck past several corners later. Lorenzo responded entering Biondetti, the penultimate corner, but Marquez again emerged ahead.

Suddenly they were at the final corner, Marquez leading the way by several bike-lengths. As it turned out, it was not enough. Honda has struggled with acceleration all season with MotoGP's new control electronics, and Lorenzo was able to get a marginally better run up the hill as Marquez battled a wheelie, to sneak past and win by just 0.019 seconds. Any closer and photos would have been involved.

"I think in the last laps I forgot the championship," Marquez said, having previously spoken about his new, more conservative approach to races.

"I just said 'attack' and didn't care about the rest. We are losing a little bit on acceleration and when I arrived at the



last corner I tried to close [the line] but tried to prepare the exit because I knew Lorenzo was able to overtake me before the finish line.

“In the end, yeah, you feel frustrated when you see this, but already when I arrived in parc ferme, [HRC president Shuhei] Nakamoto and all the Honda staff said thanks for the race because they know we are struggling. We are working 100 per cent to try to improve.”

For Lorenzo, it was his third win in six starts this year, but it came at the end of a weekend in which he had not been his usual self. The reigning champion admitted after qualifying fifth that he was not comfortable, that the Yamaha which he felt was perfect for Mugello’s layout was nervous, everywhere.

He grabbed the lead with a sensational start from the middle of the second row, but did not – as he has done on so many Sundays since 2008 – simply ride off into the sunset. Lorenzo could not shake Rossi, even when a lunge at Turn 1 on the second lap cost his team-mate four tenths and gave Lorenzo breathing space.

Then Marquez arrived. But Lorenzo summoned everything he had to emerge on top. He stopped at San Donato on >>

HOMETOWN ROLLERCOASTER

WILL THIS BE DUCATI’S YEAR OF MISSED opportunities, as it looks to end a MotoGP victory drought dating back to October 2010? Perhaps, but if it continues to be as quick as it was at Mugello, surely something will stick.

Andrea Iannone started and finished third, but it was far more interesting than that. Iannone topped the three dry practice sessions and qualified a tenth off pole, but dropped to eighth off the line with a slipping clutch, then to 11th on the second lap when he was one of a host of slipstreaming riders to overshoot the first corner.

His recovery was strong, but more beckoned.

“I’m very happy because it’s very important for us, especially in this race the podium is always a good performance,” he said.

“But I had a very big disappointment at the start because it was very bad and it’s very, very difficult to recover the gap. In general this year in all the races my starts were very, very bad. I don’t have a very good feeling with the clutch.

“I had a very good pace for fighting with Marc [Marquez] and Jorge [Lorenzo]. I could have won today, for sure.”

In the process Iannone overhauled team-mate Andrea Dovizioso, who had gone the other way in the early running, from 13th on the grid to fourth. Dovizioso battled a recurrence of his neck injury on Friday, and then suffered arm-pump issues in the race.

The Ducati pair’s battle helped Dani Pedrosa catch them, and he then passed Dovizioso when he ran wide. Pedrosa then put a move on Iannone for what seemed to be an unlikely podium, given that he has been suffering more with Honda’s acceleration issues than factory team-mate Marquez.

In the end, Iannone powered back past to record his second podium of 2016, with Pedrosa fourth and Dovizioso fifth. Having reached a MotoGP record top speed of 354.9km/h during the race, Iannone also finished with the fastest lap of the race, set on the final tour.



Dovizioso (04) and Iannone fought back and made the top five

his cool-down lap, slumped over the top of his M1, and looked a combination of stunned and drained.

"In the warm-up I felt better," he said. "We made some changes on the set-up of the bike that improved my feeling slightly, especially under braking but also in the corners, with a little bit more grip.

"I was lucky to make a good start and lead the race from the first lap.

"In all the race I didn't feel very comfortable, especially in the middle of the corner. The front was pushing so much, we had a setting where we had a lot of weight into the rear but not the front. I could not stay in the 1m47s [laptime bracket] I expected.

"Marc did a very good race. Looking at the laptimes of practice I didn't expect him to stay so consistent all the race."

That set the scene for the last lap, in which his outlook shifted several times.

"In the last part of the race I didn't have so much energy, so I thought 'OK, maybe if Marquez overtakes me I'll have more energy to stay behind,'" he added.

"When he overtook me in the last lap I thought I'd stay behind him and see what happened, maybe he'd make some mistakes and I could take profit from it.

"I was behind and when I arrived into the last chicane the memories of 2005, when I overtook [Alex] de Angelis in 250cc [at Biondetti for second place on the last lap] passed through my mind and I had this crazy idea to make the same move. I said 'OK, why not try? So I opened the throttle a lot. I entered so fast, maybe too fast because Marquez again overtook me.

"I thought I was losing the race because normally in MotoGP it's not possible to pass the rider in front by lifting [off], but we were lucky that our rival today was Marc with his Honda and the Honda this year struggled with the engine. I was getting quite close, I recovered a lot of metres and I won this unexpected victory."

One third of the way into the season,



Marquez led, for the first time, on the last lap – twice!

Lorenzo leads the championship by 10 points over Marquez, with Rossi now 37 behind following his second DNF of the season. Rossi's problem was actually Yamaha's second engine failure of the day, and both were thought to be related. Lorenzo had one, too, but with about 90 seconds left in Sunday's warm-up – the equivalent of a get-out-of-jail-free card.

"One lap less in the warm-up and we wouldn't have broken there but in the race. We've been very lucky," Lorenzo concluded. "Rossi had the opposite and was unlucky and he's now quite far off in the championship."

As close as he ever gets to speechless, Rossi surmised that "shit happens".

"What do we have to say?" he said.

"It's difficult to say something.

"It's a great shame, always a great shame when you have technical failure in the race but this time more so, because we are at Mugello and have a fantastic atmosphere with a lot of fans.

"I was very strong for the weekend, but especially today in the race, I felt good on the bike, I was very fast. So for sure I

could fight for the victory at Mugello. That was more than one of my targets, one of my dreams in the last 10 years because the last victory was 2008.

"In the last two years in Mugello I finished third, back on the podium, which is OK after the two years on the Ducati and also 2010 when I broke my head. But I think that today I could fight for more than third place."

Rossi started his ultimately doomed quest for a famous victory with two of the week's big newsmakers alongside him on the front row; Maverick Vinales and Andrea Iannone. Vinales had finally made up his mind and announced he would join Rossi at Yamaha in 2017 and '18, with Iannone replacing him at Suzuki, Ducati preferring Andrea Dovizioso to partner the incoming Lorenzo.

But both Vinales and Iannone made poor starts. Vinales was slowed by a momentary electrical gremlin as he selected fourth gear on the run to the first corner and dropped to 11th, Iannone to eighth. Vinales eventually finished a quiet and disappointed sixth, ahead of Briton Bradley Smith, the best of the satellite riders, who is rebounding after a tough start to the season.

Iannone recovered to complete the podium after a fight with Dani Pedrosa and Dovizioso. With third, Iannone at least gave the local fans something to enjoy, with an Italian rider on the podium. Sadly, the other two riders on it were roundly booed. It's not a good look, especially after what Lorenzo and Marquez had just put on the line. The passion of the Rossi fans is a big part of what makes Mugello special, until it boils over toward his two biggest rivals.

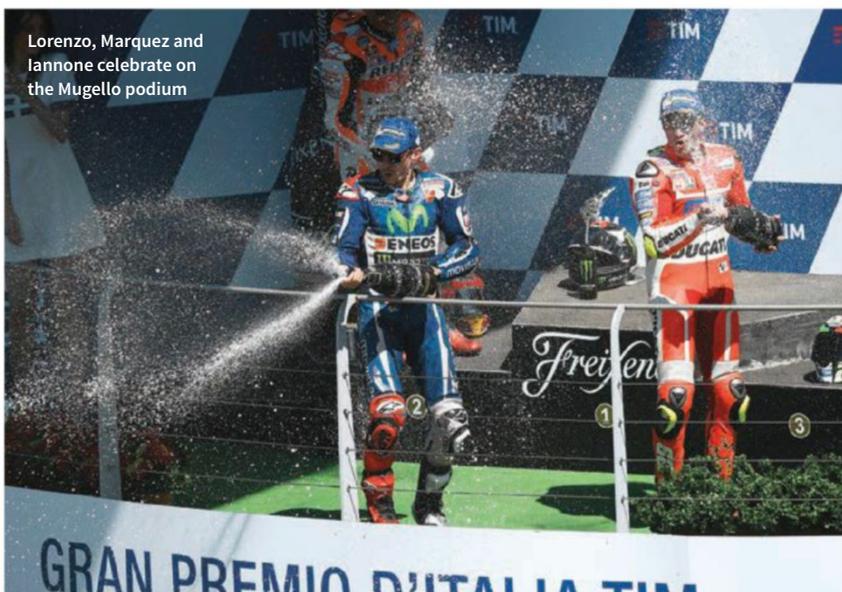
"The reaction was not the best one," Marquez admitted. "For that reason I didn't celebrate a lot on the podium because I don't like this.

"Today all the circuit was yellow but I think in the end all the circuit enjoyed the last laps and the show, and that is most important." ❄



Rossi was pressing Lorenzo when his engine let go

Lorenzo, Marquez and Iannone celebrate on the Mugello podium



RESULTS ROUND 6/18, MUGELLO, MAY 22 (23 LAPS - 74.959 MILES)

POS	DRIVER	TEAM	TIME
1	Jorge Lorenzo (E)	Yamaha	41m36.535s
2	Marc Marquez (E)	Honda	+0.019s
3	Andrea Iannone (I)	Ducati	+4.742s
4	Dani Pedrosa (E)	Honda	+4.910s
5	Andrea Dovizioso (I)	Ducati	+6.256s
6	Maverick Vinales (E)	Suzuki	+8.670s
7	Bradley Smith (GB)	Tech3 Yamaha	+13.340s
8	Danilo Petrucci (I)	Pramac Ducati	+14.598s
9	Aleix Espargaro (E)	Suzuki	+18.643s
10	Michele Pirro (I)	Ducati	+22.298s
11	Cal Crutchlow (GB)	LCR Honda	+27.936s
12	Hector Barbera (E)	Avintia Ducati	+35.712s
13	Eugene Laverty (IRL)	Aspar Ducati	+38.032s
14	Stefan Bradl (D)	Aprilia	+40.094s
15	Pol Espargaro (E)	Tech3 Yamaha	+59.811s
16	Yonny Hernandez (CO)	Aspar Ducati	+1m04.397s
R	Valentino Rossi (I)	Yamaha	8 laps-engine
R	Scott Redding (GB)	Pramac Ducati	8 laps-water pressure
R	Jack Miller (AUS)	Marc VDS Honda	0 laps-accident
R	Alvaro Bautista (E)	Aprilia	0 laps-accidents
R	Loris Baz (F)	Avintia Ducati	0 laps-accident
W	Tito Rabat (E)	Marc VDS Honda	broken collarbone



TUSCAN THRILLERS

ON ANY OTHER SUNDAY, THE MOTO3 AND MOTO2 races could have overshadowed the headline act, such were the spectacles that set the scene.

Championship leader Brad Binder made it three Moto3 wins in a row, taking out a race as remarkable as his last-to-first breakthrough at Jerez in April. This time, Binder was in the lead pack throughout, but it was a lead pack with more than 20 riders for the duration.

Within that, it was not uncommon for a rider to cross the start finish line in sixth, seventh or even eighth place but actually enter the first corner leading. Binder made one such move on the final lap, from sixth, stayed ahead and then won the drag race out of the final corner (above) to beat Fabio Di Giannantonio by just 0.038 seconds, with 0.077s covering the top five. A bewildering 2.775s split the top 19...

That group would have been larger if not for polesitter Remano Fenati's mechanical problem and Jorge Navarro being muscled out by Juanfran Guevara. Fenati and Navarro are both title contenders, and Binder now leads by 49 points, just under the equivalent of two race wins.

"The whole race was crazy. I think that's the only way you could describe it," Binder said.

Moto2 was shorter, cut to 10 laps after the first start was red-flagged owing to Xavi Vierge crashing into and deflating an air fence, and general confusion around the second's procedure.

Reigning champion Johann Zarco and Lorenzo Baldassarri broke away from the pack, with Zarco doing enough to take his second win of the campaign by just 0.030s. Brit Sam Lowes was third to retake the championship lead by two points, with Alex Rins finishing seventh from the rear of the grid. The combined margin of victory across Sunday's three races? 0.087s.

Winner's average speed 108.091mph. **Fastest lap** Iannone, 1m47.687s, 108.952mph.

Qualifying 2 1 Rossi, 1m46.504s; 2 Vinales, 1m46.598s; 3 Iannone, 1m46.607s; 4 Marquez, 1m46.759s; 5 Lorenzo, 1m46.882s; 6 A Espargaro, 1m47.186s; 7 Pedrosa, 1m47.218s; 8 Smith, 1m47.247s; 9 Petrucci, 1m47.261s; 10 Redding, 1m47.359s; 11 Pirro, 1m47.361s; 12 Hernandez, 1m47.436s.

Qualifying 1 1 Redding, 1m46.886s; 2 A Espargaro, 1m47.040s; 3 Dovizioso, 1m47.089s; 4 P Espargaro, 1m47.159s; 5 Barbera, 1m47.555s; 6 Crutchlow, 1m47.659s; 7 Miller, 1m47.830s; 8 Laverty, 1m48.111s; 9 Bautista, 1m48.372s; 10 Bradl, 1m48.646s; 11 Baz, 1m48.991s.

Riders' Championship 1 Lorenzo, 115; 2 Marquez, 105; 3 Rossi, 78; 4 Pedrosa, 66; 5 Vinales, 59; 6 A Espargaro, 49; 7 P Espargaro, 48; 8 Barbera, 43; 9 Iannone, 41; 10 Laverty, 36; 11 Dovizioso, 34; 12 Smith, 29; 13 Bradl, 25; 14 Bautista, 21; 15 Pirro, 18; 16 Petrucci, 17; 17 Redding, 16; 18 Rabat, 11; 19 Crutchlow, 10; 20 Baz, 8; 21 Hernandez, 3; 22 Miller, 2.

Manufacturers' Championship 1 Yamaha, 140; 2 Honda, 115; 3 Ducati, 83; 4 Suzuki, 65; 5 Aprilia, 29.



Zarco (centre) won the Moto2 race

Don't mention the (team-orders) war!

Victory for Sebastien Buemi left him one point behind Lucas di Grassi after the championship leader was embroiled in an unwanted snafu

By Scott Mitchell, Formula E Correspondent

[@ScottAutosport](#)



WARNER/LAT



Daniel Abt was the man in the spotlight on home soil. That was a little odd given that the drivers ahead of and behind him at the

chequered flag in Berlin – victor Sebastien Buemi and championship leader Lucas di Grassi – had ensured that they would head to July’s London season finale with just a point between them.

But a radio message from the Abt Audi Sport team to the progeny of team owner Hans-Jurgen Abt meant the post-race focus would be on the 23-year-old German – who, to his credit, had secured his best result in FE. More specifically, it ensured that an eventful Berlin ePrix ended in particularly interesting fashion.

“Let Lucas by, he is quicker,” was the call. But Abt stayed ahead, leaving di Grassi to take third and a one-point lead to Battersea Park rather than four.

Screaming down the radio to his team in delight, Abt then traded jubilation for eloquence in the post-race press conference. He calmly faced the inquisition: why did he not obey the instruction to let di Grassi past?

“It does not matter for me whether I’m second or third,” began Abt. “OK, second is my best result, but we are a team and the goal is to win the teams’ and drivers’ championships.”

Abt made it clear that he tried to allow di Grassi into second, and did gesture to his team-mate as they ran down the main straight for the penultimate time. But di Grassi did not make a move, and Abt did not present him with another opportunity thereafter for fear of losing a place to fourth-placed Nicolas Prost, who was very close to di Grassi.

Speaking to *Autosport* shortly afterwards, di Grassi chose his words carefully – but he spoke honestly.

“In a way, if because of these three points I lose the championship, I prefer to lose it this way than having the team order done,” he insisted. “If it’s not the last race and there aren’t specific reasons there should not be team orders. I wouldn’t feel right if I had taken the place from Daniel because he deserved it.”

Di Grassi may come to regret that standpoint, noble as it is. Last season Buemi missed out on the title by a single point, and the fight between the two in this campaign has been so tight that a fine margin is likely to decide the title.

“Lucas has what he needs to win it by himself,” continued Abt. “He’s an amazing racing driver. He knows how to race. He always manages to finish on the podium – I don’t know how he does it...”

Everything Abt said in the press conference hit the right notes from a team perspective, and he handled a potentially thorny situation with >>

aplomb. But it's that final line which has the most resonance with the title fight.

Despite qualifying 10th and starting eighth, thanks to both Mahindra entries being relegated to the back of the field for a tyre-pressure infringement in qualifying, di Grassi continued his 100 per cent on-the-road podium record this season. After a run of races where Buemi has been on damage limitation, this time it was di Grassi who pulled out all the stops to salvage as much as possible.

"The whole race was against me in a way," said di Grassi. "We changed strategy at the very beginning, to 25 laps for the first stint and 23 for the second." That presented a tough challenge for the Brazilian, who jumped the NEXTEV TCR cars of Nelson Piquet Jr and Oliver Turvey at the start, and then assumed fifth when Sam Bird had to forfeit fourth as a result of having to pit – after being given a mechanical-failure flag – to replace a lightly damaged front wing.

But di Grassi was more than up to the task, saving enough energy to complete an extra lap and jumping to fourth thanks to fading poleman Jean-Eric Vergne messing up the Turns 2/3 chicane on his in-lap, breaking his wing on the bollard and brushing the wall. That slowed the Frenchman down and di Grassi's extra lap helped him to move ahead during the car swaps.

"Then I came out and took Prost, was catching Daniel, and the safety car came out," said di Grassi. "Without the safety car I would have probably overtaken Daniel because I had more energy..."

Had the safety car, called to cover the recovery of Loic Duval's crashed Dragon Racing car, not been deployed it would have presented a far simpler situation for Abt, because Prost had been trailing. So changing positions would not have risked costing Abt a podium finish.

Not that motorsport gives you the chance to think about ifs and buts. Prior to Berlin, di Grassi had not left a point on the table. His own performance was up to its usual standard in the race but, by his doing or not, you cannot ignore the

simple fact that in Berlin he picked up three points fewer than he should have.

And that was exacerbated by Buemi's victory. Buemi has been guilty of making several mistakes this season and at times the e.dams team hasn't got it right either, but this was a performance much more akin to the partnership that started the season in such frightening fashion.

Like di Grassi he missed out on some points – he should have been on pole but went half a second slower in the superpole than he had earlier on, and was pipped to fastest lap in the race by the charging Mahindra of Nick Heidfeld, who was recovering to seventh from the tail end of the field. But Buemi did everything that was required of him in the race to pick up a first victory since December's Punta del Este round.

That feels an eternity ago given the qualifying errors – and occasional race issues – that have followed. But from the moment he squeezed, quite brilliantly, down the inside of Vergne at Turn 5 on lap six the race was his. Some had been surprised to see Buemi, having beaten Vergne into the first corner at the start, concede the position to the DS Virgin car at the same place on lap two, but Buemi was just being patient.

"I had to save energy but he was not saving," Buemi said. "Later on he paid the big price. He stayed flat, flat, flat for so long, I could see the energy and I thought, 'No, I have to give up.'"

Vergne faded, losing places to Abt and Prost before the incident at the chicane and dropping to fifth, while Buemi just went from strength to strength.

He built a 10-second lead over Abt and after the pitstops were completed was in cruise control, although he did spark a brief bit of confusion when his lead was halved – but that was because he opted for some extreme energy saving in a bid to go, ultimately unsuccessfully, for fastest lap.

"I wanted fastest lap so I had to save massive energy to stay flat," he explained. "Once I did it by half, which was a mistake, then I did it again not fully.



Abt (right) did not let di Grassi through for second but both drivers handled the situation well

I should have saved, saved, saved and did one lap flat out – bam! No lift at all."

A full-course yellow to deal with debris from broken front wings that littered the circuit (which meant Piquet and Turvey joined Bird in having their races ruined by being flagged in for repairs to minor damage to their endplates) interrupted Buemi's flow. But it was the final safety car, the one that stymied di Grassi, which prompted the biggest scare.

That cost him his four-second lead and put Abt and di Grassi on his tail for a two-lap shootout. But Buemi was determined not to be denied.

"I was a bit nervous at the restart," he said. "I normally struggle to get the temperature in the brakes and tyres, but it worked fine and I could go flat. I was happy because I was anxious they would attack me.

"Sometimes in Formula E a weekend can go well or bad so easily. We had a few bad ones due to mistakes and small problems, but here finally qualifying went well and we scored points. We are happy to show we are back."

Buemi's win is as crucial for this title fight as di Grassi dropping a handful of points in third. There is no doubt team orders could have a part to play there if Abt can replicate this breakthrough result, although Prost will need to get his elbows out and show greater aggression if he is to effectively aid Buemi's cause.

That's just another ingredient to throw in to the mix as this scintillating title fight finally approaches its conclusion. ❖



Buemi briefly led Vergne at the start, then had to pull off a fine move later on



IN THE HEADLINES



RAG-IT ROBIN
Robin Frijns pulled off one of the passes of the season on his way from 12th to sixth in the Berlin ePrix. The Andretti driver (above) dived down the inside of Loic Duval's Dragon Racing car under braking for the Turn 1 hairpin, locking the rears and sliding for several metres to snatch eighth place. Frijns's team-mate Simona de Silvestro scored points for the second time this season in ninth.

PIQUET BRIEFLY BACK ON TOP
Nelson Piquet Jr topped a session for the first time as champion with the quickest FP2 effort, and enjoyed his best qualifying of the year to line up fifth with NEXTEV TCR team-mate Oliver Turvey seventh. But both drivers were harshly handed black-and-orange mechanical-failure flags after sustaining minor front-wing damage, sending the team home with nothing to show from its most competitive showing to date.

VERGNE'S DS MILESTONE
Jean-Eric Vergne claimed his first pole for DS Virgin Racing, but faded to fifth by the flag. It marked the team's third consecutive pole and fourth of the season – more than any other team.

SENNA DEFLATED
A tyre-pressure infringement robbed Bruno Senna of a best-ever qualifying result in Formula E. Senna lost fourth on the grid because "the minimum hot tyre pressure was not 1.60 bar". The Mahindra driver, team-mate Nick Heidfeld, Venturi's Stephane Sarrazin and Dragon Racing's Jerome d'Ambrosio all lost their times from qualifying.

FAST RAST UNCLASSIFIED LAST
Rene Rast's Formula E debut proved a rollercoaster affair. The triple Porsche Supercup champion (below), whose main programme is in LMP2 this season, comfortably outqualified Team Aguri team-mate Ma Qing Hua. But he suffered a hit early on that broke his rear wing and forced him in for repairs. He rejoined but was not classified six laps down, though did set third-fastest lap of the race.



RESULTS ROUND 8/9, BERLIN (D), MAY 21 (48 LAPS – 57.474 MILES)

POS	DRIVER	TEAM	TIME
1	Sebastien Buemi (CH)	Renault.e.dams · Renault Z.E.15	53m46.086s
2	Daniel Abt (D)	AbtAudi Sport · Abt Schaeffler FE01	+1.767s
3	Lucas di Grassi (BR)	AbtAudi Sport · Abt Schaeffler FE01	+2.381s
4	Nicolas Prost (F)	Renault.e.dams · Renault Z.E.15	+3.328s
5	Jean-Eric Vergne (F)	DS Virgin Racing · Virgin DSV-01	+4.927s
6	Robin Frijns (NL)	Andretti Autosport · Spark SRT_01E	+6.501s
7	Nick Heidfeld (D)	Mahindra Racing · Mahindra M2ELECTRO	+7.700s
8	Mike Conway (GB)	Venturi · Venturi VM200-FE-01	+8.305s
9	Simona de Silvestro (CH)	Andretti Autosport · Spark SRT_01E	+12.473s
10	Stephane Sarrazin (F)	Venturi · Venturi VM200-FE-01	+13.241s
11	Sam Bird (GB)	DS Virgin Racing · Virgin DSV-01	-1 lap
12	Oliver Turvey (GB)	NEXTEV TCR · NEXTEV TCR001	-1 lap
13	Nelson Piquet Jr (BR)	NEXTEV TCR · NEXTEV TCR001	-1 lap
14	Ma Qing Hua (PRC)	Team Aguri · Spark SRT_01E	-1 lap
15	Bruno Senna (BR)	Mahindra Racing · Mahindra M2ELECTRO	-2 laps
16	Jerome d'Ambrosio (B)	Dragon Racing · Venturi VM200-FE-01	-3 laps
NC	Rene Rast (D)	Team Aguri · Spark SRT_01E	-6 laps
R	Loic Duval (F)	Dragon Racing · Venturi VM200-FE-01	39 laps-accident

Winner's average speed 64.135mph. **Fastest lap** Senna, 59.067s, 72.978mph.

Superpole 1 Vergne, 57.811s; **2** Buemi, 57.827s; **3** Abt, 57.852s; **15** Senna, 58.303s*; **16** Heidfeld, 59.085s*.

Qualifying Buemi, 57.322s; Senna, 57.591s; Vergne, 57.603s; Heidfeld, 57.736s; Abt, 57.798s; 4 Bird, 57.838s; 5 Piquet, 58.026s; 6 Prost, 58.028s; 7 Turvey, 58.118s; 8 di Grassi, 58.183s; 9 Duval, 58.298s; 10 de Silvestro, 58.654s; 11 Conway, 58.687s; 12 Frijns, 58.742s; 13 Rast, 58.756s; 14 Ma, 59.301s; 17 Sarrazin, 58.740s; 18 d'Ambrosio, 58.501s. * Excluded from qualifying.

Championship 1 di Grassi, 141; **2** Buemi, 140; **3** Bird, 82; **4** d'Ambrosio, 64; **5** Prost, 62; **6** Sarrazin, 59; **7** Abt, 50; **8** Duval, 48; **9** Heidfeld, 47; **10** Frijns, 45.



MCKEINDE

Meeke steps up to another level

He might only be running a part-time WRC campaign, but Kris Meeke's domination in Portugal was a game-changer

By David Evans, Rallies Editor

🐦 @daviddevansrally





Meeke and Nagle (left) have made a major breakthrough with victory in Portugal

On the walk to parc ferme to pick up their Citroën DS 3 WRC well before dawn on Sunday, Kris Meeke and co-driver Paul Nagle were on relaxed good form, talking about juggling. Out of the darkness loomed VW's Julien Ingrassia, also bound for the world's most valuable overnight car park. "Shit," said the three-time world champion co-driver, "you woke up..."

With a smile, it was back to juggling. Meeke paused, thought about it some more and pressed on. Yes, his career was like juggling.

"It is! Let's be honest, while I've been practicing and learning, I would've dropped it a few times, wouldn't I? But I reckon I've got it now. I seem to be catching a few more..."

Friday and Saturday certainly leant weight to the theory. Sunday confirmed it – Meeke could indeed juggle.

On paper, his second World Rally Championship rally win bears a striking resemblance to his first in Argentina last year. He led from the second stage to the finish, and did the same in Porto last weekend. Dominant wins both.

The same. But *completely* different.

What Meeke achieved last week was above and beyond anything he's ever done in a rally car. Nobody will forget Argentina, but Portugal cast that firmly into the shade in terms of career progression. Meeke and Nagle have established themselves as a force

to be reckoned with. The whole aura about the team and the wider service park was one of complete confidence in them.

South America was a nightmare last season. There were sleepless nights, chewed nails, crossed fingers. But now, breath wasn't held every time the #7 car appeared on the team's TV screens. This time there was an acceptance they'd got this one under control. Meeke and Nagle had this winning thing sussed.

Argentina was all about raw emotion – tears of joy at the end of Britain's 13-year wait for another win post-Colin McRae, and all that meant for a man who'd been taken under the 1995 world champion's wing.

McRae was no stranger to success in Portugal either, winning in 1998 and '99, and his spirit is not forgotten there. One flag is painted on the approach to the famous Fafe hairpin. It's a Saltire, with two words: 'Flat out'. McRae is adored in these parts, and his protege is endearing himself to the locals too.

But this time there were no emotional words about this one being for Colin. This one was strictly business.

A week last Monday, Meeke was on the phone from Porto. Yes, he admitted, he would have a good place on the road. No, he emphasised, he couldn't win. Nobody need worry about him.

Fast-forward to the end of the week and Meeke's half-a-minute up. Saturday lunchtime and the gap's gone past the 60-second mark.

Dreamland. But hang on a minute... "OK," said Meeke, "a couple of weeks

ago I was sitting in the house thinking, 'Hmm, 13th on the road in Portugal, maybe there's a chance...' But then we got here for the recce and there had been so much rain, I genuinely couldn't see how it could happen.

"At the same time I didn't come here for a race. I came here to do my own thing. Missing a couple of rallies and getting stuck in to the testing of the new car for 2017 has really focused what this year's about. The job's to stay sharp and take what we're given."

From the start, the weather would play its part. If it turned wet again, Sebastien Ogier's front-of-the-field Volkswagen Polo R WRC would be near-impossible to catch. If it didn't – if the sun shone, the wind blew and the roads continued to dry – then things would play into Meeke's hands.

And that's what happened. Meeke got a break in Portugal and took full advantage of it.

On eight out of nine gravel stages from Friday into Saturday, from the Spanish border in the north to the outskirts of Vila Real to the east, Meeke was quickest. And then some. He was lifting 10-second chunks out of the world champion in a way few have managed since Sebastien Loeb's departure from the sport.

Ogier, meanwhile, was paying little attention to the leader who was, by his own grudging admission, in a different rally. And here's where it got good. The team asked Meeke to take two spare tyres on Saturday afternoon. He knew the extra weight would cost him, but he readily accepted that it was the

most sensible option.

On the way out of service he relayed the team's calculations – he would drop 16 seconds. He dropped 17. He'd take that.

It was around this time that Ogier's frustrations were bubbling away again. Friday hadn't been so bad, but Saturday was spent road-sweeping. "I am doing everything I can," said Ogier. "I am staying clean and driving as quickly as I can."

He didn't want to talk about it. Genuinely, he didn't, but it was fatal attraction – he couldn't talk about anything else.

Could Meeke see his point? Was there any sympathy for a man whose self-confessed sole desire was for life on a level playing field. Er, no.

"I feel so sorry for him," said Meeke, "He's probably [got] 20 million in the bank; he's got a nice wife, a kid coming, three world championships under his belt and he's comfortably leading this year's world championship – I can't tell you how sorry I feel for him..."

"Why is Seb worried about me? Maybe he's not. Maybe he doesn't even talk about me, that's even better. This is a unique circumstance: why is anybody concerned that I do the times when I'm not affecting their championship?"

"Ogier said to me before the rally, 'Come on, Kris, if Loeb comes here for one rally he will make us look stupid...' Who gives a shit if Loeb comes here for one rally? I don't care if Loeb wants to do one rally. What does it matter? Even if he comes and does four rallies, he's not going to win the championship."

"You know the problem?" That one was rhetorical, but the answer wasn't long in coming. "It's Ogier's ego. It's not Ogier. It's his ego. Who gives a shit if Loeb wins one rally? It's affecting his ego. He [Ogier] thinks he is the greatest. I'm sorry, I'm a poor little driver in a private team and I'm doing the times. But he's afraid of Loeb coming and



Champion Ogier was unable to threaten Meeke

RED BULL

winning one rally and everybody thinking Loeb's better than him."

In black and white that might look like a rant. It wasn't. Meeke's opinion was voiced against a backdrop of Volkswagen calling for a change to the rules so that any WRC part-timers should start at the front of the field to sweep the streets for those engaged in a season-long battle.

Meeke's argument was a wider-ranging one that just happened to centre itself on Ogier. The point being: forget about him this year, he's a bit-player. If Meeke picks up a win or half a result here or there, all well and good, his role is not a starring one. Not until next year.

And another thing: for all the talk of cleaning, Meeke wondered why those around him weren't benefiting to the same extent. He was right. When they were running clean, the likes of Jari-Matti Latvala and Thierry Neuville, sixth and eighth on the road respectively, weren't showing the same kind of progressive gains.

Meeke's question was perfectly reasonable, and his laidback demeanour appeared to provide part of the answer. "I don't think I've ever felt more comfortable in the car," he said on Saturday. "It's flowing. It feels like it's coming easily."

He had come to this event with zero expectation and zero pressure. From such situations, wins are created. But you still have to be brave, and when you're brave fortune favours you. Stage five being a case in point. Meeke was denied his second run at Ponte de Lima after Hayden Paddon rolled out, caught fire and then Ott Tanak crashed into the inferno (see pages 12-13).

So, he was to receive a notional time. The WRC's sporting regulations state that such a decision rests with the clerk of the course. Step forward Pedro Almeida, who handed Meeke a stage win to the tune of 5.2s. For the first time in his career he bagged a scratch time without turning a wheel. Predictably, second-quickest Dani Sordo felt a touch aggrieved.

Almeida explained: "We looked at the cars that did run through SS5 and compared them to the first run in the morning. One driver was a lot quicker >>



Second-placed Mikkelsen said beating Ogier felt like a win

McKUE/DE



PORTUGAL: THE BEST AND WORST

PORTUGAL OZZES WRC HISTORY. IT CAN'T HELP itself. As a nation it's obsessed with the sport, and Porto on Friday night showcased everything that's right about this event. Ponte de Lima, a handful of hours earlier, highlighted everything that's wrong.

But let's start with the good stuff. Last year's move north from the Algarve came at significant risk. Hundreds of thousands of fans were left in no doubt that they were in this together with the organisers – if anybody stepped out of line, they were risking everything. So everyone behaved and the north worked once more.

The WRC had no business south in Faro. Porto, Estoril, Lisbon is the heartland. And it's the people who make the party – their enthusiasm is second to none. Not even Argentina.

Crowd control was, again, approached with an unshamed iron fist in an iron glove. The spectre of Sintra remains. It might have been three decades ago, but the long, dark shadow of Joaquim Santos's spectator-killing crash is omnipresent across this core rally country.

Still, people poured into Porto in their tens of thousands on Friday night. The WRC was given a great stage to deliver the perfect show. Such was the noise from the massed ranks, the machine-gun anti-lag chatter bouncing off City Hall could scarcely be heard. This was Portugal at its best.

Yet here's the flipside. The decision to run crews through a burning forest, past a burning rally car, was overlooked last year. The organisers were clearly fearful of the fall-out from a cancelled stage. But not stopping the Ponte de Lima stage when Hayden Paddon's car caught fire on Friday was a disgrace, and it's only good fortune that these pages aren't reporting a tragedy after Ott Tanak landed in the inferno.

No more sweeping under the carpet. If questions can't be answered, tough decisions must be taken.

DAVID EVANS

MCKLIEN.DE



and one was a lot slower; we removed these extremities from the calculation.

"Then we added up the difference in times for the cars that were slower, which came to 26 seconds. We took away the difference from the cars that were quicker, which was 6.4. We divided the resulting 19.6 seconds between the seven cars we based the calculation on and this gave us 2.8 seconds slower. We added 2.8s to the times of the cars that did not run. That's how Meeke's time came."

Clear? Good. Decisions like that are a fair indication that things are going your way. Little wonder Meeke smiled when he saw Almeida's decision.

"Who's to say I wouldn't have gone quicker than that?" he grinned, before changing the subject.

Portugal belonged to Meeke. But he offered context and another big-picture reference: "The win's nice, it's another notch on the board, but it doesn't mean so much in the grand scheme of things."

Asked if he'd take a run out in Sardinia next month under similar circumstances or more testing in the 2017 car, his preference was immediately for long-term glory, not a short-term power trip.

Behind the leader, a Volkswagen battle had been brewing nicely. Apart from a Friday-afternoon purple-patch that elevated Sordo to second, Ogier had been in the runner-up spot from SS2.

Despite his promise of a livelier start than the one he'd managed last time out in Argentina, Andreas Mikkelsen had

failed to find confidence with the car. Race engineer Richard Browne went to work on Friday night and by Saturday morning, aided by a suggestion from the team that he might like to crack on a bit, last year's Catalunya winner tore at the stages like a man possessed.

For the rest of the rally, he was first or second quickest on all but two stages – and never lower than fourth.

Sordo was heaved out of third and now the chase was on for the big one: blue-leader Ogier.

Saturday night, just 3.1s split them. First stage on Sunday and Mikkelsen was up to second, with an eye to a booking for a place on cloud nine.

Ogier's rally then went from bad to worse, with a slow puncture for nine miles in SS16. "We can't take the risk," he said. "We have only one spare." He sat momentarily and stared straight ahead, looking a little bit like a man who might have preferred to be elsewhere. "I can't risk another puncture and no points here."

The no-risk strategy was waived for the powerstage, where he lifted three points. But this particular battle had been won by Mikkelsen.

"I told you this morning this would feel like a win for me if I beat Seb," said Mikkelsen. "It really does. I was so disappointed with Friday. I sat down with [VW rally boss] Jost [Capito] and with Richard and we talked about things, but after that everything has worked.

MCKLIEN.DE





Meeke's precise driving meant he always had the rally under control

The car was just like I wanted it and I could really push."

Ogier congratulated his team-mate on a job well done, and smiled at Meeke's suggestion that he'd actually done the championship leader a favour.

"If I wasn't here you would have lost more points," Meeke told the third-placed man, highlighting the difference of seven points between first and second, and only three between second and third.

"It's true," said Ogier, "my lead is bigger again in the championship and, when I cannot fight for the win, my objective is to make my lead bigger. I have done this again, so I have to be happy."

I have to be happy – those were not words that came easily to Ogier on Sunday afternoon.

But, for the championship, the result rewrote 16-year-old history. The last time we had four different winners in successive WRC rounds was 2004. For Petter Solberg, Sebastien Loeb, Carlos Sainz and Marcus Gronholm read the class of 2016: Ogier, Latvala, Paddon and Meeke.

What price a fifth winner next time out in Sardinia? If Mikkelsen or Sordo can recreate their Portuguese pace, it's absolutely possible.

Before then, settle back and revel in Meeke's achievement and what has to be one of the WRC's best-played cameo roles. ❁

RESULTS ROUND 5/14, RALLY PORTUGAL, MAY 19-22

POS	DRIVER	CO-DRIVER	TEAM	TIME
1	Kris Meeke (GB)	Paul Nagle (IRL)	Abu Dhabi Total WRT · Citroen DS3 WRC	3h59m01.0s
2	Andreas Mikkelsen (N)	Anders Jager Synnevaag (N)	Volkswagen Motorsport II · Volkswagen Polo R WRC	+29.7s
3	Sebastien Ogier (F)	Julien Ingrassia (F)	Volkswagen Motorsport · Volkswagen Polo R WRC	+34.5s
4	Dani Sordo (E)	Marc Marti (E)	Hyundai Motorsport · Hyundai i20 WRC	+1m37.1s
5	Eric Camilli (F)	Benjamin Veillas (F)	M-Sport WRT · Ford Fiesta RS WRC	+4m01.6s
6	Jari-Matti Latvala (FIN)	Miikka Anttila (FIN)	Volkswagen Motorsport · Volkswagen Polo R WRC	+4m06.9s
7	Mads Ostberg (N)	Ola Floene (N)	M-Sport WRT · Ford Fiesta RS WRC	+6m53.6s
8	Martin Prokop (CZ)	Jan Tomanek (CZ)	Jipocar Czech National Team · Ford Fiesta RS WRC	+10m24.1s
9	Pontus Tidemand (S)	Jonas Andersson (S)	Skoda Motorsport · Skoda Fabia R5	+11m45.2s
10	Nicolas Fuchs (PE)	Fernando Mussano (RA)	Skoda Fabia R5	+13m14.0s
OTHERS				
11	Yazeed Al-Rajhi (SA)	Michael Orr (GB)	Yazeed Racing · Ford Fiesta RS WRC	+13m52.9s
26	Khalid Al-Qassimi (UAE)	Chris Patterson (GB)	Abu Dhabi Total WRT · Citroen DS3 WRC	+32m47.2s
27	Henning Solberg (N)	Ilka Minor-Petrasko (A)	Ford Fiesta RS WRC	+33m55.7s
29	Thierry Neuville (B)	Nicolas Gilsoul (B)	Hyundai Motorsport N · Hyundai i20 WRC	+36m15.3s
36	Stephane Lefebvre (F)	Gabin Moreau (F)	Abu Dhabi Total WRT · Citroen DS3 WRC	+43m36.9s
R	Valeriy Gorban (UA)	Volodymyr Korsya (UA)	EuroLamp WRT · Mini John Cooper Works WRC	SS18-lost wheel
R	Jaroslav Melicharek (SK)	Erik Melicharek (SK)	Ford Fiesta RS WRC	SS14-accident
R	Kevin Abbring (NL)	Sebastian Marshall (GB)	Hyundai Motorsport N · Hyundai i20 WRC	SS10-withdrawn
R	Hayden Paddon (NZ)	John Kennard (NZ)	Hyundai Motorsport · Hyundai i20 WRC	SS5-accident
R	Ott Tanak (EST)	Raigo Molder (EST)	DMACK World Rally Team · Ford Fiesta RS WRC	SS5-accident

DRIVERS' CHAMPIONSHIP

1 Ogier, 114; **2** Mikkelsen, 67; **3** Ostberg, 58; **4** Paddon, 57; **5** Sordo, 56; **6** Latvala, 37; **7** Meeke, 26; **8** Tanak, 24; **9** Neuville, 23; **10** Camilli, 14.

MANUFACTURERS' CHAMPIONSHIP

1 Volkswagen Motorsport, 145; **2** Hyundai Motorsport, 96; **3** M-Sport WRT, 82; **4** Volkswagen Motorsport II, 70; **5** Hyundai Motorsport N, 51; **6** DMACK World Rally Team, 30.



Lefebvre's suspension broke after he hit a rock

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 SSS Lousada (2.09 miles)	Ogier 2m41.1s	Ogier	Neuville +0.9s
SS2 Ponte de Lima 1 (17.05 miles)	Meeke 19m17.8s	Meeke	Ogier +3.5s
SS3 Caminha 1 (11.20 miles)	Meeke 10m35.3s	Meeke	Ogier +5.9s
SS4 Viana do Castelo 1 (11.62 miles)	Latvala 11m27.1s	Meeke	Ogier +11.5s
SS5 Ponte de Lima 2 (17.05 miles)	Meeke 19m20.6s	Meeke	Sordo +19.8s
SS6 Caminha 2 (11.20 miles)	Meeke 10m31.7s	Meeke	Sordo +22.6s
SS7 Viana do Castelo 2 (11.62 miles)	Meeke 11m22.3s	Meeke	Ogier +35.2s
SS8 Porto Street Stage 1 (1.15 miles)	Neuville 1m46.9s	Meeke	Ogier +33.8s
SS9 Porto Street Stage 2 (1.15 miles)	Neuville 1m43.6s	Meeke	Ogier +31.9s
SS10 Baiao 1 (11.59 miles)	Meeke 11m35.4s	Meeke	Ogier +43.1s
SS11 Marao 1 (16.35 miles)	Meeke 16m46.8s	Meeke	Ogier +53.9s
SS12 Amarante 1 (23.41 miles)	Meeke 25m10.9s	Meeke	Ogier +1m02.9s
SS13 Baiao 2 (11.59 miles)	Mikkelsen 11m30.2s	Meeke	Ogier +57.8s
SS14 Marao 2 (16.35 miles)	Mikkelsen 16m39.9s	Meeke	Ogier +57.7s
SS15 Amarante 2 (23.41 miles)	Ogier 25m05.0s	Meeke	Ogier +45.3s
SS16 Vieira do Minho 1 (13.96 miles)	Mikkelsen 14m29.6s	Meeke	Mikkelsen +38.5s
SS17 Fafe 1 (6.95 miles)	Mikkelsen 6m49.2s	Meeke	Mikkelsen +35.5s
SS18 Vieira do Minho 2 (13.96 miles)	Ogier 14m24.5s	Meeke	Mikkelsen +33.5s
SS19 Fafe 2 [Power Stage] (6.95 miles)	Ogier 6m44.3s	Meeke	Mikkelsen +29.7s



Glock and BMW stay out

DTM
RED BULL RING (A)
MAY 21-22
ROUND 2/9

BMW STARTED THE RED BULL RING ROUND as the DTM lightweights, but as the trucks rolled out of the Austrian Alps the octet of the Munich manufacturer's M4 DTMs were the series' heavyweights – both literally and metaphorically.

Marco Wittmann claimed honours on Saturday and Timo Glock triumphed on Sunday, claiming a double for the RMG team from an event the BMWs began 7.5kg lighter than their opposition, and finished heavier.

In fact, the Bimmers put on a net gain of 10kg relative to Audi and Mercedes on the strength of Saturday qualifying, meaning they were already heavier by 2.5kg when Wittmann beat Tom Blomqvist in that afternoon's race, with only third-placed Audi man Edoardo Mortara preventing a top-six wipeout from the M4s.

Jamie Green's Sunday pole for Audi, by a mere 0.002s over Antonio Felix da Costa's BMW, resulted in Sunday's race taking place with the BMWs still 2.5kg heavier than the Audis, but with the Mercs a further 10kg lighter than the Ingolstadt brigade.

Green's achievement was the only time BMW failed to top a session when it counted over the weekend. After continuing his miserable start to the season with a 14th-place finish on Saturday – "I wasn't quick enough in qualifying" – what Green described as a "good, solid lap" put the Team Rosberg Audi on pole.

An error from da Costa at Turn 1 allowed Glock to motor past the Portuguese for second on the run to Turn 2 and, when Green didn't get a great exit from the first corner on lap two, Glock was able to move into the lead. "The theme of the race was that on cold tyres I was struggling," explained Green. "I couldn't nail lap one and Timo was within DRS range. There was no point messing around – I just had to let him go."

Glock, meanwhile, had gone for an aggressive strategy. He'd finished fourth in race one, pressuring Mortara mid-race but still carrying the legacy of splitter damage he'd incurred in qualifying. Now he showed his pace – or at least he did after the safety car had appeared for a short while after Nico Muller got fired off by Robert Wickens in the second of the two fast left-handers, an incident that earned Wickens a drive-through penalty.

Glock got the gap almost up to 2.5s before Green reduced it to just below 2s just before the



AT A GLANCE

RACE ONE

- 1 Wittmann BMW
- 2 Blomqvist BMW
- 3 Mortara Audi

RACE TWO

- 1 Glock BMW
- 2 Ekstrom Audi
- 3 Green Audi

[P43 FULL RESULTS](#)

Glock keeps Green at bay in second race of the weekend

of Audi's reach in Austria

pitstop cycle began, with the yellow BMW the first of the leading runners to pit. Green stayed out for four more laps, but it made little difference. "I was a bit disappointed with third after qualifying," said Glock, who'd lost two tenths in the final turn with a lurid slide. "We were talking after qualifying, 'What is the plan?' and it was all about the first stint. We needed to go aggressive and do a shortish stint, and it worked out perfectly."

Once Green was back on track the orange Audi's deficit was 3.2s, but Glock gradually grew this over the next few laps as a new factor came into play: Mattias Ekstrom. He was spun around on the first lap in the opening race, but Ekstrom served notice of intent with fastest lap in his Abt-run Audi. Twelfth on the grid for race two didn't show what he was capable of, but after looking after his tyres and brakes early in the race the Swede started overtaking some of those ahead of him.

He then stayed out for as long as possible – leading the race for several laps – and by the time he returned to the track he was third. "I had no strategy at all!" he joked. "I was really

Glock: "We needed to go aggressive and do a short stint"

surprised when I rejoined behind Jamie because I felt I'd had no grip. Also I had no grip on the new tyres, but it came after three or four laps."

Ekstrom made an easy pass on the Audi of Green with six laps remaining, but was 4.0s adrift of Glock, something the bearded 2007 GP2 champion was able to manage.

Mortara had looked likely to gain more points after his Saturday podium when he led a train of BMW drivers – Augusto Farfus, Maxime Martin, da Costa and Blomqvist – in the battle for third. They were still at it after the stops, until da Costa passed Mortara with a bit of a lean at Turn 3. Mortara then repaid the compliment at the next left-hander, sending them both into the gravel, Mortara out of the race and da Costa on a damaged slide down the order.

Farfus therefore finished fourth from Martin and Blomqvist, the last-named having kept Wittmann under pressure throughout the opening race but never really looking in a position to make a move for the lead.

After his Saturday joy, Wittmann this time was consigned to seventh. An unpenalised baulk

from Mike Rockenfeller in qualifying left Wittmann 10th on the grid – one place ahead of Ekstrom – and his late-ish stop wasn't enough to allow him an Ekstrom-style leap up the order.

There was gloom for Mercedes. Paul di Resta was Stuttgart's only points scorer on Saturday with seventh but qualified last on Sunday – not helped by a trip through the gravel – and stalled at the start, but he still leads the points. Gary Paffett was the marque's leading runner, and was trying to wrest the final point off Timo Scheider on the last lap when he was edged onto the grass.

After the stops, Paffett had only lost two seconds to Glock over a 12-lap period, and along with Wickens's late-race fastest lap this suggested the newly-asphalted circuit had finally come to Merc. "It looks like we found a way and the track came to our direction, but it was simply too late," said Merc DTM boss Ulrich Fritz. Similarly, it looked as though BMW nailed it with getting the tyres switched on, although the squad's Jens Marquardt qualified this: "We just got really a fairly good balance. At the beginning even Timo said his tyres took some time to come in."

That, though, was more than enough. Audi might have beaten the clock with Green in qualifying, but it couldn't beat the Glock.

MARCUS SIMMONS

Slade broke his duck at Winton in Brad Jones-run Holden



KALISZ/LAT

Slade comes on and feels the noise

V8 SUPERCARS
WINTON (AUS)
MAY 21-22
ROUND 5/15

IT TOOK TIM SLADE EIGHT years and 227 races to score his first Supercar victory – and just one day and one race to score his second.

After years of being seen as something of a journeyman, Slade and his Brad Jones Racing Holden Commodore were untouchable at Winton Motor Raceway. Slade took one pole position and two convincing wins and looked completely untroubled, and became the series'

ninth winner in 11 races this season.

After several frustrating recent seasons, Slade led all the way in the first race, leaving Volvo man Scott McLaughlin to fight off the Ford of Mark Winterbottom. In the second race Slade had to come from the second row of the grid but took control mid-race, leaving Winterbottom in second ahead of fellow Ford man Fabian Coulthard.

The BJR Holdens were the form cars on the 1.8-mile track, but a recent resurfacing really set back some of the fancied teams. Red Bull Holden drivers Jamie Whincup and Shane van Gisbergen could manage

only a fifth and fourth between them, and the Holden Racing Team entries were never in contention in either race. Both factory teams were consistently challenged by their own customers, most notably in the second race; in a former Walkinshaw Racing car, ex-Ford man David Reynolds surged from 17th to sixth, completely eclipsing the HRT cars.

Nissan showed well at the home track of factory team Kelly Racing, with Rick Kelly taking fourth in the first race, while Winterbottom's consistency has seen him take the points lead from Craig Lowndes – at exactly the same point as he

did so a year ago, on the way to winning his first title.

PHIL BRANAGAN

RESULTS

Race 1 1 Tim Slade (Holden Commodore), 40 laps in 54m40.4946s; 2 Scott McLaughlin (Volvo S60), +4.3606s; 3 Mark Winterbottom (Ford Falcon); 4 Rick Kelly (Nissan Altima); 5 Jamie Whincup (Holden); 6 Will Davison (Holden). **Race 2 1 Slade**, 67 laps in 1h33m49.3933s; 2 Winterbottom, +6.6803s; 3 Fabian Coulthard (Ford); 4 Shane van Gisbergen (Holden); 5 Cameron Waters (Ford); 6 David Reynolds (Holden). **Points**
1 Winterbottom, 1083; 2 McLaughlin, 1056; 3 Whincup, 1047; 4 Craig Lowndes, 1044; 5 van Gisbergen, 997; 6 Davison, 912.

Gomes takes over at top

V8 STOCK CARS
GOIANIA (BR)
MAY 22
ROUND 3/12

REIGNING CHAMPION Marcos Gomes moved into the points lead after winning the first race, which pays the major points over a V8 Stock Car weekend.

Gomes's Peugeot was fourth on the grid, passed Daniel Serra for third on lap one, then demoted Rubens Barrichello from second on the eighth lap. Caca Bueno and his Red Bull Chevrolet looked unstoppable from pole, but a left-rear puncture sent him to the pits.

New rules allow drivers the option to make their refuelling stop either in race one or the shorter reversed-grid counter. Barrichello had pitted in race one and looked good from 11th on the



CARSTEN HORST

Osman won second race

grid to win, as the top 10 all needed to pit, but 14th starter Galid Osman drove a calm and flawless race to win from Felipe Fraga and Barrichello.

LITO CAVALCANTI

RESULTS

Race 1 1 Marcos Gomes (Peugeot 407), 30 laps in 42m55.358s; 2 Ricardo Mauricio (Chevrolet Cobalt), +3.265s; 3 Valdeno Brito (Chevy); 4 Max Wilson (Chevy); 5 Vitor Genz (Peugeot); 6 Atila Abreu (Chevy). **Race 2 1 Galid Osman (Chevy)**, 18 laps in 25m54.328s; 2 Felipe Fraga (Peugeot), +1.232s; 3 Rubens Barrichello (Chevy); 4 Ricardo Zonta (Chevy); 5 Thiago Camilo (Chevy); 6 Caca Bueno (Chevy). **Points 1 Gomes, 59**; 2 Fraga, 56; 3 Barrichello, 53; 4 Brito, 50; 5 Abreu, 47; 6 C Bueno, 44.

Logano is one in a million

NASCAR ALL-STAR
CHARLOTTE (USA)
MAY 21

JOEY LOGANO PUSHED KYLE Larson into a late mistake to win the million-dollar NASCAR All-Star Race at Charlotte Motor Speedway.

Larson gained entry to the race by winning the final segment of the Sprint Showdown earlier on Saturday, but he hit the wall in the big one with just two laps to go.

The 2016 event comprised three segments, the first two of 50 laps and then a 13-lap sprint to the finish. A green-flag pitstop was required before laps 47 and 35 in the first two segments respectively.



KINRADE/LAT

Logano and a flying beer can

It was the final segment that caused much confusion though; a draw to determine whether the front nine, 10 or 11 drivers would have to pit and change all four tyres meant that those further back would gain track position at the cost of tyre grip.

The format failed to surprise, and the two at the front when segment three got under way – Kyle Busch and Jimmie Johnson – were completely consumed by the group on fresh rubber. Larson and Logano pulled away from the pack and, when Larson skimmed the wall just one lap short of the white flag, Logano crossed the line ahead of Penske Ford team-mate Brad Keselowski to earn himself a cool million.

RESULTS

1 Joey Logano (Ford Fusion), 113 laps in 1h43m40s; 2 Brad Keselowski (Ford), +1.142s; 3 Dale Earnhardt Jr (Chevrolet SS); 4 Carl Edwards (Toyota Camry); 5 Kurt Busch (Chevy); 6 Chase Elliott (Chevy); 7 Trevor Bayne (Ford); 8 Greg Biffle (Ford); 9 Denny Hamlin (Toyota); 10 Kyle Busch (Toyota).

Cecotto savages
Nissany in the
gloom of Spa



Orudzhev's tense one

FORMULA V8 3.5

SPA (B)
MAY 21-22
RD 3/9

EGOR ORUDZHEV AND MATTHIEU Vaxiviere made it six Formula V8 3.5 race winners in six races at Spa-Francorchamps.

Both pre-season favourites had endured troubled starts to their 2016 campaigns. Since stalling from pole at the Motorland Aragon season opener, Arden racer Orudzhev had accumulated just two points, while Vaxiviere's misfortunes with newcomer SMP Racing included losing a likely victory at the Hungaroring through a badly timed safety car.

The Limoges driver's Belgian weekend also started badly; an irritating parc-ferme violation resulted in his being stripped of the Saturday pole and sent to the back of the pack. Amato Ferrari's team endured further misery when Matevos Isaakyan destroyed the sister car at Raidillon on the way to the grid.

Promoted to pole, Aurelien Panis was swamped by the pack, allowing team-mate Orudzhev to assume the lead into La Source from Rene Binder. When Tom Dillmann passed Binder on the run to Les Combes, the race was now on. For the next 20 and a half laps, medium-downforce runner Dillmann (AVF) engaged in a fierce scrap for victory with the skittish, low-downforce, Arden machine of Orudzhev.

A major, flat-spot inducing, front-right lock-up into the Bus Stop on lap 15 seriously compromised Orudzhev's chances of maintaining his lead. Dillmann fleetingly moved in front at La Source, before being repossessed by Orudzhev on the Kemmel Straight. Despite running wheel to wheel for the lead on two

further occasions, Dillmann had to settle for second, just 0.229s back at the chequered flag.

Louis Deletraz finished a close third, the Fortec rookie thwarted in his attempts to pass the vastly more experienced Dillmann by the Frenchman's canny defensive tactics. Technical problems ruled Deletraz out of contention early in the second race.

Amid torrential rain on Sunday, poleman Dillmann immediately made a break from the safety-car start, ahead of Roy Nissany and Panis.

When the safety car appeared, the slowing Nissany was rammed by Johnny Cecotto Jr, who had already collided with Orudzhev in the pits, forcing the Russian out. Cecotto could not see the Israeli's car in the spray at Eau Rouge, and the result was a four-lap clean-up operation.

With Dillmann and Vaxiviere having made timely stops moments before the intervention of the safety car, they were looking good for honours, even though Panis was now leading the race from Rene Binder.

Dillmann retook the lead when Panis and Binder pitted, but he aquaplaned and spun at Les Combes on the restart just one lap from home. Vaxiviere was left to take a well-deserved victory from Dillmann, while Alfonso Celis Jr scored his highest category finish in third after pitting early.

PETER MILLS

RESULTS

Race 1 1 Egor Orudzhev, 21 laps in 43m37.476s; 2 Tom Dillmann, +0.229s; 3 Louis Deletraz; 4 Yu Kanamaru; 5 Rene Binder; 6 Vitor Baptista; 7 Beitske Visser; 8 Aurelien Panis; 9 Giuseppe Cipriani; 10 Alfonso Celis Jr. **Race 2** 1 Matthieu Vaxiviere, 13 laps in 43m24.368s; 2 Dillmann, +6.268s; 3 Celis; 4 Baptista; 5 Panis; 6 Binder; 7 Kanamaru; 8 Cipriani; no other finishers. **Points** 1 Dillmann, 112; 2 Deletraz, 77; 3 Panis, 76; 4 Vaxiviere, 63; 5 Binder, 51; 6 Johnny Cecotto Jr, 43.

IN BRIEF

EUROFORMULA OPEN

GP3 racer Jack Aitken claimed his second victory in his second guest appearance for RP Motorsport at Spa. The reigning Formula Renault Eurocup champion progressed from fourth on the grid to win by a comfortable 4.7s from poleman Leonardo Pulcini. In drizzly conditions, Campos racer Pulcini held off Aitken to win race two by just over a second. Ferdinand Habsburg was third in both races.

INTERNATIONAL GT OPEN

Teo Martin Motorport pairing Miguel Ramos and Roldan Rodriguez won Saturday's race at Spa in their BMW M6. Fernando Monje crashed the sister car out of an early lead on the exit of Pouhon, when he was attempting to cross some synthetic grass and speared into the barriers. Nicky Pastorelli and Josh Webster picked up second in their Renault RS01, ahead of the Garage 59 McLaren of Alexander West and Come Ledogar. In persistent rain, Webster and Pastorelli dominated race two from the Michael Benham/Duncan Tappy McLaren.

TCR BENELUX

Tiago Monteiro and Stephane Lemeret won the one-hour enduro at Spa in the inaugural round in their Boutsen Ginion Honda. The sprints went to Monteiro, the sister car of Renaud Kuppens (twice) and Guillaume Mondron's SEAT. The field also included Tom Coronel and Vincent Radermecker, both of whom were driving SEATs.

PIRELLI WORLD CHALLENGE

Patrick Long won both races at Mosport in his Porsche. In the opener Long led throughout from the Bentley of Andrew Palmer, with Acura driver Ryan Eversley in third. Amid sprinkles of rain, it was Long again in race two, while Nissan man James Davison came out on top of an early battle with Palmer for second. Eversley went out in an early collision with Bentley's Adderly Fong.

GERMAN CARRERA CUP

Sven Muller bounced back from a penalty in Saturday's race to win on Sunday at the Red Bull Ring. Muller was leading the first race when he was given a drive-through for an incorrect starting position, leaving Christian Engelhart to win after holding off a race-long challenge from Matteo Cairoli, with Jeffrey Schmidt leading the battle for third. Cairoli was second on the road again in race two, but a penalty for rolling forward before the start gave the spot to Engelhart from Luca Rettenbacher. Nick Yelloly took a best of sixth.

BRAZILIAN TOURING CARS

JLM Racing Honda Civic team-mates Gustavo Martins and Daniel Kaefer took their maiden wins at Goiania. Martins took a pole-to-flag victory from Kaefer in race one, with Thiago Marques third in his Toyota. Reversed-grid polesitter Nono Figueiredo was taken out along with Fabio Carbone in race two, with Kaefer holding the upper hand in a battle with William Starostik (Renault) and Marques.



AT A GLANCE

RACE ONE

- 1 **Ilott** Van Amersfoort
- 2 **Stroll** Prema
- 3 **Gunther** Prema

RACE TWO

- 1 **Stroll** Prema
- 2 **Russell** Hitech
- 3 **Kari** Motopark

RACE THREE

- 1 **Stroll** Prema
- 2 **Ilott** Van Amersfoort
- 3 **Gunther** Prema

 **P43** FULL RESULTS

Stroll gets up and running with

FORMULA 3 EUROPEAN CHAMPIONSHIP
RED BULL RING (A)
MAY 21-22
ROUND 4/10

LANCE STROLL AND CALLUM ILOTT starred in Styria to leave the Red Bull Ring first and second respectively in the Formula 3 European Championship. Stroll was already in front as the field had left Pau a few days earlier, but there was one thing missing: a win he had properly earned for himself.

Everyone could see that he was capable of exquisite performances in his own right — the pole positions, in tricky drying conditions at Paul Ricard, and a dominant performance in the wet at Pau, are proof of that — yet his two F3 victories to date had come after team-mates had apparently moved over. And there was another glimpse of this in race one last weekend, when Maximilian Gunther appeared to make no effort to defend second place from Stroll.

The pity is that Stroll doesn't need this. His two lights-to-flag wins in Austria were earned without a team-mate getting anywhere near him, built on the foundations of a double pole from second qualifying. And they were every bit as masterful as anything we've seen this season.

Prema Powerteam, without question, gives

Stroll the ultimate in car and human preparation, yet even the Italian squad was initially flummoxed in getting Stroll and Gunther — running in tandem — a clear space on the track, and “it was a bit nerve-wracking”, admitted the Canadian. The Red Bull Ring is unusual in that quick times come right at the end of the session. With three corners requiring heavy acceleration from low speed, the effect of fuel burnoff more than negates the degradation of the tyres, so it's key to have great track position at the end. Stroll managed this, and pinged in two quick ones; Gunther didn't, and got stuck behind Peter Li.

Ilott, too, was up there, giving his Van Amersfoort Racing team a boost on a circuit where it struggled with Charles Leclerc last season. The 17-year-old Briton had already won the weekend's truncated first race from a belatedly awarded pole. Initially third in qualifying, Ilott moved up when Joel Eriksson's fastest time was deleted because he ran wide over track limits at the final turn, and then again when second-fastest Gunther lost his time, which was set on his final lap under yellow flags due to Sergio Sette Camara's crash — and included a fastest time in the accident sector.

Gunther's next-best was good for second on the grid, and he made it hard for Ilott on the first lap. “I got a good start but messed up into the

first corner,” said Ilott. “Maxi got a run and overtook me. Then he overshot Turn 3 a little bit and lost it on the exit, so I got the run. I was just clear when I got the message...”

This message was about the safety car appearing. Both Ilott and Gunther reckoned they were in front when they were notified — which could actually be true — but Ilott's repass was deemed OK by the officials after the race.

After the restart, Gunther let Stroll through, Stroll saying Gunther had run wide into the gravel at Turn 3, and Gunther claiming “these small mistakes cost me some positions”. The German was indeed suffering brake problems and also fell behind Mikkel Jensen for three laps, before recovering a podium from the Mucke Motorsport man after fiddling with the brake-balance.

And that was how things were running with a few minutes remaining, with Ilott 3.3 seconds in front, when the most-sickening F3 crash of recent years occurred (see p16). Ilott, worried about possible punctures from the apocalyptic wreckage, radioed to say the race should be red-flagged, but the situation was so serious that this was a natural conclusion anyway.

Like Stroll's wins, this was also Ilott's most meritorious, and his performance continued to be top-drawer all weekend. But the thorny issue of track limits — from which he'd benefited in Q1



Massive scrap: Sette Camara from Eriksson, Newey. Kari and Zhou

XPB IMAGES



Awkward moment: Ilott (left) was dropped by Helmut Marko last winter



Comini (left) and Morbidelli fight it out into Tosa

XPB IMAGES

Morbidelli pain; Comini gain

TCR INTERNATIONAL
IMOLA (I)
MAY 22
ROUND 4/11

THINGS WERE LOOKING VERY good for Gianni Morbidelli and the West Coast Racing Honda team halfway through the first race at Imola. He had a comfortable lead, built from pole, and was set for his second win of the season. Then the power-steering failed.

While touring back to the pits, Morbidelli yanked the car left coming through Variante Alta, where new teammate Alain Menu was in the thick of a pack steaming through at racing speed. The contact between the two pitched Menu off, and Morbidelli was fortunate to make it back to the pits. With brake problems cutting his second race short, rather than this being the day Morbidelli thrust himself into serious title contention, it could be the day he lost it.

Morbidelli's race-one misfortune handed the lead to Engstler Volkswagen Golf driver Davit Kajala. But at the restart after the safety car caused by the need to clear up Menu's car, reigning champion Stefano Comini needed just four corners to take the lead in his Leopard Racing VW.

Jordi Gene, making his first TCR appearance of the season for the Engstler team, took the lead from pole starter Attila Tassi's SEAT in the reversed-grid race. Although Gene initially had a large lead, he was caught and passed by West Coast newcomer Mikhail Grachev, and eventually shuffled back to sixth. Grachev went on to take a comfortable win over Mato Homola, who emerged on top of a frenetic battle for second.

Oriola followed up his first race second place with fifth to leave Imola with the points lead.

RESULTS

Race 1 1 Stefano Comini (Volkswagen Golf GTI TCR), 14 laps in 28m11.944s; 2 Pepe Oriola (SEAT Leon TCR), +2.235s; 3 Davit Kajala (VW); 4 Sergei Afanasiev (SEAT); 5 Mato Homola (SEAT); 6 Jordi Gene (VW).
Race 2 1 Mikhail Grachev (Honda Civic TCR), 13 laps in 25m07.401s; 2 Homola, +1.795s; 3 Comini; 4 Jean-Karl Vernay (VW); 5 Oriola; 6 Gene. **Points 1 Oriola, 116**; 2 Comini, 101; 3 Gianni Morbidelli, 85; 4 James Nash, 82; 5 Homola, 77; 6 Vernay, 68.

double victory

— left him angry rather than jubilant.

Ilott was third on the grid for race two, but passed front-row man George Russell — who had won the best battle of the weekend with Nick Cassidy for fifth in race one — into Turn 2. Ilott was running old tyres in this race, with most of those around him on two new: “The right-front tyre just went and I couldn’t go round left corners — I’m lucky there’s only two of them here!”

While Stroll cruised to a superb 9.9s win, Ilott bottled up Russell. The Hitech GP car was running too much downforce,

so Russell couldn’t take advantage of the hobbled Ilott apart from one occasion, when Ilott ran wide out of the last corner and Russell slingshotted up the inside at Turn 1, only to run wide himself and concede the place.

Niko Kari, Motopark’s Finnish Red Bull junior driving superbly since missing all of free practice after his car caught fire in the assembly area (“It was a bit tough for first qualifying after coming from Pau — this track feels like an airport!”) kept Russell on his toes late in the race, despite his own handling problems. And Kari would inherit a podium when Ilott was one of many to be penalised for

track limits, in this case five seconds.

Ilott, like all the leading runners, had two new tyres in the finale, and from the front row he looked to be capable of challenging Stroll. Then came a track-limits warning, forcing him to back off. From seventh on the grid, Gunther jumped to third on the restart after an early safety car when Motopark team-mates Kari and Eriksson delayed each other. Gunther challenged Ilott, who glumly proclaimed to be driving boringly at 85 per cent due to his warning, but tyre problems forced him to back off, and he was almost caught by the old-tyred Ben Barnicoat — who lost fourth to Sette Camara for passing the Brazilian under the safety car after Ilott/Gunther-style confusion over who was ahead when the board appeared.

Up front, Stroll was 4.9s clear. “I pulled a gap, managed it and concentrated on staying within the track limits,” he said. “The stewards are very hot on that, which they should be.” Somehow, Stroll and his Prema car could do that at a faster pace than anyone else. As a result, he’s 38 points clear of Ilott. And that’s a bigger margin than cooperation from his team-mates could ever buy.

MARCUS SIMMONS

Stroll: “I concentrated on staying in track limits”



CONGRATULATIONS TO CARL SWIFT FOUR WINS IN A ROW!



Tegiwa Civic Cup star Carl Swift celebrated his third and fourth successive victories in the championship at Croft last weekend. Sheffield-based Swift secured his third pole position of the season on Saturday and converted that into two dominant drives to win ahead of a packed field, which included British Touring Car Championship race-winner Sam Tordoff as a guest entry.

"Croft was an amazing weekend, and I'm so thankful for my backers Endurance Financial, Owens Fabrication, Area Motorsport and Swift Motorhome Conversions," said Swift.

"To have won four out of the opening six races and to only miss the podium in one race so far has been a dream start to the year and I've got to target the title this year. To win ahead of a driver of the calibre of Sam meant a lot to me.

"Things have clicked with set-up in my second year and I've worked with Endaf Owens to refine that and the Area Motorsport team do such a good job. We've refined the car together and the confidence is there for me to push, so I feel there are more wins to come for us this season."

With thanks to Endurance Financial, Owens Fabrication, Area Motorsport and Swift Motorhome Conversions

For more information on Carl, please contact us at 01142 496990 info@endurancefinancial.co.uk



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RESULTS ROUND-UP

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 4/10, RED BULL RING (A), MAY 21-22

RACE 1 (16 LAPS – 43.009 MILES)

1	Callum Iloft (GB) <i>Van Amersfoort Racing</i> • Dallara-Mercedes F312	23m54.454s
2	Lance Stroll (CDN) <i>Prema Powerteam</i> • Dallara-Mercedes F316	+3.472s
3	Maximilian Gunther (D) <i>Prema Powerteam</i> • Dallara-Mercedes F315	+7.219s
4	George Russell (GB) <i>Hitech GP</i> • Dallara-Mercedes F315	+14.222s
5	Mikkel Jensen (DK) <i>Mücke Motorsport</i> • Dallara-Mercedes F312	+15.679s
6	Nick Cassidy (NZ) <i>Prema Powerteam</i> • Dallara-Mercedes F314	+15.755s
7	David Beckmann (D) <i>Micke Motorsport</i> • Dallara-Mercedes F316	+17.332s
8	Harrison Newey (GB) <i>Van Amersfoort Racing</i> • Dallara-Mercedes F316	+17.987s
9	Ralf Aron (EST) <i>Prema Powerteam</i> • Dallara-Mercedes F315	+18.621s
10	Ben Barnicoat (GB) <i>Hitech GP</i> • Dallara-Mercedes F316	+22.751s
11	Alessio Lorandi (I) <i>Carlin</i> • Dallara-Volkswagen F312	+23.528s
12	Sergio Sette Camara (BR) <i>Motopark</i> • Dallara-Volkswagen F314	+28.948s
13	Guan Yu Zhou (PRC) <i>Motopark</i> • Dallara-Volkswagen F314	+29.466s
14	Nikita Mazepin (RUS) <i>Hitech GP</i> • Dallara-Mercedes F315	+30.331s
15	Ryan Tveter (USA) <i>Carlin</i> • Dallara-Volkswagen F316	+31.173s
16	Anthoine Hubert (F) <i>Van Amersfoort Racing</i> • Dallara-Mercedes F314	+33.485s
17	Joel Eriksson (S) <i>Motopark</i> • Dallara-Volkswagen F315	+34.136s
18	Li Zhi Cong (PRC) <i>Carlin</i> • Dallara-Volkswagen F314	+36.082s
19	Pedro Piquet (BR) <i>Van Amersfoort Racing</i> • Dallara-Mercedes F316	+36.924s
20	Niko Kari (FIN) <i>Motopark</i> • Dallara-Volkswagen F315	+43.530s
R	Arjun Maini (IND) <i>T-Sport</i> • Dallara-NBE F312	0 laps-accident
R	Weiron Tan (MAL) <i>Carlin</i> • Dallara-Volkswagen F315	0 laps-accident

Winner's average speed 107.938mph. Fastest lap Iloft, 1m23.276s, 116.203mph.

QUALIFYING 1

1 Iloft, 1m23.969s; 2 Gunther, 1m23.987s; 3 Barnicoat, 1m24.024s; 4 Stroll, 1m24.058s; 5 Eriksson, 1m24.092s; 6 Russell, 1m24.156s; 7 Piquet, 1m24.328s; 8 Jensen, 1m24.091s; 9 Aron, 1m24.406s; 10 Cassidy, 1m24.711s; 11 Newey, 1m24.715s; 12 Beckmann, 1m24.773s; 13 Kari, 1m24.791s; 14 Zhou, 1m24.830s; 15 Sette Camara, 1m24.551s; 16 Tveter, 1m24.841s; 17 Hubert, 1m24.995s; 18 Lorandi, 1m25.256s; 19 Maini, 1m25.483s; 20 Mazepin, 1m25.496s; 21 Tan, 1m26.631s; 22 Li, 1m25.390s*.

RACE 2 (24 LAPS – 64.513 MILES)

1 Stroll, 35m11.908s; 2 Russell, +12.424s; 3 Kari, +12.891s; 4 Iloft, +14.909s; 5 Jensen, +18.938s; 6 Gunther, +19.813s; 7 Beckmann, +20.686s; 8 Sette Camara, +24.825s; 9 Lorandi, +28.232s; 10 Hubert, +32.026s; 11 Zhou, +32.273s; 12 Aron, +33.727s; 13 Tan, +34.596s; 14 Eriksson, +35.261s; 15 Barnicoat, +35.689s; 16 Newey, +38.851s; 17 Mazepin, +48.451s; NC Piquet, 19 laps; R Maini, 17 laps-spin/tyre damage; R Cassidy, 8 laps-stopped; NS Tveter, injury; NS Li, injury.

Winner's average speed 109.970mph. Fastest lap Sette Camara, 1m22.832s, 116.826mph.

QUALIFYING 2

1 Stroll, 1m23.178s; 2 Russell, 1m23.180s; 3 Iloft, 1m23.274s; 4 Kari, 1m23.300s; 5 Beckmann, 1m23.305s; 6 Sette Camara, 1m23.327s; 7 Gunther, 1m23.339s; 8 Aron, 1m23.359s; 9 Jensen, 1m23.373s; 10 Cassidy, 1m23.651s; 11 Newey, 1m23.691s; 12 Piquet, 1m23.740s; 13 Eriksson, 1m23.439s; 14 Barnicoat, 1m23.651s; 15 Lorandi, 1m24.015s; 16 Mazepin, 1m24.056s; 17 Zhou, 1m24.251s; 18 Maini, 1m24.457s; 19 Hubert, 1m24.035s; 20 Tan, 1m25.379s; NS Tveter, 1m23.932s; NS Li, 1m24.209s.

RACE 3 (24 LAPS – 64.513 MILES)

1 Stroll, 35m15.242s; 2 Iloft, +4.867s; 3 Gunther, +11.067s; 4 Sette Camara, +14.329s; 5 Barnicoat, +14.422s; 6 Eriksson, +19.040s; 7 Zhou, +19.413s; 8 Kari, +19.872s; 9 Aron, +26.071s; 10 Cassidy, +27.450s; 11 Newey, +43.074s; 12 Beckmann, +46.608s; 13 Piquet, +46.965s; 14 Mazepin, +47.777s; 15 Tan, +52.876s; 16 Hubert, +56.566s; 17 Lorandi, +1m12.390s; 18 Maini, +1m19.559s; R Jensen, 2 laps-accident; R Russell, 1 lap-steering damage; NS Tveter; NS Li.

Winner's average speed 109.797mph. Fastest lap Stroll, 1m22.986s, 116.610mph.

GRID FOR RACE 3

1 Stroll; 2 Iloft; 3 Kari; 4 Aron; 5 Beckmann; 6 Russell; 7 Gunther; 8 Eriksson; 9 Barnicoat; 10 Jensen; 11 Sette Camara; 12 Newey; 13 Mazepin; 14 Hubert; 15 Cassidy; 16 Zhou; 17 Piquet; 18 Lorandi; 19 Maini; 20 Tan. * grid penalty.

CHAMPIONSHIP

1 Stroll, 166; 2 Iloft, 128; 3 Gunther, 123; 4 Russell, 109; 5 Barnicoat, 86; 6 Cassidy, 83; 7 Eriksson, 76; 8 Sette Camara, 74; 9 Jensen, 73; 10 Aron, 67.

DTM

ROUND 2/9, RED BULL RING (A), MAY 21-22

RACE 1 (30 LAPS – 80.642 MILES)

1	Marco Wittmann (D) <i>RMG</i> • BMW M4 DTM	42m10.795s
2	Tom Blomqvist (GB) <i>RBM</i> • BMW M4 DTM	+0.726s
3	Edoardo Mortara (I) <i>Abt Sportsline</i> • Audi RS5 DTM	+1.251s
4	Timo Glock (D) <i>RMG</i> • BMW M4 DTM	+5.566s
5	Martin Tomczyk (D) <i>Team Schnitzer</i> • BMW M4 DTM	+6.222s
6	Maxime Martin (B) <i>RBM</i> • BMW M4 DTM	+10.712s
7	Paul di Resta (GB) <i>HWA</i> • Mercedes C63 DTM	+12.182s
8	Adrien Tambay (F) <i>Team Rosberg</i> • Audi RS5 DTM	+12.736s
9	Augusto Farfus (BR) <i>MTEK</i> • BMW M4 DTM	+15.146s
10	Nico Muller (CH) <i>Abt Sportsline</i> • Audi RS5 DTM	+15.750s
11	Robert Wickens (CDN) <i>HWA</i> • Mercedes C63 DTM	+16.505s
12	Mike Rockenfeller (D) <i>Team Phoenix</i> • Audi RS5 DTM	+17.084s
13	Bruno Spengler (CDN) <i>MTEK</i> • BMW M4 DTM	+18.730s
14	Jamie Green (GB) <i>Team Rosberg</i> • Audi RS5 DTM	+21.135s
15	Maximilian Gotz (D) <i>HWA</i> • Mercedes C63 DTM	+21.292s
16	Mattias Ekstrom (S) <i>Abt Sportsline</i> • Audi RS5 DTM	+21.783s
17	Timo Scheider (D) <i>Team Phoenix</i> • Audi RS5 DTM	+22.534s
18	Gary Paffett (GB) <i>ART Grand Prix</i> • Mercedes C63 DTM	+24.050s
19	Miguel Molina (E) <i>Abt Sportsline</i> • Audi RS5 DTM	+24.743s
20	Esteban Ocon (F) <i>ART Grand Prix</i> • Mercedes C63 DTM	+25.610s
21	Lucas Auer (A) <i>Mücke Motorsport</i> • Mercedes C63 DTM	+26.430s
22	Antonio Felix da Costa (P) <i>Team Schnitzer</i> • BMW M4 DTM	+28.871s
R	Christian Vietoris (D) <i>Mücke Motorsport</i> • Mercedes C63 DTM	5 laps-accident damage
R	Daniel Juncadella (E) <i>HWA</i> • Mercedes C63 DTM	4 laps-accident damage

Winner's average speed 114.711mph. Fastest lap Ekstrom, 1m23.442s, 115.972mph.

QUALIFYING 1 1 Wittmann, 1m22.795s; 2 Blomqvist, 1m22.814s; 3 Tambay, 1m22.903s; 4 Mortara, 1m22.932s; 5 Glock, 1m22.937s; 6 Martin, 1m22.957s; 7 di Resta, 1m22.998s; 8 Tomczyk, 1m23.000s; 9 Ekstrom, 1m23.005s; 10 da Costa, 1m22.997s; 11 Farfus, 1m23.062s; 12 Gotz, 1m23.085s; 13 Wickens, 1m23.128s; 14 Spengler, 1m23.150s; 15 Muller, 1m23.218s; 16 Juncadella, 1m23.223s; 17 Rockenfeller, 1m23.242s; 18 Green, 1m23.244s; 19 Scheider, 1m23.265s; 20 Auer, 1m23.368s; 21 Molina, 1m23.379s; 22 Ocon, 1m23.416s; 23 Paffett, 1m23.459s; 24 Vietoris, 1m23.534s.

RACE 2 (42 LAPS – 112.898 MILES)

1 Glock, 1h01m30.006s; 2 Ekstrom, +2.215s; 3 Green, +6.014s; 4 Farfus, +10.399s; 5 Martin, +11.012s; 6 Blomqvist, +11.643s; 7 Wittmann, +12.242s; 8 Rockenfeller, +14.301s; 9 Spengler, +16.607s; 10 Scheider, +20.127s; 11 Tambay, +20.937s; 12 Juncadella, +21.331s; 13 Paffett, +21.858s; 14 Molina, +22.178s; 15 di Resta, +22.537s; 16 Auer, +23.344s; 17 Vietoris, +23.684s; 18 Ocon, +25.286s; 19 Tomczyk, +26.232s; 20 Wickens, +26.565s; 21 da Costa, +32.223s; 22 Gotz, +33.139s; R Mortara, 23 laps-off; R Muller, 1 lap-off.

Winner's average speed 110.144mph. Fastest lap Wickens, 1m23.446s, 115.967mph.

QUALIFYING 2 1 Green, 1m22.680s; 2 da Costa, 1m22.682s; 3 Glock, 1m22.749s; 4 Martin, 1m22.799s; 5 Mortara, 1m22.812s; 6 Farfus, 1m22.812s; 7 Spengler, 1m22.845s; 8 Blomqvist, 1m22.847s; 9 Rockenfeller, 1m22.878s; 10 Wittmann, 1m22.883s; 11 Ekstrom, 1m22.905s; 12 Tambay, 1m22.910s; 13 Muller, 1m22.986s; 14 Scheider, 1m23.003s; 15 Wickens, 1m23.058s; 16 Juncadella, 1m23.070s; 17 Auer, 1m23.087s; 18 Gotz, 1m23.145s; 19 Molina, 1m23.176s; 20 Vietoris, 1m23.210s; 21 Paffett, 1m23.269s; 22 di Resta, 1m23.320s; 23 Tomczyk, 1m23.139s; 24 Ocon, 1m23.189s*. * grid penalty.

CHAMPIONSHIP

1 di Resta, 43; 2 Mortara, 40; 3 Glock, 37; 4 Martin, 37; 5 Wittmann, 35; 6 Blomqvist, 34; 7 Farfus, 32; 8 Wickens, 28; 9 Muller, 22; 10 Ekstrom, 20.



Wittmann beat Blomqvist and Mortara in race one

‘Doing it because Justin wanted me to’

Nine months on from his older brother’s fatal IndyCar accident, Stefan Wilson is about to race in the Indianapolis 500 for the first time

By Simon Strang

🐦 @StrangAutosport

In the autumn sunshine of September 2015 on the steps of Silverstone’s Wing, Stefan Wilson welcomes guests to his brother’s wake. Thrust unprepared out of the shadow of his best friend and hero and into the role of family spokesman, he stands resolute, hand outstretched, his expression a mixture of pain and pride. You want to cry; he just smiles back at you.

Nine months have passed since Justin Wilson died after an accident in an IndyCar race at Pocono’s tri-oval, an experience that provided an uninvited rite of passage for Stefan. He’s had to filter out the innocent kid who watched from the sidelines at Indianapolis Motor Speedway’s Turn 1. Through that appalling darkness, Stefan’s strength of self-belief grew, as if his brother’s parting gift was to bequeath in him the ability to wholly identify with his inner confidence. He handled everything from IndyCar’s high-profile memorial to countless media interviews with grace and patience.

Stefan even found time to get married, and through it all maintained his happy, always-on demeanour. He found a way to compartmentalise. Move on. Now he’s ready to race again.

Wilson will this Sunday make his first Indianapolis 500 start after qualifying 30th last weekend, using the #25 his brother carried and a helmet half-painted in Justin’s brightly coloured loop. Even his entry is in partnership with the Indiana Donor Trust, inspired by Justin’s contribution to saving five lives following his death. The entry is an unashamed tribute, combined with the realisation of a long-held personal dream.

“It’s always been my ambition to do Indy ever since I watched

Justin race in 2009 and it really stoked my fire,” says the 26-year-old. “It was always a dream to race alongside Justin at Indy, so obviously to get this deal now is bittersweet. It’s not going to be how I first imagined it, but I’m just really excited to be able to achieve that goal, and I know Justin would be proud to see what I’m doing.”

After breezing through the Indianapolis Speedway’s Rookie Orientation, Wilson stands on the precipice. Having only completed a Lamborghini Trofeo race since his IndyCar debut at Baltimore in 2013, this is no small undertaking. But the real question is how on earth can he race again, on a superspeedway of all places, after all that’s happened to him and his family?

“Justin would have been furious if I’d let what happened to him define my career,” he says. “I’ve been aiming to be in the 100th running of the 500 for more than two years. Finding funding has been incredibly hard, which was why my career has been patchy over the past few years. But I always believed I would be in this race.

“When I lost Justin I took a few weeks to reflect over what I was doing. It was obviously really tough on our family. I had to make sure they were OK with this, but it was never a question of backing down because of what happened.”

Wilson’s family is fully behind him. His father Keith has “been on the phone every day” since the deal was done. Mum Lynne will fly out for the race, but probably won’t watch. “It’s still really hard for her, and that is understandable,” he says.

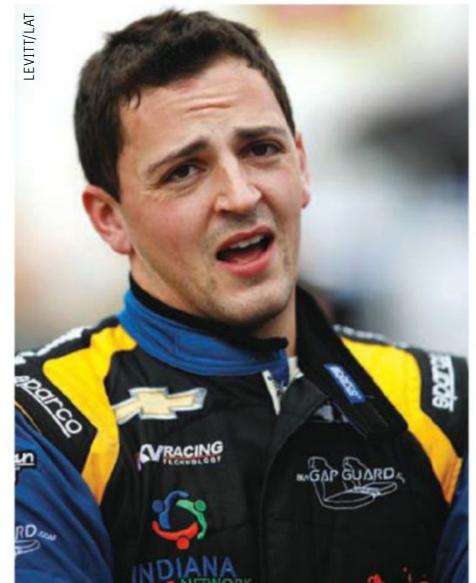
Rather than being an overbearing deterrent to racing, then, the aftermath of Justin’s accident has had a resolving effect. Polarising his energy and focus, Stefan has channelled it into »

ABBOTT/LAT



Rookie Wilson had been warned about Indy’s speed, but it still comes as a shock

LEVITT/LAT



Wilson has worked hard towards achieving his goal of competing in the 100th Indy 500



forging the one-off deal with KVRT under the Driven2SaveLives banner (see below). “I was always so, so proud of Justin and I told him many times,” says Stefan. “Just to come from where he was, where we grew up, and to make it to F1 was a big achievement. Then to race in eight Indy 500s. That’s huge. So I always wanted to make him proud and show him I had what it took to make it here, and when we lost him it became even more important.”

“Since then I’ve not taken no for an answer and worked even harder. I’ve found out just how much I really wanted this.”

Wilson explains that the processes he’s worked through to get to this point have even been cathartic: “It’s very easy to focus on the negative, and that doesn’t really get you anywhere. So having the goal of the Indy 500 allowed me to focus on a positive, and that really helped pull me out of that time after the tragedy.”

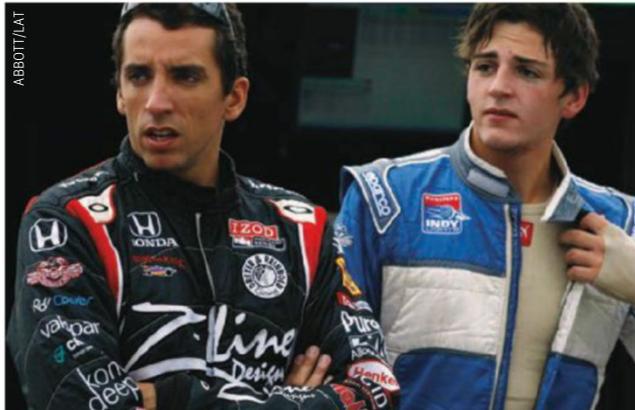
“When I first signed the deal it was really bittersweet.

It hit me again what the loss was for us, because I wanted to pick up the phone and call Justin and tell him I’d got the chance to qualify for the 500. It kind of hits you all over again. He was the one person I really wanted to tell.”

Stefan’s early racing career was not dissimilar to his brother’s. They both performed well in Formula Palmer Audi, Stefan finishing runner-up in 2007. They were both finalists in the McLaren Autosport BRDC Award, an accolade Stefan won. And they both shared a love of Indy racing that dates back to a long-ago Christmas when the older sibling received an Indy 500 game that they took turns playing on the family computer.

When Stefan couldn’t find a budget to stay in British F3 for 2009, it was Justin, by then an established Champ Car-turned-IndyCar ace, who helped convince him to move to the US and build a career in Indy Lights. Three and a bit seasons culminated in Wilson finishing third for Andretti Autosport in 2011. But after two wins and five podiums the funds dried up. Stefan never stopped learning from his brother, though, and it was a source of huge pride for both when they lined up together in Dale Coyne’s team at Baltimore in 2013.

After that Stefan went back to coaching in the Mazda Road to Indy as he worked towards his goal of racing in the 100th Indy 500. But it’s only now that he truly appreciates the



Justin was a mentor and inspiration to Stefan, and helped convince him to move to the US and build a career in Indy Lights

“I look back on what Justin stood for and that’s the definition of a true competitor”

depth of his brother’s guidance. “I’m picking up on lessons that Justin was trying to teach me for a long time – maybe I wasn’t listening very well at the time he told me, but now it’s all starting to make sense,” he explains.

“I was sometimes frustrated with Justin because he was so nice. I felt like he was always racing within the rules while not everybody else was. What I didn’t realise at the time, but actually sums up what Justin was racing for, is that he didn’t want to win by cheating or turfing someone off. He wanted to win to know he was the best that day.

“I’d see some of the ruthless antics they pull in F1 and think, ‘Wow, that’s a true competitor doing whatever it takes to win.’ Now I look back on what Justin stood for and that is *really* what the definition of a true competitor is.”

So how did Wilson feel when he finally rolled down the pitlane in his Dallara-Chevrolet for the 2016 Indy 500 Rookie Orientation Phase? “I was so nervous before getting in the car. Your brain is constantly asking, ‘What’s it going to be like?’ And you just want to get out there and actually experience it.”

At the time of this interview, Wilson had only completed one day’s running, but it was enough to give him a clear understanding that the second half of May was going to be even better, and faster, than he’d dreamed. This, though, had been the best day of his career so far.

“The first couple of laps I was like, ‘Holy Cow, this is *really* fast!’ It’s amazing how much ground you cover so quickly,” he says. “I’m used to Indy Lights speed, so going into Turn 1 I had an idea of how long it would take from turn-in to apex. In the IndyCar, it’s stunning how much shorter that period of time is.”

“I remember Justin saying, even after he’d been doing it a long time, that the speed always shocks you on the first day back at the Speedway. So you have to step out of the car and let it sink in, then every time after that it just feels more and more natural.”

“By the end of the day we were still quite high on downforce and we didn’t have a long enough final gear in, but we were able to run a 222mph lap and I don’t think that was too bad.”

If nothing else, Wilson has learned over the past few months how important it is to live in the moment. With the exception of some Super Trofeo races, he doesn’t have any plans beyond Indy other than to experience it to the full. But his goal is to become a 500 regular. Somehow, whatever comes his way, you get the feeling he’s going to be OK. ❦

How Justin Wilson saved five lives

A MAJOR PART OF THE reason why Stefan Wilson can participate in the 2016 Indianapolis 500 is because of his backing from the Indiana Donor Network.

In the hours after Justin Wilson died on August 24, five lives were saved because he donated his organs. This selfless act by a well-known sports star spiked awareness of the cause, which led to

IDN aligning with Stefan.

“They recognised what Justin did and how it contributed to an increase in donor registration, and they set this goal of getting 2500 new donors registered with the Driven2SaveLives campaign,” explains Stefan.

Justin’s donation was a source of comfort to many, particularly those close to him, in the weeks following

his death and provided a powerful message for an often-overlooked cause.

“Months after losing Justin, so many people reach out because they are still here because of someone else’s organ donation,” says Stefan.

“A lot of people said they had become an organ donor because of what Justin did. It struck me how incredible that was – how his legacy could go

on to save not just the five lives he did that day, but more lives in the future because he inspired new donors.

“His legacy goes on by inspiring new organ donors”

“Nobody really wants to think about their own death,” adds Stefan. “I think that’s what makes it so difficult. Ninety per cent of people in America support it, but only 30 per cent are registered.

“But if Justin wasn’t an organ donor nothing would have changed; we would have still lost him but five people are still here because of what he did. He lives on in them.”

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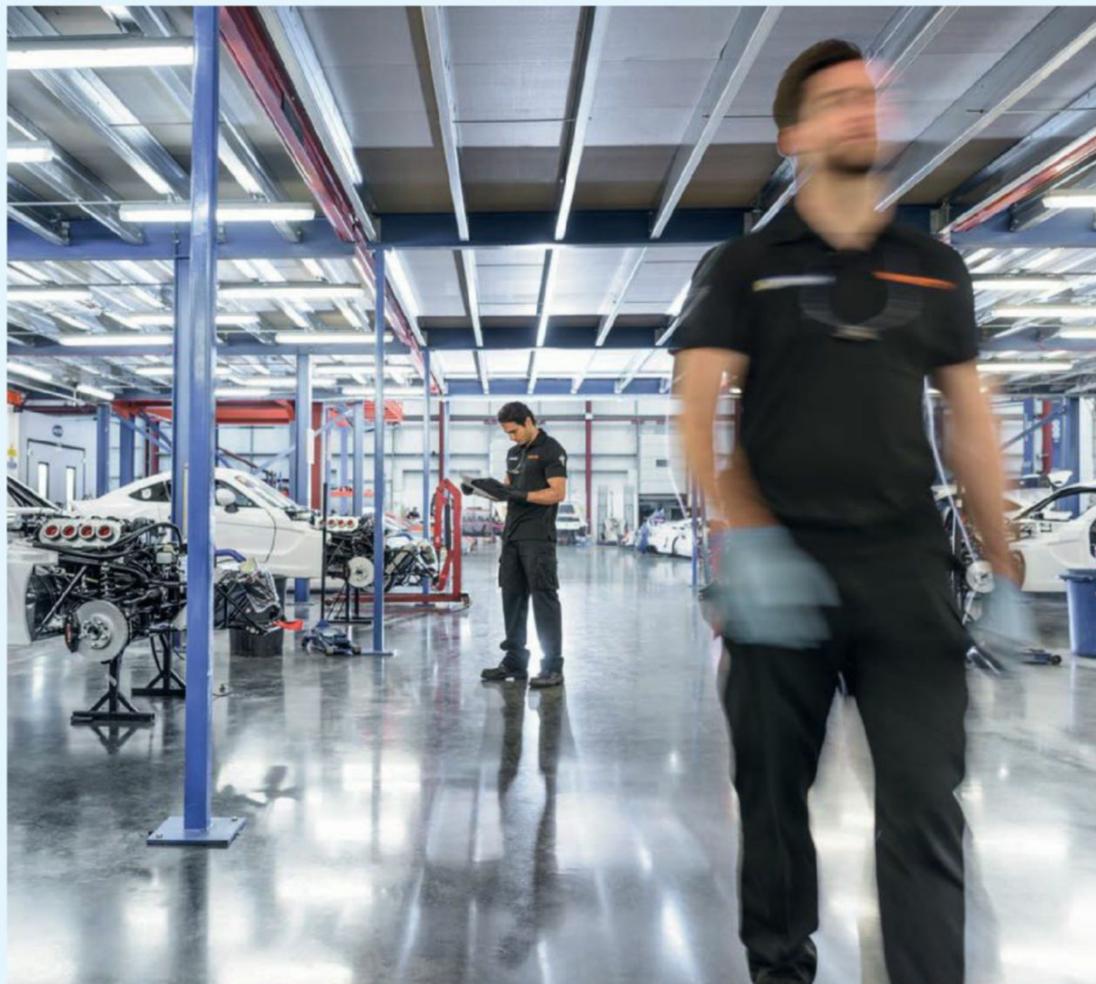
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Adam up for 'Ring-Oulton double duty

BRITISH GT CHAMPIONSHIP leader Jonny Adam will bid not only to extend his points lead this weekend at Oulton Park, but will also contest the Nurburgring 24 Hours.

Adam will share a factory Aston Martin Racing Vantage with fellow World Endurance Championship racers Richie Stanaway, Fernando Rees and Mathias Lauda in the Nordschleife classic. He will spend much of the week in Germany for practice and qualifying, before flying back to Manchester on Friday night ready to take part in practice and qualifying at Oulton Park aboard the TF Sport Aston he shares with Derek Johnston.

This means he will miss the start of the 24 Hours, but he will fly back to Germany on Saturday evening ready to do the night/morning stints on Sunday while British GT observes Oulton Park's silent day on Sunday.

Adam will then fly to Manchester after the 24 Hours finishes on Sunday, ready for the two races on Monday.

"It will be a hectic weekend, but I'm feeling up for it," he said. "With

four of us sharing the Vantage GT3 in Germany it's fine for me to miss the first few hours of the race and then jump in either at night or in the morning.

"I'll be back in the UK at about 2300 on Sunday, so should be rested in time for British GT on Monday."

Record bid at Oulton

Adam and Johnston could equal a 10-year-old record at Oulton.

The duo heads to the Cheshire track having won the opening two rounds of 2016 at Brands Hatch and Rockingham.

A further victory in race one at Oulton would make them the first crew to win the opening three races of a campaign since 2006.

Adam has 10 GT3 wins in British GT to his name, one fewer than David Ashburn's all-time record of 11, meaning he could move ahead this weekend.

"Oulton is a big weekend for us, but we're not going in thinking about records or anything," he said. "We're just looking for solid points. Derek and I have clicked so well and he's driving with great confidence at the moment."



Adam will split British GT efforts with a factory Aston Martin drive at the Nordschleife

Top Brits at Nordschleife

Apart from Adam, other leading UK drivers up for overall glory in GT3 at the Nurburgring 24 Hours include fellow works Aston man Darren Turner, Alexander Sims and Richard Westbrook (in Rowe Racing BMWs), Tom Blomqvist (Walkenhorst Motorsport BMW), Rob Huff and Adam Christodoulou (in separate Black Falcon Mercedes), Alex Buncombe (Nissan), Steven Kane and Guy Smith (Abt-run Bentleys), Peter Dumbreck (Falken Porsche) and Nick Tandy (Manthey Racing Porsche).

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BRSCC

BRSCC EXPLORES ELECTRIC POTENTIAL

THE BRITISH RACING and Sports Car Club could expand to run a new electric championship in the future after forging an alliance with Oxford Brookes University.

Oxford Brookes is currently working on a project with Italian chassis giant Dallara to develop a concept for a new low-cost electric racing car, codenamed Formula Club-E.

The development programme began in 2014 and is scheduled for completion in '18, with a design concept for the new car due by the end of this year.

Oxford Brookes and the BRSCC have teamed up to share information about how race meetings are run, with a view to adding a series for the new car to the BRSCC's portfolio in the future.

Club competitions secretary Dominic Ostrowski said: "It's a very exciting project. BRSCC chairman Bernard Cottrell and myself have visited the University to see the project and the facilities and it's hugely impressive work.

"From our point of view, we'll provide information about how the project could work in reality as a real championship. With electric racing you have to take into account things like battery-charge times, so knowing about timetabling, organisation and track facilities in advance is very useful.

"Electric racing is growing, so it's something we've kept an eye on as a club and something we'd be happy to explore in a new championship in the future."

CASTLE COMBE

Neal family signs up for Trophy

JOINT BRITISH TOURING CAR CHAMPIONSHIP points leader Matt Neal is to take part in the Dave Allan Trophy race at Castle Combe on Bank Holiday Monday.

The three-time BTCC champion is returning to the event after last contesting it in 2014. He will race a Synchro Motorsport Honda Jazz in the 45-minute race, driving alongside his son Will.

Neal's eldest son Henry will also take part in a Honda Integra, with both Neal brothers racing in the Mini Challenge at Silverstone over the weekend.

Matt Neal said: "I am really pleased to be racing with both my sons in this year's Dave Allan Trophy. In previous years there has been a fantastic atmosphere, and I'm sure this year will be no exception.

"The Dave Allan Trophy race is a brilliant opportunity for all levels of drivers to race against each other and test out Castle Combe circuit."

The race is held in memory of Swindon-based Honda test driver and sometime BTCC racer Allan, who died in an accident at the Millbrook proving ground in 2012.

CTCC

Promising debut for Wells in Chinese Touring Cars

BRITISH RACER DAN WELLS will contest a further three rounds of the Chinese Touring Car Championship this season after making his debut in the series at Nanjing last weekend.

Wells sealed a late deal last Thursday to join the Changan Ford team to handle one of its two-litre Ford Focus machines in the double-header.

After qualifying on pole for race one, Wells finished fourth, but retired from race two after being hit by team-mate and 2014 British Formula 3 champion Martin Cao while running in third.

The 24-year-old began his career racing Formula Ford 1600 and Formula Renault in the UK before moving to Asia to chase new opportunities.

Wells dominated last year's Formula Renault Asia Championship driving for the KCMG team, winning 10 races in a row from the 12 rounds.

International entries are allowed to contest four of the eight CTCC rounds under series rules, with Wells's deal including three more outings.

Wells said: "It is a great achievement to be racing for a manufacturer this year and the CTCC has so much excitement and fan engagement. Racing a touring car is completely different to anything I've done before.

"I had no idea where I stood against the competition, so to qualify on pole and lead a Ford 1-2-3-5 was just fantastic. It was disappointing to suffer



the difficulties in race two, but that's racing and I'm looking forward to working with Ford in the future."

Changan Ford team head Kenneth Ma said: "Dan was on form all weekend. To take

pole on his first weekend, with a new car, a new team and in his first session – which was wet – was astonishing. We're looking forward seeing what he can do in the second event."

HISTORICS

Flux returns to F3 in ex-Mansell car

IAN FLUX WENT BACK TO HIS RACING roots at Silverstone to race an ex-Nigel Mansell March 783 in the Classic Formula 3 Championship, scoring a podium on his return.

Flux, who recently celebrated his 60th birthday, was racing the car now owned by his friend Sean Walker. He competed against the 783 in Mansell's hands at Brands Hatch during a 1978 F3 race.

Flux was fourth in the opening race before improving to third in race two.

Walker hopes to gain a Monaco entry for the March if the two-litre F3 cars are granted a race at the Historic Grand Prix.

"If and when there is a race for these cars at Monaco, we'd like to be there," said Walker. "Ian raced three times in the Monaco F3 race, starting in 1976."

The car later spent some time in France before being owned and raced by Julian Baldwin for 15 years. Richard Dutton bought it and repaired it for Monaco in 2014.



WALKER

IN BRIEF



EDWARDS TO RACE IN SCOTTISH MINIS

Jade Edwards will be the latest guest driver to race in the Scottish Mini Cooper Cup (above) this weekend as part of a charity initiative. Edwards raced in British GT last year and was part of the Aston Martin Evolution Academy. She will race for Minimax Motorsport to raise funds for Children's Hospice Association Scotland.

BTCC STAR TORDOFF ON CIVIC PODIUM

Sam Tordoff guest-drove in the Tegiwa Honda Civic Cup at Croft last weekend and took a podium finish on his first outing. "There was no testing, nothing like that," he said. "I have never done a club meeting before, or raced with a manual gearbox or on road tyres."

GT4 CHAMPION TEAM REJOINS FIELD

2015 British GT champion squad Academy Motorsport will rejoin the GT4 grid for the mid-season championship races at Silverstone and Spa, fielding a single Aston Martin Vantage GT4 for Dennis Strandberg. The team opted not to commit to a full-time entry for 2016.

VW CHAMP MASON IN HARD GT SWITCH

Double Volkswagen Racing Cup champion Aaron Mason will make his British GT debut with Team Hard at Oulton Park this weekend. The squad has parted company with Wilson Thompson after a difficult start to the year, with he and team-mate Robert Barrable failing to finish either of the opening two rounds in their Ginetta G55 GT4.

REVIVAL TO PAY HOMAGE TO BRABHAM

The life and career of Sir Jack Brabham will be celebrated at the Goodwood Revival Meeting in September. Track demonstrations will pay tribute to Brabham, who died in April 2014 aged 88, on the 49th anniversary of his final World Championship win.

TURKINGTON MAKES OPEN-TOP DEBUT

BTCC racer Colin Turkington made his historic sports-racing debut at Silverstone, sharing the Brabham BT5 (below) of Sam Thomas to second in class in the Guards Trophy race. "It's very different to what I'm used to and there's a lot of history in the car," said Turkington.



WALKER

CASTLE COMBE

No solar farm link in cancelled meeting

CASTLE COMBE MANAGEMENT is confident that a new solar farm near the circuit did not contribute to the cancellation of the Howard's Day meeting at the venue earlier this year.

Exceptional rainfall from Storm Katie led to the March 28 event being abandoned with the track waterlogged, but it is thought that the solar farm did not affect drainage.

"As far as we are concerned,

Howard's Day was cancelled due to the extreme amount of rain we suffered as a result of the passing storm," said managing director Graham Marshallsay. "Having investigated the possibility that the solar farm may have contributed in some way, we conclude it is unlikely."

To replace the cancelled meeting, an extra day has been added to this weekend's

Bank Holiday programme (*Autosport*, May 19).

The MG Car Club's Thoroughbred Sportscar and BCV8 Championships were on the initial programme, but will no longer appear. The meeting will instead feature a rare track demonstration of the 'Holy Trinity' of sportscars: the Ferrari LaFerrari, McLaren P1 and Porsche 918 Spyder.



PICSEQUENCE: BARRETT

HISTORICS

Lambert roll halts Silverstone race

GT & SPORTS CAR CUP STALWART BRIAN Lambert escaped without serious injury from this spectacular roll, which stopped Sunday's one-hour enduro on Silverstone's Grand Prix circuit with 10 minutes still to run.

Driving his MGB solo, rather than sharing with wife Barbara on this occasion, Lambert

was in pursuit of the GT2 class-leading TVR Grantura of Malcolm Paul/Rick Bourne when its tail flicked out of line at an oily Club Corner.

The car was launched by the kerb, shed its hard-top and then landed upside down with Lambert in the passenger position.

Marshals were quickly on the scene to help.



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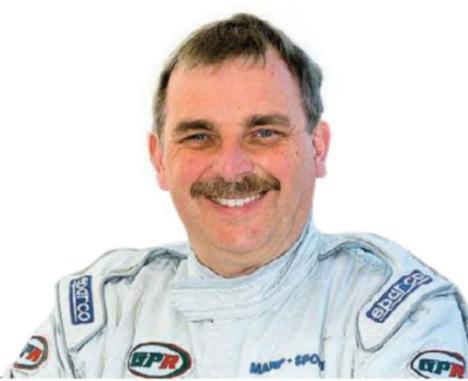
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World class driving shines at Silverstone

By Marcus Pye, the voice of club racing

[@Autosport](#)

I HAVE WATCHED THOUSANDS OF RACES AS

enthusiast, marshal, reporter and commentator and – having also competed in a couple of hundred events and served on many McLaren Autosport BRDC Award panels – reckon that I'm qualified to judge the performances of drivers at any stage of their careers. From novice to professional, I've witnessed countless standout efforts. Indeed, I vividly remember some of the best from my teenage years spent at Thruxton and at BARC meetings nationwide.

What impresses me at any level is the speed and consistency of the aces. It is not unusual to see drivers who are blindingly fast but erratic. Those who eliminate most errors, however, especially in traffic or when weather plays its hand, generally win repeatedly. I'm not talking about flash Harrys who spend fortunes pot-hunting in modest arenas, but those who work to succeed in competitive series. Especially if they are enthusiastic about success and are equally magnanimous in defeat.

Last weekend, Silverstone staged the Historic Sports Car Club's International Trophy meeting, which attracted 500 competitors. They ranged from ambitious teenagers through able weekend warriors and semi-professionals (often racer/instructors these days) to Worcestershire veteran John Burton, a two-litre sportscar star – and European championship race winner – in Chevrons when I was a lad. At 74 he still is, as a Pre-'80 Endurance trophy awarded during Saturday's HSCC 50th Anniversary dinner hosted by Grahame White in the BRDC clubhouse clearly attests.

For all the great drives I enjoyed from trackside over two packed days, several merit special attention here. While fans are no strangers to the exploits of Andy Wolfe and, in recent years, Andy Smith, the confidence and control with which they

eked maximum performances from familiar Lotus Cortina to unfamiliar Lola-DFV T282 sports-prototype (Wolfe) and Formula Atlantic March 79B (Smith, as he harassed Michael Lyons's F1 McLaren M26) was breathtaking.

Leo Voyazides' Ford Falconry has similarly long exuded pure class, as have Jon Milicevic's exploits in potent Caterham to Formula Junior, at which he is a four-time UK champion. Although Jon played down his chances – following a 10-lap session to run in his Brabham BT21B's engine – victory from pole on his 1000cc F3 debut didn't surprise me one iota. Milicevic carries corner speed like few others, hence his extraordinary "batting average". I'd love to see Jon and Andy Smith drive three-litre F1 cars.

For future prospects, look no further than 16-year-old Benn Tilley, whose pace on his Historic FF1600 debut at Castle Combe raised more than a few eyebrows. On pole at Silverstone, the club karting and Saxmax graduate took a couple of laps to acclimatise to the (lack of) grip available on a wet track, but bagged a second successive third place having been eighth at the end of lap one. Running from Stowe to Club with wheels intertwined with the vastly experienced Mark Shaw demonstrated nerve and trust on both sides.

The battle of the weekend had those qualities in spades for more 'handy Andys': Hibberd and Newall were exceptional in Lotus 23Bs in the Guards Trophy race, won by the underrated George Tizzard, whose racing CV is slim. For lap after lap, the duo ran within inches, changing order repeatedly as they slipstreamed and jostled through lapped cars, without a rub. That kind of respect stands out in a sport that habitually sees bumping and boring on the full-time ladder, where the stakes are much higher but, perhaps, the talent is no greater. ✨



MILICEVIC VICTORIOUS ON 1000cc F3 DEBUT

Jon Milicevic made a triumphant 1000cc Historic Formula 3 debut at Silverstone on Sunday, having replaced his FJunior Lotus 18 with the Brabham BT21B last raced by Dean Forward. The car has been totally rebuilt and reverted into an original blue livery, close to that favoured by the garage for his previous multiple championship-winning cars. "The real hero of all this is my old FJ sparring partner Sam Wilson," said Jon. "Last Tuesday we didn't have an engine, but he built one in three days."



MASTERS HISTORIC FESTIVAL CELEBRATES JAMES HUNT

This weekend's Masters Historic Festival at Brands Hatch will celebrate the 40th anniversary of James Hunt's 1976 World Championship, with many iconic cars from his career on display. Ex-Hunt McLaren and Hesketh chassis are among 20 Cosworth DFV-powered cars facing a Ligier-Matra JS17 in round three of the FIA Masters Historic F1 title chase. A three-hour enduro boasting 47 entries, topped by four Ford GT40s, Can-Am cars and a strong FIA Masters Sportscar field are also on a tremendous bill.

SILVERSTONE
HSCC MAY 21-22

Sub hero Wolfe makes Voyazides' weekend

LEO VOYAZIDES' MEMORIES OF A catalogue of Donington Historic Festival disasters faded when his fortunes turned at Silverstone. With FIA Masters Historic Formula 1 champion Andy Wolfe subbing for Simon Hadfield, Voyazides' team strength was uncompromised, yet their GT & Sports Car Cup win was fortuitous.

While Julian Thomas (Jaguar E-type) and Will Nuthall (Lister-Jaguar) slugged it out up front and John Pearson pitted the pole-sitting E-type with head-gasket failure, Voyazides (AC Cobra) settled in to a flat-out half-hour chase of Frank Stippler in Marcus Graf von Oeynhausen's garish Gotcha Racing E-type before passing the Audi pro for second on lap 11, Nuthall having already relayed Monaco winner Tony Wood, who had started father Barry's E-type.

Thomas and Voyazides pitted together under a safety car – triggered when the engine in Bill Bridges's Cobra blew passing the Wing and Nigel Williams's E-type crashed on the oil – whereupon a lightning stop saw Wolfe 'jump' the Jag, now driven by Calum Lockie, to join the crocodile first. When Wolfe missed a gear into Becketts on his first competitive lap in the black Cobra, Lockie pounced, outbraking him into Stowe. Wood snuck past too but, when Brian Lambert's MGB rolled at Club, stopping the race, countback reprieved Leo and Andy.

Runners-up Lockie and Thomas were still bubbling having won Saturday's Jaguar Classic Challenge in Julian's Racelogic V-Box low-drag coupe. Both drove superbly in treacherously damp conditions, but Thomas grunted back past Martin Stretton on the Wellington Straight and hung on for victory.



WALKER

Pearson brothers John and Gary finished third and fourth in E and D-types.

Voyazides and Wolfe were back in the winners' circle after Sunday's Pre-'80 Endurance event, Andy pulling 162mph through the Hangar Straight speed trap (way before Stowe) and setting fastest lap last time round in Leo's sensational-sounding Lola-DFV T282. "The most sublime car I've ever driven," he said, having missed the chequered flag!

The little Chevrons of Martin O'Connell and the evergreen John Burton – a Silverstone debutant in 1965 – were next home, ahead of Michele Liguori's shrill Lola-BMW T296. First time out in a Sports 2000 – and loving it – Gary Pearson converted David Axisa's start to class victory in the Towcester car-paint magician's Tiga SC79, watched by its designer Howden Ganley.

Even with an intermittent misfire, Michael Lyons was unbeatable in his ex-James Hunt McLaren M26/1 in the Derek Bell Trophy races, but fearless challenger Andy Smith (March 79B) repassed him briefly round the outside of Luffield in Saturday's wet stanza. Greg Thornton (Surtees TS11) and Neil Glover (Chevron B37) topped the Chevrolet-powered rosters. Two-litre Classic F3 honours went to lad-and-dad Dominik and Simon Jackson in March-Alfa Romeo 803 and Chevron-Toyota

Voyazides completed a hat-trick, but GT & Sports Car Cup win with Wolfe was close

B43 respectively, while Adrian Langridge (Dastle) beat day-one winner Glenn Eagling (Ensign) among the 1600s.

Music producer George Tizzard chased Martin O'Connell (in Sandy Watson's Chevron B8) relentlessly to the Guards Trophy stops, then overturned Watson's 20-second advantage in five laps for a fine win in the John Percy-prepared Lenham P70. Charlie Allison just kept third with Will Schryver glued to his tail. Mike Whitaker took GT gold in his 150mph TVR Griffith, champion Mike Gardiner's having lost its bonnet mid-tussle.

Quadruple Formula Junior champion Jon Milicevic graduated to 1000cc Historic F3 with a Brabham BT21B and, with an engine built by pal Sam Wilson in three days, won from pole after 10 shakedown laps. A mid-race shower tested Jon's resolve and reflexes as he had no idea of what grip to expect, but Simon Armer (March) and Becketts spinner Peter Thompson (Brabham) could only play second and third fiddles to the local virtuoso. Wet or dry, there was no stopping 1000cc F3 aspirant Sam Wilson (Lotus 20/22) in Formula Junior, although Jack Woodhouse (in John Truslove's Brabham BT6) and Andrew Hibberd (Lotus 22) came closest.

Sixteen-year-old Benn Tilley nailed Historic FF1600 pole by 0.093s but was engulfed by the pack on the opening lap, his first wet one in a single-seater. Rob Wainwright (Elden) and multi-champion Benn Simms (Jomo) finished together after a thrilling joust, but Tilley raced back to third ahead of Castle Combe winner Mark Shaw.

Historic FF2000's camaraderie was underlined yet again when last year's runner-up Andy Park had a corner ripped from his Reynard by a spinning car in testing. Rivals (notably 2015 champion Tom Smith's TS Racing team) laid in and fixed it. Outrun only by URS yardstick Ian Pearson's younger Van Diemen, Park overcame double champion Nelson Rowe to repeat his Castle Combe victory.

MARCUS PYE



WALKER

Barter's swap places for son's second win in a row

A CAUTIOUS START FROM CHARLES BARTER ON POLE was the first key to son Julian's second successive '70s Road Sports victory of the season, this time aboard Jim Dean's Lotus Europa. Will Leverett's Porsche 911SC outdragged them to Copse, but Julian forged ahead and Charles followed suit in evil conditions. John Williams's Paragon 911 was fourth.

Peter Shaw also repeated his Castle Combe success in Historic Road Sports, under increasing pressure from fellow Elan man John Davison, who

could see so little in the spray that he chased the leader's lights. Third-placed Robin Pearce's Morgan +8 was with them much of the way, comfortably beyond reach of Kevin Kivlochan, who blasted his sister car from last to fourth after fuel pick-up problems thwarted practice.

Leo Voyazides completed his hat-trick in the Historic Touring Car round. Master of American V8s for 25 years, the Greek's apparently effortless control of a supremely balanced Ford Falcon Sprint

was reminiscent of Frank Gardner's en route to the 1967 British Saloon Car Championship title in Alan Mann's similarly coloured example.

A sensational battle for second raged race-long between Warren Briggs (Mustang) and Andy Wolfe (Lotus Cortina). Wolfe had the temerity to shoot past into Becketts on lap seven, and subsequently took "a little love tap" in the door when the Mustang ran out of brakes at Village, but power ultimately trumped handling.

RESULTS

GT & SPORTS CAR CUP FOR PRE-'66 & PRE-'63 SPORTS RACING CARS (16 LAPS) 1 Leo Voyazides/Andy Wolfe

(AC Cobra); 2 Julian Thomas/Calum Lockie (Jaguar E-type) +1.230s; 3 Will Nuthall/Tony Wood (Lister-Jaguar Knobbly); 4 Frank Stippler/Marcus Graf von Oeynhausen (Jaguar E-type); 5 John Clark/Alasdair McCaig (Jaguar E-type); 6 Martin Hunt/Patrick Blakeney-Edwards (Jaguar E-type).

Class winners Nuthall/Wood; Jeremy Welch/Martyn Corfield (Austin-Healey 3000); Malcolm Paul/Rick Bourne (TVR Grantura Mk3); Tim Reid/Alex Montgomery (Lola Mk1); Ewan & Paul Bason (Lotus Elite). **Fastest lap** Thomas 2m25.526s (90.03mph). **Pole** Gary Pearson (Jaguar E-type). **Starters** 46.

PRE-'80 ENDURANCE FOR SPORTS RACING, GT & TOURING CARS (24 LAPS) 1 Leo Voyazides/Andy Wolfe

(Lola-DFV T282); 2 Martin O'Connell (Chevron-FVC B19) +37.820s; 3 John Burton (Chevron-BDG B26); 4 Michele Liguori (Lola-BMW T296); 5 Robert Parker (Osella-BMW PA5); 6 Nick Sleep/Bill Wykeham (Lola-Chevrolet T70 Mk3).

CW O'Connell; Burton; Sleep/Wykeham; David Axisa/Gary Pearson (Tiga SC79); Hans Huebner (Porsche 934); Chris Wilson/John Williams (Porsche 911 Carrera RS); Bob & Vicky Brooks (Lola-BDG T212). **FL** Wolfe 2m02.970s (106.54mph). **P** Voyazides. **S** 21.

DEREK BELL TROPHY/CLASSIC F3 (8 LAPS) 1 Michael

Lyons (McLaren-DFV M26); 2 Andy Smith (March-BDA 79B) +5.217s; 3 Greg Thornton (Surtees-Chevrolet TS11); 4 Martyn Donn (Lola-BDA T760); 5 Frank Lyons (Eagle-Chevrolet FA74); 6 Dominik Jackson (March-Alfa Romeo 803B). **CW** Smith; Thornton; F Lyons; Alan Cook (Mallock Mk20). **FL** M Lyons 2m21.607s (92.52mph). **P** M Lyons. **S** 31.

RACE 2 (11 LAPS) 1 M Lyons; 2 Smith +15.805s; 3 Neil Glover (Chevron-Chevrolet B37); 4 Dean Forward (March-BMW 782); 5 Mark Dwyer (Lola-Chevrolet T330/332); 6 Paul Campfield (Chevron-Chevrolet B24). CW Smith; Glover; Forward; Simon Jackson (Chevron-Toyota B43);

Cook; Adrian Langridge (Dastle-t/c Mk10). **FL** M Lyons 1m57.210s (111.78mph). **P** M Lyons. **S** 32.

GUARDS TROPHY (19 LAPS) 1 George Tizzard (Lenham-t/c P70); 2 Martin O'Connell/Sandy Watson (Chevron-BMW B8) +13.524s; 3 Charles Allison (Chevron-BMW B8); 4 James & Will Schryver (Chevron-BMW B8); 5 Mark & Hugh Colman (Chevron-BMW B8); 6 Andrew Hibberd/Miles Griffiths (Lotus-t/c 23B). CW O'Connell/Watson; Hibberd/Griffiths; Mike Whitaker (TVR Griffith); Mark Halstead/Stuart McPherson (Crossle-BMW 9S); Paul Pheysy (Lotus Elan); Bruce Chambers/Jonathan Loader (MGB); Peter Aylett/Steven Farrall (GSM Delta Coupe). **FL** Tizzard 2m18.236s (94.78mph). **P** O'Connell. **S** 42.

HISTORIC F3 (8 LAPS) 1 Jon Milicevic (Brabham BT21B);

2 Simon Armer (March 703) +7.499s; 3 Peter Thompson (Brabham BT21); 4 Leif Bosson (Brabham BT28); 5 Steve Smith (Chevron B15C); 6 Marcus Mussa (Tecno 69).

FL Milicevic 2m21.144s (88.10mph). **P** Milicevic. **S** 18.

JAGUAR CLASSIC CHALLENGE (12 LAPS) 1 Calum Lockie/

Julian Thomas (E-type); 2 Martin Stretton (E-type) +0.265s; 3 John Pearson (E-type); 4 Gary Pearson (D-type); 5 Marcus Graf von Oeynhausen (E-type); 6 Patrick Blakeney-Edwards/Martin Hunt (E-type). **CW** G Pearson; John Burton (E-type); Marc Gordon (XK150). **FL** Thomas 2m39.563s (82.11mph). **P** Lockie/Thomas. **S** 35.

FORMULA JUNIOR (7 LAPS) 1 Sam Wilson (Lotus 20/22);

2 Jack Woodhouse (Brabham BT6) +3.312s; 3 James Murray (Lola Mk5A); 4 Alex Ames (Lotus 22); 5 Andrew Hibberd (Lotus 22); 6 Alex Morton (Lightning Envoyette). **CW** Nick Finburgh (Envoy Mk1); Pete Morton (Ausper T3); Jonathan Fyda (U2 Mk3); Simon Durling (Lotus 18); Anthony Goddard (Cooper T56/53). **FL** Wilson 2m52.786s (75.83mph).

P Cameron Jackson (Brabham BT2). **S** 41. **RACE 2 (9 LAPS) 1 Wilson; 2 Hibberd +2.697s; 3 Murray; 4 Woodhouse; 5 Ames; 6 Greg Thornton (Lotus 20/22). CW** Steve Jones (Cooper T67); Andrew Wilkinson (Lynx T3); Andrew Taylor

(Cooper T59); James Owen (Gemini Mk2); Durling. **FL** Wilson 2m21.301s (92.72mph). **P** Jackson. **S** 37.

HISTORIC FF1600 (7 LAPS) 1 Rob Wainwright (Elden Mk8); 2 Benn Simms (Jomo JMR7) +0.257s; 3 Benn Tilley (Merlyn Mk20); 4 Mark Shaw (Merlyn Mk20); 5 Sam Binfield (Titan Mk6); 6 Will Nuthall (Jamun T2). FL Binfield 2m56.902s (74.06mph). **P** Tilley. **S** 40.

HISTORIC ROAD SPORTS (7 LAPS) 1 Peter Shaw (Lotus

Elan S1); 2 John Davison (Lotus Elan S3) +0.263s; 3 Robin Pearce (Morgan +8); 4 Kevin Kivlochan (Morgan +4); 5 Frazer Gibney (Lotus Elan S1); 6 Robert Rowe (Lotus Elan S3).

CW Pearce; Nik Spencer (MGB); James Owen (Triumph TR5); Dick Coffey (Turner Mk1); Kristy Brooks (Lotus Elan). **FL** Shaw 3m03.639s (71.35mph). **P** Davison. **S** 23.

HISTORIC TOURING CARS (8 LAPS) 1 Leo Voyazides (Ford

Falcon); 2 Warren Briggs (Ford Mustang) +14.446s; 3 Andy Wolfe (Ford Lotus Cortina); 4 Greg Thornton (Ford Mustang); 5 Rob Fenn (Ford Mustang); 6 Ross Hyett (Ford Mustang). **CW** Wolfe; Endaf Owens (Austin Cooper S); Simon Benoy (Hillman Imp); Roger Godfrey (Austin Cooper S); David Alexander (Alfa Romeo Giulia Sprint GT).

FL Voyazides 2m31.508s (86.48mph). **P** Voyazides. **S** 29.

HISTORIC FF2000 (10 LAPS) 1 Ian Pearson (Van Diemen

RF83/82); 2 Andrew Park (Reynard SF81) +4.105s; 3 Nelson Rowe (Reynard SF79); 4 Marc Mercer (Van Diemen RF82); 5 Benn Simms (Reynard SF77); 6 Andrew Storer (Reynard SF79). **CW** Park; John Stapleton (Toj BH2); David Margetts (Dulon MP21). **FL** Pearson 2m12.287s (99.04mph). **P** Pearson. **S** 26.

'70S ROAD SPORTS (7 LAPS) 1 Julian Barter (Lotus

Europa); 2 Charles Barter (Datsun 240Z) +6.852s; 3 Will Leverett (Porsche 911SC); 4 John Williams (Porsche 911SC); 5 James Dean (Lotus Europa); 6 Steve Cooke (Lotus 7 S4).

CW C Barter; Brian Jarvis (Porsche 924); Chris Fisher (MG Arkley); Mark Bennett (MGB GT V8); Steven Camplin (Lancia Beta Monte Carlo). **FL** J Barter 2m46.159s (78.85mph). **P** C Barter. **S** 33.



Wainwright (31) got the better of long-time leader Simms on last FF1600 lap

WALKER



Neat carved his way through the leading pack en route to win

CROFT
750MC MAY 21-22

Neat picks off Locost rivals for first win

JONES

A DETERMINED LAST-LAP CHARGE from Tim Neat netted him a maiden Locost victory at Croft.

Danny Andrew initially led a three-car break from Lee Emm and Ben Powney, but after running side by side for a couple of laps Andrew and Emm both spun independently at Sunny on lap four.

Powney was left with a sizeable lead over Richard Bradley and Martin West, but Neat picked them off one by one and had the lead into Tower on the last lap. Powney held on for second and, after a number of swaps with Bradley, West claimed his first podium in third.

Neat went side by side with poleman Jack Coveney through the Jim Clark Esses at the start of race two, only to spin exiting Sunny and again at the Complex in increasingly wet conditions. Coveney was to take a comfortable win over Ian Allee, while West was third again having escaped from a huge scrap behind.

Both M3 Cup and Super Cooper Cup races started in similar fashion, with Adam Shepherd comfortably heading M3 rival Carl Shield. But with two laps to go in race one they were nose to tail, exchanging paintwork. Shield was ahead as they started the last lap, but he ran off track at the Esses before spinning out at Sunny, leaving Shepherd well clear of Luke Sedzikowski and Matthew Wallis.

It took 10 laps of the second race before Shield was able to overtake Shepherd, but once ahead he retained the upper hand throughout, with Sedzikowski again completing the podium as Andy Knowlton secured a Super Cooper Cup double.

Billy Albone lost out at the start of both RGB races, but fought back for a double win. Spire team-mate John Cutmore led race one, but once Albone had snatched second the gap came down rapidly, with Albone muscling past



JONES

Albone continued Spire team's great start to RGB season with Croft brace

at Tower two laps from home. Scott Mittell was a clear third after Oliver Hewitt pitted and class winner Matthew Higginson's AB Arion was fourth after Daniel Larner was excluded for failing a ride-height check.

Albone and Cutmore shared the front row of the race-two grid, but Oliver Hewitt's Mittell immediately jumped the duo to lead into Clervaux. He held on for three laps before Albone retook the lead into Tower for the win, with Cutmore and Mittell both following through at Hawthorn and Tower a lap later, leaving Hewitt to take fourth.

With Darren Berris's Westfield V8 lapping the whole field, Ed McKean (BMW 325i) and Mark White (Lotus Elise) completed the Armed Forces Race Challenge podium.

Rob Johnston's Cyana fell back at the start of the first Sports Special race, but once he had reclaimed the lead from the Ariel Atom of Martin James into Tower he was not headed. Clive Hudson (Eclipse) secured second and left James to duel with fellow Atom racer Matthew Ellis, the pair swapping third place a couple of times before James made the position safe.

A brave move at the Complex in race two secured Matthew Booth's MK Indy RR a first win. Hudson had second from lap two and made slight inroads into the lead before Booth consolidated his advantage, while Johnston settled for third after a great scrap with James.

Patrick Fletcher won both Clio 182 races. Pete Morgan retired from second on lap two, but Philip Wright and James Bark soon joined Fletcher at the front as all three took the flag in close formation.

Bark and Fletcher went side by side on the opening lap of race two until Bark slowed at the Esses and pulled off. Wright moved in to challenge Fletcher and was alongside into Tower on consecutive laps, but couldn't quite nose ahead as Fletcher secured his second win.

Reigning Formula Vee champion Paul Smith remains undefeated this season after another winning double in his AHS Dominator. He made a first-lap break in race one after Alex Jones spun his Bears GAC. James Harridge's Maverick led a four-car fight for second, but lost out to David Hughes (Bears GAC) on the main straight before forfeiting another place to Paul Taylor, who completed the podium.

Smith quickly took a commanding race-two lead before the race was red-flagged and declared at three laps. Harridge and Harry Webb rounded out the podium.

Kristian White fought his way past the duelling Jim Davies and Stuart Nicholls to win the first Toyota MR2 race, before Davies led from halfway in race two to secure victory over Lewis Ward and Michael Wells.

Carl Swift won both Civic Cup races. Jon Peerless held off BTCC ace Sam Tordoff for second in race one, and Ben Sharpe's Class A car snatched second in race two on the last lap from Martin James.

PETER SCHERER

Sycamore sweeps to masterful Croft MX-5 hat-trick

JACK SYCAMORE PROVED TO BE THE MAZDA MX-5 master in wet and dry conditions, as he battled to a hat-trick of victories to take the championship lead.

Sycamore led the wet first race from pole as Ben Short and Adam Bessell initially duelled for second. Sam Smith then came through to demote Bessell and quickly homed in on Short, before taking second into Sunny on lap four.

Smith's charge continued and into Sunny for the last time he and Sycamore were alongside each other. But race-long leader Sycamore just held on to win, with Will Blackwell-Chambers third, having ousted Short into Tower on lap five.

In the early laps of the second race Sycamore had to fend off Blackwell-Chambers and Smith, while Short fought off a six-car challenge for fourth. But just a couple of laps later Short had pulled clear



and soon took third from Smith, who then came under attack from Jason Greatrex.

While Sycamore held on ahead of Blackwell-Chambers for win number two, Smith retook third into Clervaux on the last lap and Greatrex followed him through at the Hairpin, as reigning champion Short dropped to fifth at the flag.

Although Sycamore led again in race three, Smith squeezed ahead exiting the Complex on

the opening lap, while Blackwell-Chambers lost ground after missing a gear at the chicane.

The front pair fought wheel to wheel for the lead, and once Blackwell-Chambers had regained third from Greatrex he too closed in on the fight.

Sycamore made the decisive move for first at the Complex on lap seven of 10, and Blackwell-Chambers grabbed second at the same spot on the final lap after forcing Smith wide.

RESULTS

LOCOST (BOTH 8 LAPS) 1 Tim Neat; 2 Ben Powney +0.58s; 3 Martin West; 4 Richard Bradley; 5 Glenn Boyer; 6 Danny Andrew. **Fastest lap** Powney & Lee Emm 1m45.33s (71.77mph). **Pole** Emm. **Starters** 39. **RACE 2 1 Jack Coveney;** 2 Ian Allee +6.81s; 3 West; 4 Tim Penstone-Smith; 5 Boyer; 6 Powney. **FL** Allee 1m53.73s (66.47mph). **P** Coveney. **S** 38.

M3 CUP & SUPER COOPER CUP (12 LAPS) 1 Adam Shepherd (BMW E46 M3); 2 Luke Sedzikowski (BMW E46 M3) +28.43s; 3 Matthew Wallis (BMW E46 M3); 4 John Brown (BMW E46 M3); 5 Peter Isherwood (BMW E46 M3); 6 Jamie Ingram (BMW E46 M3). **Class winner** Andy Knowlton (Mini Cooper S). **FL** Carl Shield (BMW E46 M3) 1m36.21s (78.58mph) **Record.** **P** Shepherd. **S** 16. **RACE 2 (13 LAPS) 1 Shepherd;** 2 Shield +0.44s; 3 Sedzikowski; 4 Kevin Dengate (BMW E46 M3); 5 Brown; 6 Isherwood. **CW** Knowlton. **FL** Shepherd 1m34.77s (79.77mph) **Record.** **P** Shield. **S** 16. **RGB (BOTH 10 LAPS) 1 Billy Albone (Spire GT3);** 2 John Cutmore (Spire GT3) +1.98s; 3 Scott Mittell (Mittell MC-53);

4 Matt Higginson (AB Arion S2); 5 David Wale (Spire GT3); 6 John Whatley (Spire GT3). **CW** Higginson. **FL** Albone 1m25.35s (88.58mph) **Record.** **P** Albone. **S** 29. **RACE 2 1 Albone;** 2 Cutmore +2.33s; 3 Mittell; 4 Oliver Hewitt (Mittell MC-53); 5 Daniel Larner (Mittell MC-52b); 6 Higginson. **CW** Higginson. **FL** Albone 1m25.83s (88.08mph). **P** Albone. **S** 27.

ARMED FORCES RACING CHALLENGE (24 LAPS) 1 Darren Berris (Westfield V8); 2 Ed McKean (BMW 325i) -1 lap; 3 Mark White (Lotus Elise S1); 4 Jim Davies (Toyota MR2); 5 Michael Wells (Toyota MR2); 6 Chris Slator (Peugeot 306 GT16). **CW** White; McKean; Slator; Davies. **FL** Berris 1m34.96s (79.61mph). **P** Berris. **S** 21.

SPORTS SPECIALS (9 LAPS) 1 Rob Johnston (Cyana Mk2); 2 Clive Hudson (Eclipse SM1) +1.90s; 3 Martin James (Ariel Atom); 4 Matthew Ellis (Ariel Atom); 5 Matthew Booth (MK Indy RR); 6 Paul Collingwood (Eclipse SM1). **CW** John Moore (RS Arrow 2); Martin Buckland (STM Phoenix). **FL** Johnston 1m32.51s (81.72mph). **P** Johnston. **S** 21. **RACE 2 (10 LAPS) 1 Booth;** 2 Hudson +3.50s; 3 Johnston; 4 Collingwood;

5 Paul Boyd (Eclipse SM1); 6 James. **CW** Moore; Buckland. **FL** Hudson 1m32.02s (82.16mph). **P** Johnston. **S** 21.

CLIO 182 (BOTH 9 LAPS) 1 Patrick Fletcher; 2 Philip Wright +0.42s; 3 James Bark; 4 Mark Balmer; 5 George Williams; 6 Scott Sharp. **FL** Wright 1m40.05s (75.56mph). **P** Fletcher. **S** 20. **RACE 2 1 Fletcher;** 2 Wright +0.70s; 3 Balmer; 4 Sharp; 5 Nick Garner; 6 Pete Morgan. **FL** Fletcher 1m40.24s (75.42mph). **P** Fletcher. **S** 18.

FORMULA VEE (9 LAPS) 1 Paul Smith (AHS Dominator); 2 David Hughes (Bears GAC) +5.45s; 3 Paul Taylor (Bears GAC); 4 James Harridge (Maverick Vee); 5 Ian Jordan (Sheane Jordan); 6 Ian Buxton (GAC Daghorn). **CW** Harridge. **FL** Hughes 1m36.68s (78.20mph). **P** Smith. **S** 20. **RACE 2 (3 LAPS) 1 Smith;** 2 Harridge +6.73s; 3 Harry Webb (AHS Dominator); 4 Jordan; 5 Jamie Harrison (Sheane Jordan); 6 Alex Jones (Bears GAC). **CW** Harridge. **FL** Smith 1m58.62s (63.73mph). **P** Smith. **S** 21.

TOYOTA MR2 (9 LAPS) 1 Kristian White; 2 Jim Davies +0.08s; 3 Stuart Nicholls; 4 Michael Wells; 5 Lewis Ward; 6 Paul Cook. **CW** Nathan Harrison; Nicholls. **FL** Davies 1m41.04s (74.82mph) **Record.** **P** White. **S** 32. **RACE 2 (8 LAPS) 1 Davies;** 2 Ward +3.18s; 3 Wells; 4 White; 5 Nicholls; 6 Timothy Heron. **CW** Harrison; Wells.

FL Shaun Traynor 1m50.11s (68.86mph). **P** Davies. **S** 32. **CIVIC CUP (9 LAPS) 1 Carl Swift;** 2 Jon Peerless +5.88s; 3 Sam Tordoff; 4 Andrew Gaugler; 5 Mark Grice; 6 Martin James. **CW** Chris Coomer. **FL** Swift 1m37.97s (77.17mph) **Record.** **P** Swift. **S** 22. **RACE 2 (8 LAPS) 1 Swift;** 2 Ben Sharpe +3.51s; 3 James; 4 David Buky; 5 Daniel Reason; 6 Tordoff. **CW** Sharpe. **FL** Buky 1m50.77s (66.25mph). **P** Simon Deaton. **S** 20.

5 CLUB RACING MX-5 CUP (9 LAPS) 1 Jack Sycamore; 2 Sam Smith +0.42s; 3 Will Blackwell-Chambers; 4 Ben Short; 5 Dan Stewart; 6 Adam Bessell. **FL** Blackwell-Chambers 1m53.03s (66.88mph). **P** Sycamore. **S** 25. **RACE 2 (10 LAPS) 1 Sycamore;** 2 Blackwell-Chambers +0.64s; 3 Smith; 4 Jason Greatrex; 5 Short; 6 Bessell. **FL** Smith 1m43.47s (73.06mph). **P** Sycamore. **S** 25. **RACE 3 (10 LAPS) 1 Sycamore;** 2 Blackwell-Chambers +2.14s; 3 Smith; 4 Greatrex; 5 Short; 6 Stephen Craggs. **FL** Blackwell-Chambers 1m42.97s (73.42mph). **P** Sycamore. **S** 25.



Double Formula Vee winner Smith leads treacherous start

OULTON PARK
VSCC MAY 21

Preston denies Mitchell fourth successive Trophy success

ANDREW MITCHELL WAS UNABLE to secure a fourth-straight Bill Phillips Trophy win, losing out to Bugatti driver Mike Preston as the VSCC took to a damp and gloomy Oulton Park.

Having put his HRG on pole in a rain-disrupted qualifying session, Mitchell's run of form looked set to continue. But as he struggled for grip when the lights went out, spinning up his wheels, the door was instead opened for Sue Darbyshire and Preston to get ahead, passing on both sides through Old Hall.

Previous trophy winner Darbyshire kept Preston honest – the winner admitting “I thought I'd better press on when I realised it was Sue behind me” – but she couldn't quite make her Morgan Three Wheeler wide enough on the final lap as poleman Mitchell snuck by into second.

Nick Topliss and his ERA R4A took victory in a grid that combined Pre-1931 Vintage and Pre-1961 Racing Cars, claiming the Hawthorn Spanish Trophy for Pre-war cars after losing out in 2015. After a slow start, Mark Gillies piloted his ERA to the front, only to be blighted by a lingering cylinder issue. Gillies soon ground to a halt at the rear of the circuit, handing victory to an unchallenged Topliss. Tony Lees and Matt Ricketts collected the Boulogne and Hawthorn Memorial trophies, winning the Vintage and Post-War classes respectively.

While Charles Gillett celebrated victory in the Oulton Park Trophy, he



was ineligible to accept the award, after he was found to have been running a stripped car.

That handed the trophy to Dougal Cawley, who had spent much of the race side by side with Andrew Mitchell. Mark Gillies, taking to the grid in his 1939 Aston Martin, had been part of the scrap for second, but a spin at the Shell Oil hairpin left him 23 seconds off the front.

Amid those late disappointments, Gillies did take victory in the Pre-War short Scratch race, his first of the day. Despite a self-confessed “terrible start” on the drying grid, the mint-green ERA reclaimed the lead by the time the pack got to Island Bend and never looked back. In the Novice short-scratch race, there was a tight scrap for victory with David Seber's Hornet finishing narrowly ahead of Michael James.

Norman Pemberton won the first Pre-War Handicap race on the road, but was later given a 20-second time penalty for starting in the wrong group and jumping the start, and was relegated to

Preston's great start left him with an unassailable lead

fourth place behind Seber, David Asplin and second-group winner Cyril Hancock.

Seber's father Tony then took victory in the second handicap race, coming through from the penultimate group, 100 seconds after the first car left the grid.

The meeting also welcomed grids from the 500 Owners Association, the HRDC and Morgan Three-Wheelers. The Morgans were first out onto the circuit following a heavy lunchtime downpour, but that didn't make any difference to Hamish Bibby who, after maximum wins at Loton Park, took victory yet again.

Mark Halstead won the HRDC Allstars race from pole in his Elan, although he nearly missed the race altogether after getting “very close to the barriers in qualifying”. Jonathan Lewis' Austin Cooper S was 38s ahead of the duelling Minis of Steve Jones and Tim Harber in the Academy and A-series challenge.

Peter de la Roche was victorious in the F3 500s, charging from third in his Cooper MkV.

DOM D'ANGELILLO

Topliss wrestled ERA to Hawthorn Spanish trophy win after Gillies's exit



WALKER

RESULTS

BILL PHILLIPS TROPHY (5 LAPS) 1 Mike Preston

(Bugatti T35B); 2 Andrew Mitchell (HRG 1½ litre) +1.47s; 3 Sue Darbyshire (Morgan Super Aero); 4 Mark Butterworth (Lagonda V12); 5 Mark Brett (Ballamy-Ford V8 Sp); 6 Simon Blakeney-Edwards (Frazer Nash Super Sports). **Fastest lap** Mitchell 2m23.49s (67.54mph). **Pole** Mitchell. **Starters** 31.

BOULOGNE TROPHY, HAWTHORN MEMORIAL & SPANISH TROPHY (7 LAPS) 1 Nicholas Topliss (ERA R4A);

2 Eddie Gibbs (Frazer Nash SS Racer) +29.93s; 3 Duncan Ricketts (Alta 2 litre); 4 Tony Lees (AC/GN Cognac); 5 Charles Gillett (Frazer Nash Super Sports); 6 Duncan Pittaway (GN Vitesse). **Class winners** Lees; Matt Ricketts (Cooper T41). **FL** Mark Gillies (ERA R3A) 2m02.78s (78.93mph). **P** Gillies. **S** 19.

OULTON PARK TROPHY FOR PRE-WAR SPORTS CARS (5 LAPS) 1 Charles Gillett (Frazer Nash Super Sports);

2 Dougal Cawley (GN/Ford Piglet) +0.43s; 3 Andrew Mitchell (HRG 1½ litre); 4 Michael James (Riley 14/4 TT Sprite Rep); 5 Mark Brett (Ballamy-Ford V8 Sp); 6 Mark Gillies (Aston Martin Monoposto). **FL** Cawley 2m19.55s (69.45mph). **P** Gillett. **S** 18.

PRE-WAR CARS SHORT SCRATCH (4 LAPS) 1 Mark Gillies (ERA R3A);

2 Nicholas Topliss (ERA R4A) +27.42s; 3 Eddie Gibbs (Frazer Nash SS Racer); 4 Tony Lees (AC/GN Cognac); 5 Dougal Cawley (GN/Ford Piglet); 6 Tim Greenhill (Wolseley Hornet Special). **CW** Gibbs; Cawley; Christian Pedersen (Austin 7). **FL** Gillies 2m22.56s (67.98mph). **P** Gillies. **S** 23.

PRE-WAR CARS NOVICE SHORT SCRATCH (4 LAPS)

1 David Seber (Wolseley Hornet Special); 2 Michael James (Riley 14/4 TT Sprite Rep) +1.42s; 3 Duncan Potter (MG Montherly Midget); 4 Euan Clark (Riley Brooklands Special); 5 Dennis Bingham (Riley Falcon Special); 6 David Asplin (Austin 7 Ulster Replica). **CW** Potter; Ian Fyfe (Alvis 12/70 Special). **FL** Seber 2m22.20s (68.15mph). **P** Seber. **S** 10.

PRE-WAR CARS SHORT HANDICAP (BOTH 4 LAPS)

1 Cyril Hancock (Fiat New Balilla); 2 David Asplin (Austin 7 Ulster Replica) +0.60s; 3 David Seber (Wolseley Hornet Special); 4 Norman Pemberton (Talbot 95/105); 5 David Morely (Riley Special); 6 Michael James (Riley 14/4 TT Sprite Rep). **FL** Seber 2m26.53s (78.93mph). **S** 22. **RACE 2**
1 Tony Seber (Wolseley Hornet Special); 2 Mike Painter (MG Kayne) +1.08s; 3 Richard Ilffe (Riley Kestrel 12/4 Spl); 4 Anthony Fenwick-Wilson (Railton LS Tourer); 5 Philip Bewley (Bugatti T35); 6 Nigel Hall (Lagonda LG45). **FL** Christian Pedersen (Austin 7) 2m18.86s (69.79mph). **S** 17.

MORGAN THREE WHEELERS (5 LAPS) 1 Hamish Bibby

(Jap 8/80 Racing); 2 Chas Reynolds (Jap Super Sports) +1m07.09s; 3 Tom Cowley (Matchless Super Aero); 4 Danny Hodgson (F2 Willment); 5 Pete Clews (Super Elva); 6 Austin Smith (M3W S&S). **CW** Smith; Anthony Pearson (F2 E93A). **FL** Bibby 2m25.53s (66.59mph). **P** Bibby. **S** 10.

HRDC ALLSTARS PRE-'66 SPORTS, GT & TOURING CARS (14 LAPS) 1 Mark Halstead (Lotus Elan 26R);

2 Augusto Perfetti (Ford Cortina Mk1) +28.80s; 3 Jonathan Lewis (Austin Cooper S); 4 Bill Watt (Lotus Elan S2); 5 Brian Small (Ashley MG); 6 Julian Crossley (Mini). **CW** Perfetti; Crossley. **FL** Halstead 2m08.12s (75.64mph). **P** Halstead. **S** 22.

HRDC ACADEMY (12 LAPS) 1 Jonathan Lewis (Austin Cooper S);

2 Steve Jones (Morris Mini Cooper S) +38.64s; 3 Tim Harber (Austin Mini); 4 Brian Small (Ashley MG); 5 Matthew Jeffrey (Austin Cooper S); 6 Jon McDonald (Ashely Works GT). **CW** Andrew Jordan (Austin A30). **FL** Lewis 2m07.19s (76.19mph). **P** Lewis. **S** 29.

F3 500 (5 LAPS) 1 Peter de la Roche (Cooper MkV);

2 Richard Ellingworth (Cooper MkX) +6.98s; 3 Darrell Woods (Cooper MkXII); 4 Mike Fowler (Cooper MkV); 5 Ian Phillips (Cooper MkX); 6 Stuart Wright (Cooper MkXII). **CW** Ellingworth; JB Jones (JLR F3). **FL** de la Roche 2m16.97s (70.75mph). **P** Ellingworth. **S** 14.

DONINGTON PARK

MSCC MAY 22

Ayres breezes to Morgan victories

TIM AYRES EXTENDED HIS LEAD IN THE Morgan Challenge as he sealed successive pole-to-flag victories at Donington Park for the Peter Morgan Memorial Meeting.

Ayres held his lead going into Redgate in race one, with Tim Parsons and Simon Scott behind, but always looked in control and built enough of an advantage to avoid any trouble.

With Scott and Parsons spinning out of contention at Coppice, Henry Williams profited from Philip St Clair Tisdall's spin and Steve McDonald's resulting avoiding action to take second.

Race two was a similar story as Ayres led throughout once again. Ten seconds covered the top four at the finish, but second-placed McDonald had jumped the start and was handed a 10-second penalty, dropping him to fourth behind Williams and Parsons.

In the other half of the Morgan Challenge field, Keith Ahlers produced a familiarly commanding display as he duelled with his great rival Phil Goddard in the opening stages before pulling out an unassailable gap to take his 85th victory overall in the series.

Goddard was second, with Russell Paterson third and son Elliot fifth, as guest driver Shane Kelly defended well against the latter.

Ahlers looked to be in control again in race two, with Goddard in second and Russell Paterson third, before being hit by gear-selection issues. He first lost the lead to Goddard, and then succumbed to Paterson.

Rob Spencer's MGB led from pole in the

Thoroughbred Sportscars race, and was untroubled as only the top five finished on the same lap.

Many of the same drivers lined up for the BCV8 Championship round. There was a three-way tussle for the lead until a mechanical failure ended Oliver Neaves's race halfway through and, with three laps to go, James Wheeler and Russell McCarthy collided, with McCarthy ending up worst off. Wheeler was able to claim victory ahead of Rob Spencer, Simon Cripps and Neil Fowler.

There was a dramatic start to the FISCAR Historic Intermarque event as Michael Freeman, in fourth, failed to get going on the formation lap and poleman Jonathan Abecassis spun out of the race at Redgate.

This left Nick Matthews's Austin-Healey and Neil Hardy's similar car to fight it out for the lead. With pitstops mandated, Matthews exploited a longer first stint to beat Hardy and Jim Campbell respectively.

The Sports Car v Saloon Car Challenge only had four entrants, and even that was then reduced to three with Ian Whitt only lasting one lap. Martyn Adams's Triumph TR7 put in a dominant display to cross the line over a minute ahead of Nick Yeomans in a Porsche 944 Turbo.

Russell and Elliot Paterson (MG) were a class ahead in the Jim Tucker Trophy, winning by nearly a minute in front of Jack and Billy Bellinger (Morgan +8).

RIAN HOSKINS

RESULTS

MORGAN CHALLENGE GROUP 1 (18 LAPS) 1 Tim Ayres

(+8); 2 Henry Williams (4/4) +7.934s; 3 Steve McDonald (+8); 4 Jack Bellinger (+8); 5 Clive Glass (+8); 6 Alex Laidlaw (Roadster). **Class winners** Williams; Laidlaw; Michelle Bailey (+4). **Fastest lap** McDonald 1m23.908s (84.91mph).

Pole Ayres. Starters 18. RACE 2 (15 LAPS) 1 Ayres;

2 Williams +3.730s; 3 Tim Parsons (4/4 Supersport); 4 McDonald; 5 Philip St Clair Tisdall (+8); 6 Simon Scott (LWT Roadster). **CW** Williams; Parsons; Chris Bailey (+4). **FL** Parsons 1m23.280s (85.55mph). **P** Ayres. **S** 17.

MORGAN CHALLENGE GROUP 2 (19 LAPS) 1 Keith Ahlers

(+8); 2 Philip Goddard (+8) +24.561s; 3 Russell Paterson (+8); 4 Shane Kelly (ARV6); 5 Elliot Paterson (ARV6); 6 Roger Whiteside (+8). **CW** Kelly; Billy Bellinger (+8). **FL** Ahlers 1m17.918s (91.43mph). **P** Goddard. **S** 19. **RACE 2 (16 LAPS)**

1 Goddard; 2 R Paterson +4.709s; 3 Ahlers; 4 E Paterson;

5 Whiteside; 6 Andy Green (+8). **CW** E Paterson; Bellinger. **FL** Ahlers 1m17.727s (91.66mph). **P** Ahlers. **S** 19.

THOROUGHbred SPORTSCARS (16 LAPS) 1 Rob

Spencer (MGB GTV8); 2 Russell McCarthy (MGB GTV8) +2.860s; 3 Neil Fowler (MGB GTV8); 4 Simon Cripps (MGB GTV8); 5 Jon Ellison (TVR Griffith 200); 6 Barry Holmes (MGB GTV8). **CW** McCarthy; Bob Lines (MGA); Phillip Lambe (Triumph TR6). **FL** Spencer 1m17.632s (91.77mph).

P Spencer. **S** 14.

MGBCV8 CHAMPIONSHIP (16 LAPS) 1 James Wheeler

(B GTV8); 2 Rob Spencer (B GTV8) +3.441s; 3 Simon Cripps (B GTV8); 4 Neil Fowler (B GTV8); 5 Jordan Spencer (B GTV8); 6 Andrew Young (C GT). **CW** J Spencer; Benjamin Tovey (B Roadster); Mike Harris (B). **FL** R Spencer 1m17.230s (92.25mph). **P** Russell McCarthy (B GTV8). **S** 21.

FISCAR HISTORIC INTERMARQUE (20 LAPS) 1 Nick

Matthews (Austin-Healey 100/4); 2 Neil Hardy (Austin-Healey 100) +8.391s; 3 Jim Campbell (Austin-Healey 100/4); 4 Brian Arculus (Alfa Romeo Giulietta); 5 Mark Hoble (Triumph TR2); 6 Richard Thorne (Morgan +4). **CW** Arculus; Hoble; John Waterson (Lotus Elite). **FL** Matthews 1m28.840s (80.19mph).

P Jonathan Abecassis (Austin-Healey 100/4). S 15.

SPORTS CAR V SALOON CAR CHALLENGE (14 LAPS)

1 Martyn Adams (Triumph TR7 V8); 2 Andy Yeomans (Porsche 944 Turbo) +1m02.009s; 3 Nick Matthews (Austin-Healey 100/4); no other finishers. **CW** Yeomans. **FL** Adams 1m22.465s (86.39mph). **P** Adams. **S** 4.

JIM TUCKER TROPHY FOR PRE-'73 MORGANS (28 LAPS)

1 Elliot Paterson/Russell Paterson (ARV6); 2 Jack Bellinger/Billy Bellinger (+8) +57.438s; 3 Simon Baines/Chris Baines (Roadster); 4 James Carter/Richard Carter (+8); 5 Mark Shears (+4); 6 Michelle Bailey/Chris Bailey (+4).

CW Bellinger/Bellinger. **FL** Paterson/Paterson 1m21.857s (87.03mph). **P** Paterson/Paterson. **S** 8.

1 PETTER SOLBERG

WORLD RX TEAM

#PSSuperFan



FANTASTIC NEWS

Triple FIA World Rally Champion Petter Solberg is launching a fan club. Fancy it? You'll be known as a PSSuperFan as well as an all-time hero in the motorsport world. What are you waiting for? Have a look over there, no there... to the right! Got it. That's what you get. And all for £30! It's mad. We're mad. That's right, mad to have you for a member. Go to www.performance-clothing.com/collection/petter-solberg for details. Then, see you in the paddock.



10% OFF
PSRX
MERCHANDISE

**THE ENGINE'S OFF.
I'M SITTING ON A CHAIR,
NOT ON THE ROOF.
AND NOBODY'S TRYING
TO OPEN MY DOOR WITH
THEIR FRONT BUMPER.**

THIS ALL FEELS A LITTLE BIT STRANGE...

Hello! Petter here. Should I have put that bit at the top?
It doesn't matter. I want to talk to you. I want to meet you,
greet you. I want you to be part of PSRX.

You all know me; you know how much what I do means to me. I
know you know because I see your letters, emails and social media
support. And I can't thank you enough. Or I couldn't. Now I can.

Let's get together. I'm launching the Petter Solberg Fan Club
#PSSuperFan at this week's World RX of Britain.

Don't even think about turning this page over, you're part of it now.
Have a look down there for the details. Then sign up. Join the journey.

It'll be unbelievable. Trust me.

**TO SIGN UP TO BECOME A SUPERFAN VISIT
WWW.PERFORMANCE-CLOTHING.COM/COLLECTION/PETTER-SOLBERG**



**TO BECOME A
#PSSUPERFAN
YOU MUST...**



#1 refuse to ever take off your
#PSSuperFan exclusive and limited
edition Petter Solberg cap. Seriously,
never. No, not even when you're in
bed. Actually, that's a bit weird. PSRX
promotes a pyjamas on, cap off policy.

#2 promise to give Petter a big man
hug (ladies, you're permitted a peck on the
cheek and Englishmen, a firm handshake
will do) when you see the triple FIA World
Champion at the #PSSuperFans' only meet
and greet sessions at every World RX Friday.

#3 promise not to tell anybody else
Petter's latest news. You'll get an exclusive
first sight of all Petter's pre-event blogs,
pinged directly into your inbox.

#4 flash your #PSSuperFans membership
card everywhere you go. It'll get you into
the world's most exclusive restaurants,
nightspots and even airport lounges.*

#5 read your regular #PSSuperFan
newsletter over and over again. We'll
be asking you questions on it...

#6 use your 10% discount off PSRX
merchandise wisely at Performance Clothing.

#7 lend us £30. We can't exactly
guarantee we'll pay you back, but we
can guarantee all of the above!

*It might not.

WHAT'S ON



"FOR THE MEMBERS OF THE MEDIA that actually do their homework, the last tweet wasn't about you. It was for the irresponsible pinheads!"

That told them, Tony Stewart. But it was also part-apology, journalists not on the Kevin-Harvick-to-Hendrick rumour bandwagon having indignantly tweeted straight back at Stewart when he appeared to be tweet-slating the entire press while announcing Harvick's new Stewart-Haas deal.

Of the motorsport series with the biggest fanbases, it's NASCAR that's gaining most from the world having some uncensored access into what goes on in its drivers' heads. To NASCAR-haters, its racers are either corporate sponsor-name-checking robots or idiots colliding with and punching each other, but little else in between.

Twitter is showing there's more nuance than that, and giving existing fans some spicy entertainment too.

When the Brad Keselowski-designed All-Star race format perplexed, Denny Hamlin was quickly on Twitter distancing the rest of the drivers' council from it – his "It came from one. Nobody liked it" line retweeted by several other leading drivers. And

within 20 minutes of the race finishing, Keselowski had taken to his phone to defend himself: "Well according to Twitter, guess I finished 2nd in the worst action packed All-Star race with passing for the lead ever. #Amazing".

The Mercedes F1 team felt moved to address social media critics with an open letter explaining it really wasn't trying to deliberately knobble Lewis Hamilton's title defence, shortly after Toto Wolff's rant about people "lying in their bed with a laptop on their chest" (the pause while he pondered how far to take that image before settling on "...sending out abusive messages" was delicious). Hurl a conspiracy theory at a leading NASCAR figure and you're more likely to get a personal tweet straight back – with series executive vice-president Steve O'Donnell particularly quick to jump on unfair Twitter criticism with reasoned defence.

Jimmie Johnson occasionally likes to fire back sardonic barbs at the thousands of 'haters' tweet-lambasting him for crimes including being rather good at driving racing cars while not being Dale Earnhardt, or to canvass his social media fanbase for descriptions of his critics to retweet (he favoured "asshats" and "douche canoes" in one such session

NASCAR format might alienate some, but Twitter activity of those involved shows a more profound side

last year). Even if Sebastian Vettel does open a Twitter account, he is unlikely to use it to call someone a douche canoe.

It's not just rows and rants where NASCAR is 'winning' Twitter. Inevitably there are plenty of pictures of children/dogs/bicycles, sponsor praise and bible quotes, but its drivers' tweets also show intelligence and wit contrary to their critics' stereotypes. Keselowski's tweets reveal how much deep thought he gives his controversial opinions (even if they're unlikely to sway his opponents on topics such as concussion testing).

Dale Earnhardt Jr isn't just witty, he can be outright eccentric – and sharp enough to turn Twitter disgust at him making a banana-and-mayonnaise sandwich into a charity push that raised \$150,000 for underprivileged children. And if you see NASCAR as an insular world thinking it's above the rest of motorsport, Twitter shows how many of its drivers avidly watch IndyCar, F1 and more.

NASCAR's haters are unlikely to commit to its four-hour races, but what its racers are expressing in 140 characters should help convince them that there's a lot more going in the average NASCAR driver's head than they might suspect.

MATT BEER

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HOT ON THE WEB THIS WEEK

YouTube WRC ACTION HOTS UP IN PORTUGAL

Search for: Rally Portugal 2016: CRASH Tanak & Paddon

An extraordinary sequence of events unfolds in Portugal as first Hayden Paddon's Hyundai i20 WRC crashes, the car's hot exhaust sets fire to the dry vegetation, then Ott Tanak runs off the road at the same spot and has to turn firefighter to save his Ford Fiesta RS WRC from the flames.



INTERNATIONAL MOTORSPORT

MONACO GRAND PRIX

Formula 1 World Championship
Rd 6/21
Monte Carlo, Monaco
May 29

WATCH ON TV

Live: Sky Sports F1, Sunday 1230
Highlights: Channel 4, Sunday 1800

GP2 SERIES

Rd 2/11
Monte Carlo, Monaco
May 27-28

WATCH ON TV

Live: Sky Sports F1, Friday 1010, Saturday 1505

FORMULA RENAULT EURO CUP

Rd 2/7
Monte Carlo, Monaco
May 29

WATCH ON TV

Live: BT Sport 1, Sunday 1100

PORSCHE SUPERCUP

Rd 2/9
Monte Carlo, Monaco
May 29

INDIANAPOLIS 500

IndyCar Series
Rd 6/15
Indianapolis, Indiana, USA
May 29

WATCH ON TV

Live: BT Sport 1, Sunday 1530

INDY LIGHTS

Rd 5/12
Indianapolis, Indiana, USA
May 27

WATCH ON TV

Highlights: BT Sport 2, Saturday 0500

NURBURGRING 24 HOURS

Nurburgring, Germany
May 28-29

WATCH ONLINE

Live: Saturday 1430, 24h-rennen.de/live-streams



INDIANAPOLIS 500

BT Sport 1
Sunday 1530

There's something for just about everyone this weekend, but for a must-see event it's hard to look further than the 100th running of the Indianapolis 500. With James Hinchcliffe starting from pole and looking to cap a fairytale return to Indy after his horror crash in practice last year, the 2016 edition of the race promises to live up to its billing as the 'greatest spectacle in racing'.

WORLD TOURING CAR CHAMPIONSHIP

Rd 5/12
Nurburgring, Germany
May 28

WATCH ON TV

Highlights: Eurosport 2, Sunday 0025

SUPER FORMULA

Rd 2/7
Okayama, Japan
May 29

JAPANESE FORMULA 3

Rd 3/8
Okayama, Japan
May 28-29

NASCAR SPRINT CUP

Rd 13/36
Charlotte, North Carolina, USA
May 29

WATCH ON TV

Live: Premier Sports, Sunday 2230

SCANDINAVIAN TOURING CARS

Rd 2/7
Mantorpark, Sweden
May 26

WATCH ONLINE

Live: Thursday 1700, STV Play

SUPER TC2000

Rd 4/12
Cordoba, Argentina
May 29

UK MOTORSPORT

KIRKISTOWN 500MRCI

May 28
FF1600, Road Sports, Ford Fiestas, ASK Supercars

BRANDS HATCH MASTERS

May 28-29
FIA Historic F1, FIA Historic Sports, Gentleman Drivers, Pre-'66 Touring Cars, HGPCA, Three-Hours, Can-Am, Classic FF1600

SILVERSTONE MSVR

May 28-29
MINI Challenge, Track Day Trophy, GT Cup, Monoposto

ROCKINGHAM BARC

May 28-29
Caterham Academy, Junior Saloons, Clio Cup, Pickups, Clubmans

ANGLESEY BARC

May 28-29
Legends, NW Sports/Saloons, Ford XRs/Pumas, Formula Sheane, Irish Historics

OULTON PARK BRITISH GT

May 28-29
British GT, Aston Martins, Ginetta GT5, British F3, Innes Ireland Cup/'50s Sports, VW Racing Cup, Northern Sports/Saloons

MALLORY PARK BARC

May 29
MaX5, Hyundai Coupes, Intermarque, MGOC, Sevensque Sports Cars

KNOCKHILL SMRC

May 29
Mini Coopers, Ford Fiestas, FF1600, Classic Sports and Saloons, Legends, Sports and Saloons, BMW Compact

CASTLE COMBE CCRC

May 29-30
Mini Miglia, Mini Seven, 750 Roadsports, Sports-Racing, Sports/Saloons, Formula Ford, Saloons, GT, Dave Allan Trophy



BRANDS HATCH MSVR

May 30
Classic FF1600, Quaife/MN Saloons, Tin Tops, NKHK Historic GT, Masters Allcomers



elf
Team Tyrrell



JACKIE STEWART

FRANCOIS CEVERT II

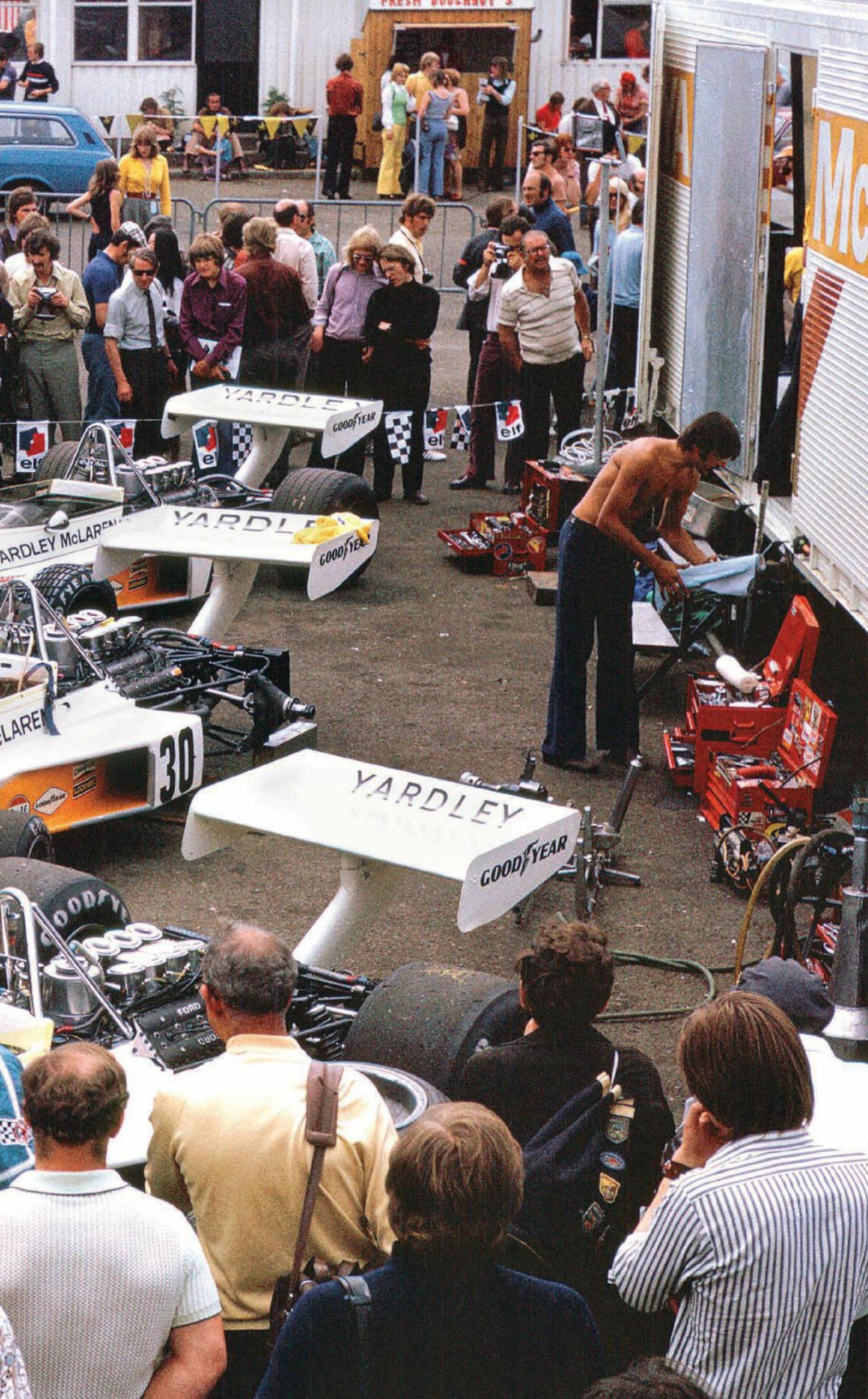
Tyrrell - Ford

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THE ARCHIVE

The 1973 Formula 1 paddock was a very different place. McLaren certainly wouldn't take kindly to similar working conditions – nor the bellbottoms- and-a-suntan teamwear – today!

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HAVE-A-GO HERO

WHEN DRIVERS CROP UP IN UNEXPECTED PLACES



NELSON PIQUET JR

NELSON PIQUET JR IS A DRIVER for whom doing something new is far from daunting – witness the thwarted attempt to make his Pau Grand Prix debut last month. He's embraced a pressure-free phase of his career where he does what he wants, unconcerned about the perception from the outside.

At this year's Le Mans 24 Hours he'll enjoy a new challenge: racing an LMP1 car around the Circuit de la Sarthe for the first time. But his journey to France, with Rebellion Racing, won't be all new to him. If he strains his memory, he might just remember the road there. A decade ago, when Piquet was running Lewis Hamilton close for the 2006 GP2 title, he took a detour to Le Mans. In an Aston Martin DBR9 GT1.

"That year the buzz was the fear of doing something stupid and messing up. I was really inexperienced and I was more scared than anything else," Piquet says.

What didn't help settle his nerves was the lack of practice. At just 20, and having only raced single-seaters over the previous five years, his preparation was not ideal; well, it was non-existent. "I'd never driven a GT before and I didn't test the car," he says. "They put me straight into Le Mans! It was even harder than driving an F1 car for the first time."

Paired with the experienced David Brabham and Le Mans rookie Antonio Garcia, the #62 Team Modena-run Russian Age entry qualified eighth in class. Piquet didn't do anything stupid, and the trio finished fourth. "That was the toughest race in my life," says Piquet. "Le Mans is such a challenging track, a quick track, and those Aston Martin GT1s were very, very quick."

Piquet's career was heading in a very obvious direction at that stage, even though his time in F1 ended up being shortlived. Since departing from Renault in mid-2009, the now-30-year-old has raced a litany of machinery across North America, South America and Europe.

And now he's back at Le Mans. He admits his first experience and the circumstances surrounding his return mean his outlook's slightly muted. "I don't think I've realised it yet to be honest," he says of the excitement that surrounds the race. "A lot of people have butterflies; I don't yet because we're not one of the LMP1 cars fighting to win. But I'm hoping, one day, we're in that position, planning a whole year around one race."

SCOTT MITCHELL



Piquet is now racing for Rebellion in the WEC, but 10 years ago he was a Le Mans rookie



Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP Tel +44 (0) 20 8267 5998
E-mail autosport@haymarket.com Website www.autosport.com
Individual e-mail firstname.surname@haymarket.com

Editorial

Editor-in-Chief **Edd Straw**
Deputy Editor **Marcus Simmons**
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Gary Anderson, Alan Eldridge, Mark Glendenning, Marcus Pye, Dieter Rencken, Gary Watkins

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Advertising

Tel +44 (0) 20 8267 5271
E-mail autosport.ads@haymarket.com

Sales Manager **James Robinson**
Display Advertising **Don Rupal, Karen Reilly**
Classified Advertising **Jamie Brooker, Jonathan King, Joe Andrews**
Autosport.com Sales Manager **Fiona Bain**
Online Advertising **Leah Mimms**
Advertising Director **Matthew Witham**

Advertising Production

Tel +44 (0) 20 8267 5588 Fax +44 (0) 20 8267 5020
Production Controller **Abbey Gunner** abbey.gunner@haymarket.com

Subscriptions

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Licensing and Syndication

International Director **Alastair Lewis** +44 (0)20 8267 8606
Syndication enquiries **Isla Friend** +44 (0)20 8267 5024

Management

Group Director **Tim Bulley**
Group Commercial Director **Ben Guynan**
Group Publisher **Stuart Williams**
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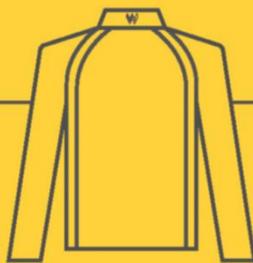
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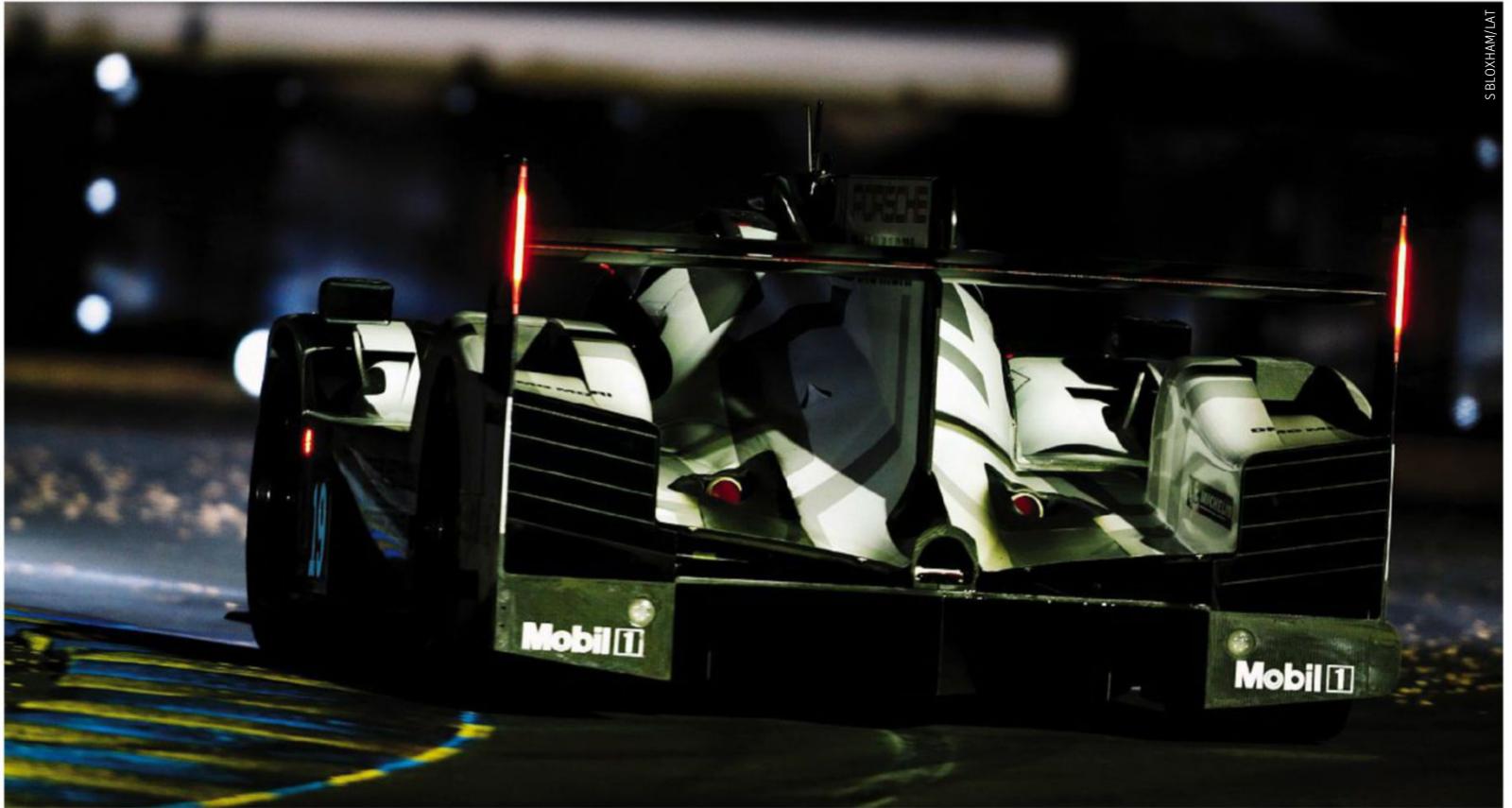
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S. BLOKHAW/LAT

IS THERE A MORE FAMOUS RACE

than the Le Mans 24 Hours? Probably not. And in circuit-racing circles there's probably not a greater all-round test for a driver either.

The top tier of single-seater racing is only reserved for the special few, so if you're trying to make a career in motorsport your chances are greater if you widen your horizons. Accepting that there is a different approach to achieving success in the endurance branch of the sport is vital.

Racing at Le Mans is the pinnacle of those with endurance ambitions, but as Alex Buncombe has proved you can be very successful without being particularly mainstream. In his column, the Nissan driver documents his rise from budget single-seater wannabe to one of the Japanese giant's most trusted drivers.

But endurance racing does not start and end with Le Mans – there are myriad 24-hour races making up the motorsport calendar and plenty of endurance races that don't go twice-round-the-clock as well.

So this issue is not restricted only to those with Le Mans aspirations – it's aimed at anyone looking for that little bit extra to help them go the distance.

**SCOTT MITCHELL
PERFORMANCE EDITOR**

scott.mitchell@haymarket.com
@ScottAutosport



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ART EDITOR Michael Cavalli; MANAGING EDITOR Peter Hodges; SUB EDITOR Stuart Codling; COVER IMAGE Zak Mauger/LAT
ADVERTISING ENQUIRIES Don Rupal email don.rupal@haymarket.com or call 020 8267 5244



MASTERCLASS

WITH ROB WILSON

THE WORLD-RENOWNED DRIVER COACH EXPLAINS WHY GIVE-AND-TAKE IS A CRUCIAL SKILL IN ENDURANCE RACING



LEVIT/LAT

Being a long distance driver is many things, because there are so many different opportunities. The serious, top-rank professionals know what they've got to do, because of the reliability of the cars, the television exposure and the career implications. That's a fairly brutal place to be, because drivers have to be fast and they have to be competitive with their team-mates.

The Le Mans 24 Hours, for example, is very big time. But when you're doing Le Mans, there's quite a variation in driver levels. It adds colour to the race and dealing with the traffic is a major issue. And there've been some quite big crashes there that are not always the fault of the slower driver but because of the determination, sometimes, of the faster driver not to lose time.

The drivers in the faster cars have time to pick up on the body language of the slower car. Often they will take to that, but often they won't. They know in advance that 'this

person's slightly off-line, he's braked a bit earlier than the other GT cars, I've gained on him a lot faster than I gained on the other one', so the warning lights should go on.

That said, the drivers of the slower cars have to be capable of reading the traffic as well. Now, you do have different coloured lights when they're driving, so you know what's coming up behind you. Then you can work out how much it's gaining on you and at what point you let it through. The hard and fast rule that drivers should stick to their line doesn't allow the body language of slower cars to signify to the chasing person that they can go into a different place. You're just holding your line. So, it needs co-operation from the slower cars, and some consideration from the faster cars as well.

In these instances, as it is with motor racing and most long-distance racing, it's important to know when to give it away, as much as when to take it.

Don't feel pressure such as "that lap was two seconds off what I could have done". There's always going to be

traffic. No one on the pitwall is going to admonish you for that. You may have given it away on a few corners and those could be the decisions that will help win the race. No one wants to hear "I was turning in to the corner, it was my corner, and he turned in on me", because someone's just going to say "are you sure you weren't putting your nose where it shouldn't be?"

What the team wants to see is the car go past and past the pits. We've all done it where you'll get 10 consecutive laps within a tenth, and that's good driving. People like to see that, that's good, that's fine if you can keep doing that. But take it over an entire race, there'll be variations, and it's really important that you don't feel, if you didn't get it that lap, or the next lap, or three laps, that people are going to be cross with you. The most important thing is no one wants to see a car come in with damage.

If you are the professional driver in a team that's a mix of driver ability, it's important to say to the others "know when to give it away". Most of the people cannot go out



Wilson in action at Le Mans
in a Harrier LR9C in 1994

“We may not be able to win this in a head-to-head fight, but we could finish first. If they’re going to hand it to us, we have to be there”

there thinking they’re going to get an outright win or win their class. But, as I’ve said to people, we may not be able to win this in a head-to-head fight, but we could finish first. But someone’s got to hand it to us. And if they’re going to hand it to us, we’ve got to be there to take it.

There’s no point getting involved in a race with someone as the sun is going down, because in all likelihood they won’t still be there when the sun comes up again. I recall finishing sixth overall in the Daytona 24 Hours one year having been 20th at sunset, and I don’t recall passing many cars...

If you’re the senior driver, you make the set-up happy for the slowest driver. You’ll deal with it. But you do not want to add to his humiliation, you don’t want to add to his workload, you want life to be as easy as possible. Don’t make the car too hard to drive, because that can lose you the race – especially in the three-driver lower categories where there’s often quite a big disparity between them. Always make sure they get what they want. Of course, they leave you in the car to get the set-up and be happy, but while you’re getting the set-up, make it a broad-based car in doing that.



TOP TIPS GOING THE DISTANCE

01 SLEEP WHEN YOU CAN

When you get out of the car and then get on the pitwall or in the garage, and watch every detail for ages, then an hour and a half later it’s hard to switch off. Try not to talk too much, try not to have too much on the radio, because the pit crew can’t come up with answers all the time and drivers don’t want to be disturbed either. So try not to do that.

02 CAUTION IS KEY

Be ever so careful when it comes to leaving the pits, because you’re on cold tyres. Often when you’ve gone out, just at the end of the pitlane everyone is flat out on the accelerator, and that’s where cars flex a little bit. There’s always extra oil on the pitlane exit and you do get the odd incident because of that.

03 MAKE YOUR LIFE EASIER

Your part of the pitlane should be distinctive. You know it’s got a zebra on it, or something, that says ‘this is us’. When you’re coming down the pitlane and it’s your first time out at night, the driver’s got to make sure he’s noted something before it. ‘It’s four past the Gulf pit’ or similar. Always get the team to put the pit board out at the end of lap one of qualifying and the race, even if there’s nothing to say, so you get used to where it is. You need to be able to train your eye on it.

04 FIND A FEW COMFORTS

At the drivers’ meeting always be the last one in so you can get out quickly, because there could be 150 drivers in there. When you’re there, listen attentively to the words they say.

These days, flag marshals do not smoke as often so always take your cigarettes with you – and a cigarette lighter – because it used to be easy to get them from flag marshals. And take your own mobile phone because if the car stops and is without its electrics, the radio won’t work either. ...



5 THINGS YOU NEED TO KNOW ABOUT

ELECTRONICS

KEY LESSONS ON AN UNDERVALUED AREA OF CAR PERFORMANCE FROM CARTEK

01 Why should I care about electronic equipment?

Choosing the correct electronic equipment for racecars can be the difference between a DNF and finishing on the podium. Electronic parts rarely degrade in performance over time – they tend to either work perfectly or not at all. As such, should they fail then it usually means race over.

02 What are the basic areas of electronic equipment that can lead directly to performance improvements?

There's the adage 'To finish first, first you must finish' and this is very true with electronics. Although electronics within engine management systems is widely recognised as an area where performance can be increased, unreliability in other areas of the car's electrical systems can quickly cause loss of performance – if not a total breakdown. For example, although our electronic Battery Isolators are designed to maximise safety, it is essential that they perform reliably 100 per cent of the time. They must disconnect the battery and shut the engine down immediately when required, but just as importantly not disconnect the battery and not shut the engine down when not required – ie while still racing!



Battery Isolator is easy to install

03 Do you really get what you pay for?

With some racecar parts, a lower-cost item may simply be a little heavier than the best available, or may not sustain maximum performance for as long or in all conditions as other higher-quality alternatives. But if you cut corners with electronic equipment, buying cheap often means that the part has not been designed or manufactured specifically to withstand the harsh environment of the racecar. A good-quality piece of motorsport electronic equipment will be able to tolerate extreme temperatures, severe shock and vibrations and should be fully sealed against water and dirt.

04 How complicated is this area? How easily can I embrace that?

Cartek's most popular product, the Battery Isolator, is very straightforward to install and often acknowledged as being easier and quicker than the traditional, mechanical master-switch with cumbersome pull-cables. With the Battery Isolator mounted close to the battery, it simply breaks the connection between the negative terminal of the battery and chassis/earth. A further connection is made to car's ignition system or ECU, then just two pairs of wires make the connections to the internal/driver on/off button and the external 'kill' button.

05 I just race at national level, I'm not a professional. How can Cartek help me?

Although Cartek's customers include companies such as McLaren, Porsche and Mercedes, their products are also highly popular in club-level racing and rallying. They are all carefully designed to be installed by anyone, and that includes novice car builders. In addition to the Battery Isolator, Cartek also produces FIA Rain Lights, Shift Lights, Digital Gear Indicators, Power Control Panels, Wireless Steering Wheel Controls and Coolant Level Sensors.

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INSIDE LINE WITH ALEX BUNCOMBE

A CAREER IN ENDURANCE RACING ISN'T JUST ABOUT LMP1 AND LE MANS. THIS NISSAN ACE EXPLAINS HOW HE MADE IT HAPPEN



CAREER highlights

- 2016** 4th in Blancpain Endurance Series with RJN Nissan
- 2015** Blancpain Endurance champion with RJN Nissan
1 win, 2 podiums, 1 pole position
Le Mans 24 Hours with Nissan LMP1
V8 Supercars outings with Nissan
- 2014** 8th in Blancpain with RJN British GT with RJN Nissan
V8 Supercars outings with Nissan
- 2013** 7th in FIA GT with RJN
4th in B'pain Endurance
- 2012** 6th in ELMS with Greaves Motorsport
6th in British GT with RJN
1 win, 3 podiums
- 2011** Blancpain Endurance Series GT4 Cup champion with Nissan
- 2010** Spa 24 Hours, Nurburgring 24 Hours, GT4 European with RJN
- 2009** 2nd in GT4 European Series with RJN
- 2008** 2nd in GT4 Euro Series with RJN
6 wins, 9 podiums, 7 pole positions
5th in 24 Hour Series with RJN
- 2007** 3rd in GT4 European Series 2 wins
- 2003** 5th in Formula Renault UK Winter Series
- 2002-01** Formula Renault UK

As a young driver you want to go down the Formula 1 route, like everybody does, but I soon understood how tough that was. I stopped doing Formula Renault in 2003; I did the Winter series and then through 2004, '05 and '06 was involved with a company called Chiron World Sports Cars, which did Britsport races.

In 2006 my brother [Chris] got involved with Maserati with JMB Racing and I was lucky enough to do a deal for a full season of the Maserati Trofeo. Unfortunately our sponsor pulled out after the first round, which was very frustrating because we actually won that race at Monza.

Then in 2007 Chris got involved with Binnie Motorsport in LMP2; he did the Le Mans Series with them and at the time, in '07, it was [RJN Motorsport team boss] Bob Neville's first year in European GT4. He had a driver who couldn't do one of the races – I think it was Spa – and he called my brother because he has a lot of history with RJN. Bob asked if he'd be able to do it, but it clashed with a race in Valencia.

So Chris said, 'Why don't you stick my brother Alex in, he knows what he's doing, give him a shot'. So basically that was the start of my career, and I've been with Nissan ever since. Bob started to do a fair bit at the Nurburgring and I was lucky enough to do the Nurburgring 24 Hours with him in 2008 with Kurt and Nicki Thiim.

We only did the second half of the European GT4 Cup

they've got a couple of guys in to help with the coaching. My role has been to focus on my driving, but I've been there if they have any specific questions about the circuit or the car; what gear are you pulling there, where are you turning in for this corner. . .

Then Nissan wanted a European driver for Le Mans, someone who had enough experience and had been involved with Nissan for years – and I guess there's not many around apart from myself, so they thought I'd be the man for the job. I've been very proud to be a part of that, and Nissan's exchange programme. We've had a lot of Japanese come over to Europe and I've been over to Japan. It's been great.

I had a great relationship with [former global Nissan motorsport boss] Darren Cox, who was a very influential person over the years. He's wanted my career to go the right way, and it has been doing so. It's been a great five or six years.

When I initially got into endurance racing I had the attitude that you need to be 100 per cent flat-out every single lap, whereas I think now with a 24-hour race you can't quite approach it like you would a Blancpain Sprint or Endurance race. You just need to have a bit more of a sensible head on your shoulders and not make the wrong calls – in traffic, especially.

As I found out [at Le Mans] last year, we had a bit of

“So many young drivers are skipping the single-seater route. They see a GT career as a much nicer path in motorsport”

in '08. That was the first year of GT Academy when Lucas [Ordonez] won, and we did the full year in '09 with Lucas. I've grown together with RJN, and now here we are today.

It all came at the right time. I got the job done when I needed to in order to prove my worth – that was in 2009 and 2010 – and then we got the break to do GT3 in 2012. I've had to prove myself to get the people writing the cheques to want me in the car – and I will get in anything!

I don't have anything specific to do with the GT Academy graduates now. I probably did more with Jann Mardenborough in 2012 – I would do a fair bit of driver training with him and help with the data, but now as the programme has grown

contact early in the evening with a backmarker and unfortunately we couldn't fix the car sufficiently in time for it to be worthwhile stopping. We were without any left-front dive-planes, so that made the car very understeery in the high-speed corners and it was a bit of a horror to drive!

It cost us around a second and a half per lap, which is a fair old chunk of time over 16 hours. I just made a slightly wrong judgement and it was costly. It's nice to think it's a sprint race, but it just can't be.

I love training, I love to ride the bike and I love to run, so keeping fit is not a problem for me. But when it comes to a race I don't like to do too much training pre-weekend. Especially in the lead-up to a long-distance race, I'll have a good couple of days off before I get in the car.

I think the way GT racing is going is fantastic. There's so many more young drivers now that are skipping the single-seater route. They see a GT career as a much nicer path in motorsport.

I was extremely lucky to get my break when I did, but I got the job done when I had to. GT racing is a great step and if you can get involved with it, it's absolutely mega.



HOW TO USE A SIMULATOR TO...

PREPARE FOR LE MANS

THE ROUND-THE-CLOCK ENDURO IS ONE OF MOTORSPORT'S MOST FAMOUS RACES, BUT DRIVERS SHOULD FOLLOW THE SAME CORE PRINCIPLES IN ANY LONG-DISTANCE EVENT. WE FOLLOWED RACER **BEN BARKER'S** PREPARATIONS

K eep it consistent. Manage the traffic. Nail the night. There are other elements that go into winning a round-the-clock race, but these are three crucial components that a driver must be able to achieve if there is to be any chance of success.

Autosport Performance partner Position One Motorsports is a sister company to Gulf Racing, the World Endurance Championship team whose GTE Am drivers – GP2 race winner and A1 Grand Prix champion Adam Carroll, Porsche Supercup frontrunner Ben Barker and Gulf Racing co-founder Mike Wainwright – will be making their Le Mans debuts in June.

As we have covered in previous editions of *Autosport* Performance, Position One and Gulf Racing are based in the same headquarters in Milton Keynes, along with a classroom, gym, massage therapy facility and changing room. It's part of the Position One holistic philosophy designed to elevate driver preparation.

So what better place to go to learn how you prepare for the Le Mans 24 Hours?

In the World Endurance Championship calendar, the Le Mans 24 Hours is preceded by a six-hour race at Spa-Francorchamps. It is often used by Le Mans entries who otherwise don't compete in the WEC as a warm-up for the French enduro. Spa is also the circuit chosen by Position One Motorsports as an appropriate venue for simulator training specifically for drivers to prepare for Le Mans. But why?

"It's because it ticks all the boxes," says Matt Beers, the Position One chief whose Gulf Racing team raced at Spa in May ahead of its trio of drivers' Le Mans debut. "Quite frequently the race is in changeable weather conditions and offers a changeable track. The track's got driving challenges – Eau Rouge, Blanchimont – where it's high-speed and requires confidence, and it's got low-speed corners and elevation changes."

Spa is 4.3 miles long, almost half that of the 8.47-mile Circuit de la Sarthe. It also has a greater topographical variance. So the differences between the two are quite

significant. Beers says that's actually to Spa's advantage as a warm-up event.

"It's fast and flowing and it gives you a test, if you like, that's a little more intense than the Le Mans experience," he says. "Le Mans is relatively easy-going for a driver from a physical perspective. Relative to Le Mans, the workrate from a driver is proportionally higher per lap. It's a good physical test for consistency.

"From a stamina and endurance perspective any 24-hour race is a big challenge and the big thing with Le Mans is that focus on attention of other cars and

“Spa ticks all the boxes. If you can do an hour or two at Spa you get a good reference for driver and car performance”

maintaining that over a longer period. Typically drivers do longer stints at Le Mans than at Spa. If you can do an hour or two at Spa you get a good reference for your fitness levels, so understanding driver performance as well as car performance is quite relevant."

From a driver's perspective those three disciplines mentioned in our introduction can all be targeted in the right simulator environment. The core function of a simulator is to give you a far greater time-to-money ratio for testing, but that added value is worthless if you do not use that time correctly. To demonstrate best practice, we put Ben Barker through his paces in the simulator. ▶





ROB COOPER/RWC PHOTO

SIMULATING A STINT

If you wanted to, you could double-stint on a simulator to your heart's content. Our process was more targeted, a lesson in consistency and mental preparation. Using Spa as the test track, Barker was tasked with two relatively short runs – the first was to push for the ultimate laptime. His pace was immediately into the low 1m17s, but the Audi R8 GT3 was clearly on the edge and he pushed his luck numerous times with track limits – and also had a spin that cost him four seconds on one lap. The final effort, at the sixth attempt, yielded a big improvement – a 1.2s gain and a final laptime of 1m15.9s, delivered through aggressive driving and masses of oversteer.

The second run was slightly longer, around 11 laps. Barker's technique noticeably changed, with braking effort reduced (reflected in noticeably lower pressure on the telemetry) to avoid being 'on the edge' on corner entry. Another example was a slight lift at Eau Rouge to reduce effort to 'hang on' to the car on the limit.

After six laps, with Barker undisturbed, we compared the cumulative time with the qualifying effort. And the result was that the 'slower' run was actually 3.6s to the good. Although Barker's raw pace was significantly quicker over one lap when it came together, stepping back and evaluating the bigger picture revealed the spin and other small mistakes while overdriving cost him time. There was significantly greater steering work-rate overall on the quicker lap, an approach that is not only aggressive on the tyres but is also disproportionately more exhausting for the driver.

It may seem obvious that consistency is better than ups-and-downs over the course of a one-hour or two-stint, but an upper limit is a difficult thing to consciously impose when in the heat of battle. By using the split times to keep his focus, Barker was able to concentrate on hitting (slightly beating, actually) his target time of 1m17.5s. He acknowledged it was "a really useful tool" and not something he'd focused on before.

In reality, there would be additional variables such as fuel load decreasing and tyres wearing. But, if the driver is doing a good job and the car is set up well, they should cancel each other out. That means a target time is something which could, in theory, be applicable across a stint. The mental preparation afforded on the sim, insofar as encouraging the driver to keep concentration levels up, helps reinforce the need to be smooth and not overdrive when in an endurance environment. The pursuit is in average laptime, not ultimate pace.

SIMULATING THE ENVIRONMENT

Position One has entered a partnership with Spanish company OHW Studios, which will be providing laser-scanned tracks for the simulator where possible and "GPS models of superior quality" when it isn't, says Beers.

Where this comes in handy with something such as preparation for a 24-hour race is the ability to have reliable reference points on the track. This means the environment you train in is a more accurate representation of what you will find at the circuit.

"The benefits of having that extra resolution and extra accuracy of the physical and visual elements are that you can take it to another degree of coaching and preparation," Beers explains. "First of all from a driver's perspective – markers, references, kerbs, kerb usage. It's that kind of thing, where you get that extra step closer."

"When it comes to things like consistency and lines, again you don't have to make that adaptation when you make the transition to real life.

"A laser-scanned track from a stationary sim is quite similar because that's quite easy to produce. The physicality of the circuit and the feel come into it with

EBREVILAT



Spa is a good track to prepare for Le Mans, in real life and on the simulator

the motion sim. When you're driving at a certain level of performance, where they are using the reaction of the car when they hit a bump or a kerb as an input to affect the simulator's output.

"For example there's a little bump before you get into the Bus Stop at Spa, which you can use as a reference point. Through Eau Rouge there are bumps at the bottom that unsettle the car. Non-scanned models are useful to about 95 per cent, but you get that extra few per cent of accuracy with a laser-scanned model. The more benefit you can get, the better."

This is particularly important when you're preparing for a race in which variables will keep changing. If you've only tested at Spa in the day, or you don't prepare for what's to come at night until the evening sessions in the build up to Le Mans, it will be a culture shock at first.

Having a reliable reference point on the simulator helps overcome that to an extent, because you can acclimatise to any differences. It enables you to target potential danger spots on the circuit where visibility may be particularly worse at night, or where references change dramatically, and adjust in advance. Far better for that to be your method than to arrive at the first Mulsanne ►

SIMULATOR STATS CONSISTENCY

The data traces on the right-hand side are from Ben Barker's qualifying (in blue) and race runs (in orange) on the Position One simulator.

Outright performance improves consistently throughout the lap in qualifying trim, ending in a lap 1.21s quicker, but the steering input trace reveals just how much harder Barker was having to work.

The brake pressure and throttle application traces illustrate Barker's techniques to keep the car more settled during the longer run, by being gentler on the brake and less aggressive on the throttle.



ROB COOPER/RWC PHOTO



“Encouraging a driver to keep concentration levels up reinforces that the pursuit is of average laptime, not ultimate pace”



S BLOXHAM/LAT

References change at night, when keeping your bearings becomes harder



EBREY/LAT

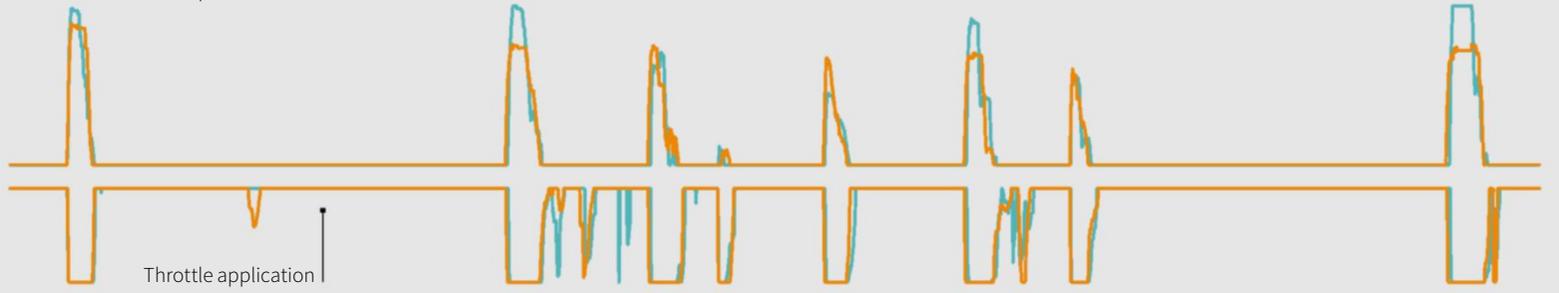
A good model means more accurate representations of a track's finer details

TIME COMPARISON

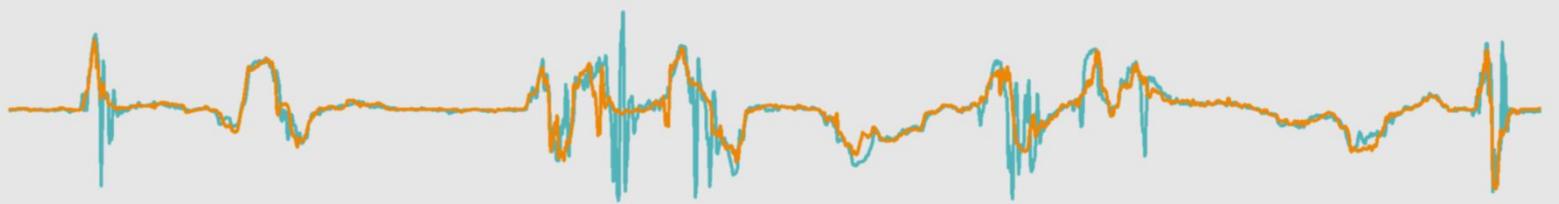
BEST LAP FROM RACE RUN BEST LAP FROM QUALIFYING RUN



BRAKE PRESSURE/THROTTLE



STEERING INPUT



chicane in a GTE car and find your 200-metre board reference isn't as easy to spot with headlights.

Barker performed a quick night-time run at Spa to compare back-to-back with his 'long-distance' stint previously. This was to establish what difference, in any, there was in lap time and if any references changed. While Barker discovered he was able lap almost quickly as in the day, it came after a couple of laps of trying – there was an initial hesitancy with his reference points that was reflected in a 2m18s lap time first time out.

SIMULATING TRAFFIC

The AI of any simulator is limited in terms of the complexity of the strategy that the AI has. It's a very unpredictable behaviour. So if you want to have a really competitive race it's difficult.

But what we could do with Position One is set the AI performance to a level and test different scenarios. You can practice managing traffic, but it should be done with a certain amount of structure, to allow for real-time tuition of how to manage the cars around you. It's more about teaching awareness, and what you need to be focusing on where there is traffic around.

"Rather than really racing and practicing that," says

Beers, "it's having the discipline to practice specific skills. You can set the AI's performance above your own, so you can practice chasing a car down, trying to match a performance level, or realising and accepting that you can't match it but remaining consistent. It doesn't have to require particularly intelligent drivers around you.

"If you're injected into that scenario of traffic – overtaking or being overtaken – and you haven't experienced it or managed it, it's not intuitive. You might focus on something you shouldn't, like where your braking points are rather than what the other car is doing in front of you. You've got to manage both.

"That will be assessing the situation. 'What is the car doing lap after lap and what do I need to do to adapt?' You need to stick to your markers when you've got cars coming past you, it's so easy to just outbrake yourself when you've got a faster car overtaking you because you're going with them in a way."

The challenge of traffic is significant at Le Mans, where there are three classes of car (and within the third class, GTE, a mix of professional and gentleman drivers). So whether it's a case of learning how best to manage being overtaken without losing time or how to cut through traffic, the value is the same. Gulf Racing's Wainwright was hit by the Porsche driven by

Brendon Hartley at Silverstone, for example, so even the best trip up...

On the sim, Barker was placed in a race environment with a dozen other GT cars. The target was to stay out of trouble, avoid contact and make places when possible.

"It's about emphasising, and potentially exaggerating, what you would do in reality," explains Beers. "The AI is less intelligent so it's more likely to drive into you."

That proves an understatement as Barker is assaulted by an out-of-control car into the Bus Stop. But the process is visually effective as Barker deals with multiple cars around him, and the experience is clearly relevant to the challenge of Le Mans and other enduros because Barker's car positioning and choices when attacking and defending play a direct role in a success or failure.

"If you're going to go for an overtake, present yourself more obviously – dive that much further on the brakes," says Beers. "If you want someone to overtake you, choose the corner, make it obvious there's a gap. Do it in such a way that they get past easily and quickly and you pick your pace up as quickly as possible.

"It's very easy to say it's not realistic but you can practice procedures and identify on a specific circuit what you can do and where. You can't pre-empt what they are doing behind, if you do that's where the risk increases."



4 ESSENTIAL WARM-UP EXCISES

STRETCHES FOR ENDURANCE RACING DRIVERS

Position One Motorsport's on-site physical preparation expert **JOHN CAMILLERI** has some top tips



HAMSTRING STRETCH

If the hamstrings are tight then this can have negative implications for your hip alignment, potentially causing the muscles of the lower back to over-compensate to maintain hip balance. This can be a cause of referred back pain (that is, pain felt some distance away from the actual cause) which affects in-car performance.

To perform this stretch, lie down with both legs straight and keep the hips square, then gently pull your left leg towards the torso until you feel a stretch down the back of the left leg. Hold for 20-30 seconds and repeat on the right leg.



HIP FLEXOR STRETCH

This is a particularly important stretch for taller drivers if a compromise is being made on seat positioning when sharing a car with shorter drivers. If the knees are excessively bent while racing, then the hip flexors can over-work to maintain hip stability.

To perform this stretch, begin in a lunge position with the left knee bent at 90 degrees. The right knee should remain on the ground and the hips should remain square.

Push forwards from the hips and stretch the right arm upwards. The stretch should be felt down the front of the thigh and up into the torso on the right side.

Hold for 20-30 seconds and repeat on the other side.



OUTER HIP STRETCH

It's important to stretch the hip flexor muscles in a transverse plane to help prepare for tolerating lateral g-forces, especially for right-foot brakemasters who will use their left leg to stabilise themselves as they go round corners.

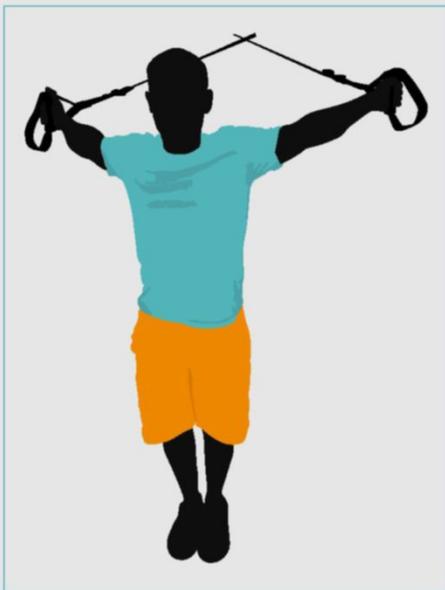
To perform this outer hip stretch, lie on your back with both legs flat on the floor. Pull your right knee in towards your upper body. Hold the outer side of your right knee with your left hand and pull the knee across your body towards the floor.

Try to keep your right elbow at 90 degrees with your shoulders and head flat on the ground. Hold this stretch for 30 seconds and then repeat on your left side.

Driving at night can be daunting to the uninitiated and preparation, not just concentration, is key



S BLOX/HAMILTAT



CRUCIFIX CHEST STRETCH

The rounded position of a racing seat can cause tension across the chest, which can lead to shoulder pain. A TRX suspension trainer could be used to stretch across the chest. Keep your hands in line with the middle of your chest and step forwards until the arms are completely straight. You feel the stretch across the chest and biceps. Hold this for 20-30 seconds.

If you don't have a TRX then any doorway could be used. Just hold on to the door frame at shoulder height and perform the same action, stepping forwards until the arms are straight.

SIMULATING PHYSICAL EXERTION

The physical exertion of competing in any endurance race, let alone one lasting 24 hours, is tremendous. This is why motorsport companies are investing more into physiological analysis than ever before. Position One and Walero, another *Autosport* Performance partner, conducted an investigation into the physiological effect a driver experiences in a racing environment while wearing different base layers.

Position One's fitness consultant John Camilleri measured Ben Barker's resting heart rate and blood pressure, and the Gulf Racing driver then completed two stints of the Spa-Francorchamps circuit on the Position One simulator, the first wearing Walero base layers. The second stint, using alternative base layers, did not begin until Barker's heart rate and blood pressure had returned to the original levels.

The simulator was set at a controlled ambient temperature of 30 degrees Celsius, which is close to the maximum 32-degree temperature permitted in the World Endurance Championship.

Bodyweight (kg) was measured before and after stints on the simulator, and water intake was strictly controlled in order to carry out accurate sweat-testing procedures. Heart rate and core body temperature were then recorded every 60 seconds in real time using a BioCOM physiological monitoring system.

While Barker's core temperature remained consistent over both stints at 37.2 degrees Celsius, the stint wearing the Walero base layers produced a body mass reduction of 0.27 per cent (which equated to 0.4L/hour, 'low sweat rate'). In comparison the stint wearing the alternative base layers produced a body mass reduction of 0.56 per cent (a 0.8L/hour, 'normal' sweat rate). Barker's average heart rate was also four per cent lower when he was wearing the Walero base layers.

Now, what was abundantly clear when considering the



ROB COOPER/RWG PHOTO

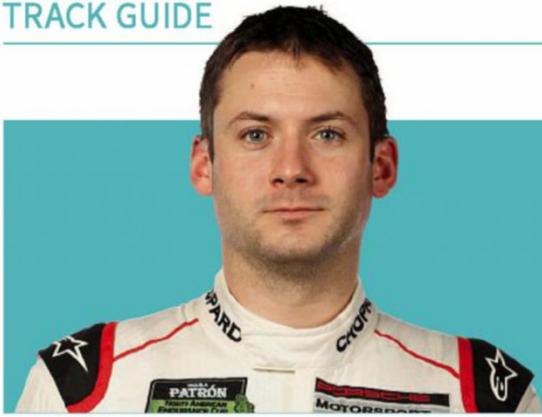
results was that a broader sample of drivers would need to be assessed in the controlled simulator environment to make a definitive conclusion.

"However," says Camilleri, "the low sweat-rate, minimal body mass reduction and lower average heart rate values do suggest that the Walero base layers were more efficient at maintaining homeostatic balance than the alternative choice we tested".

This is a good example of the opportunity afforded by the simulator to evaluate a driver's habits and tendencies from an endurance perspective. Dehydration can be a major limiting factor in endurance racing, affecting concentration and reaction times and also harming visibility at night-time.

If there are gains to be made by something as simple as choosing the right equipment, this is a valuable lens for those interested in driver preparation to look through – particularly in motorsport, where events are often decided by the smallest fractions.

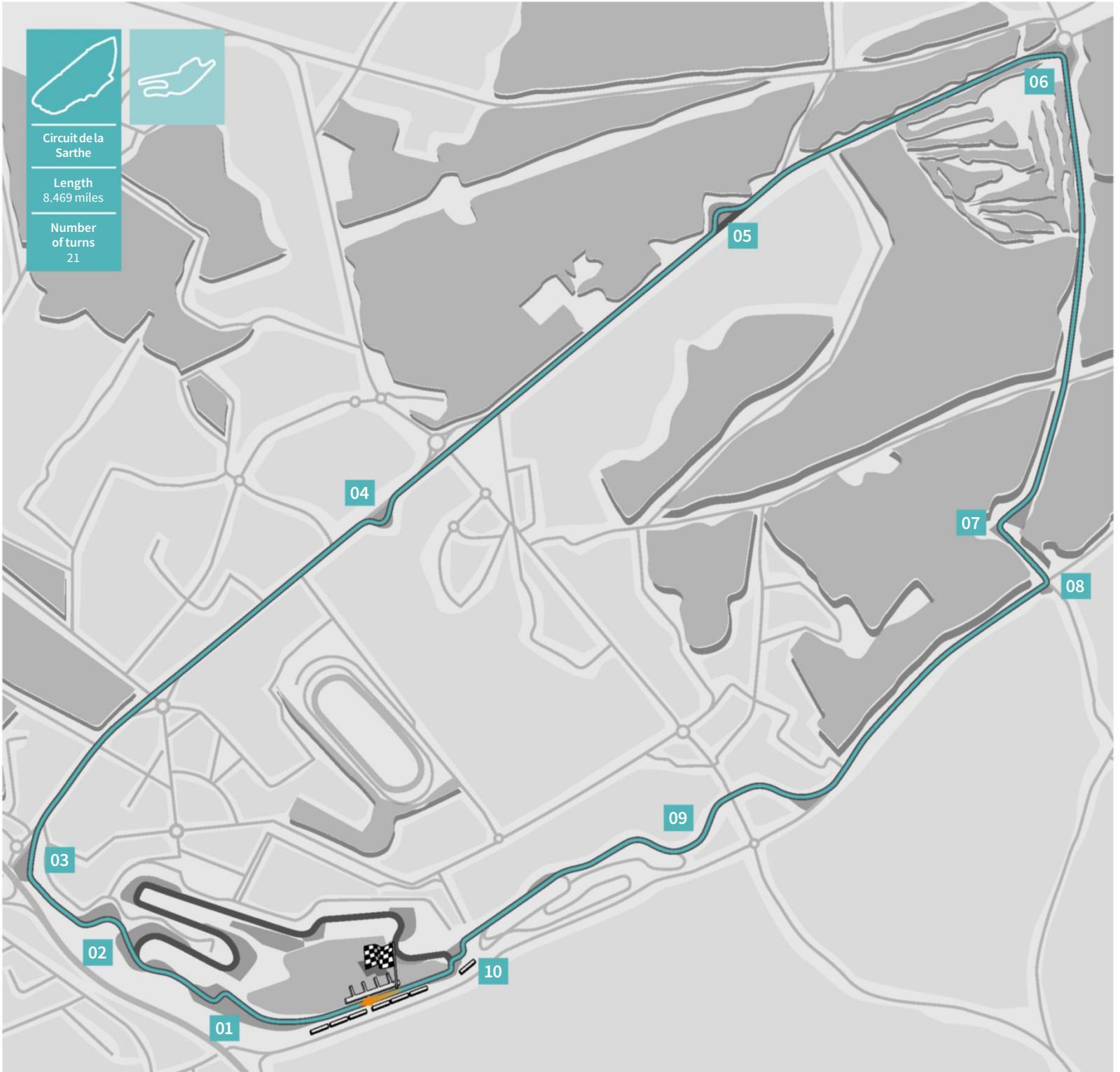
And that is why a structured approach to using a simulator, and targeting specific areas, is a training method with untapped potential. ■



LE MANS

WITH NICK TANDY

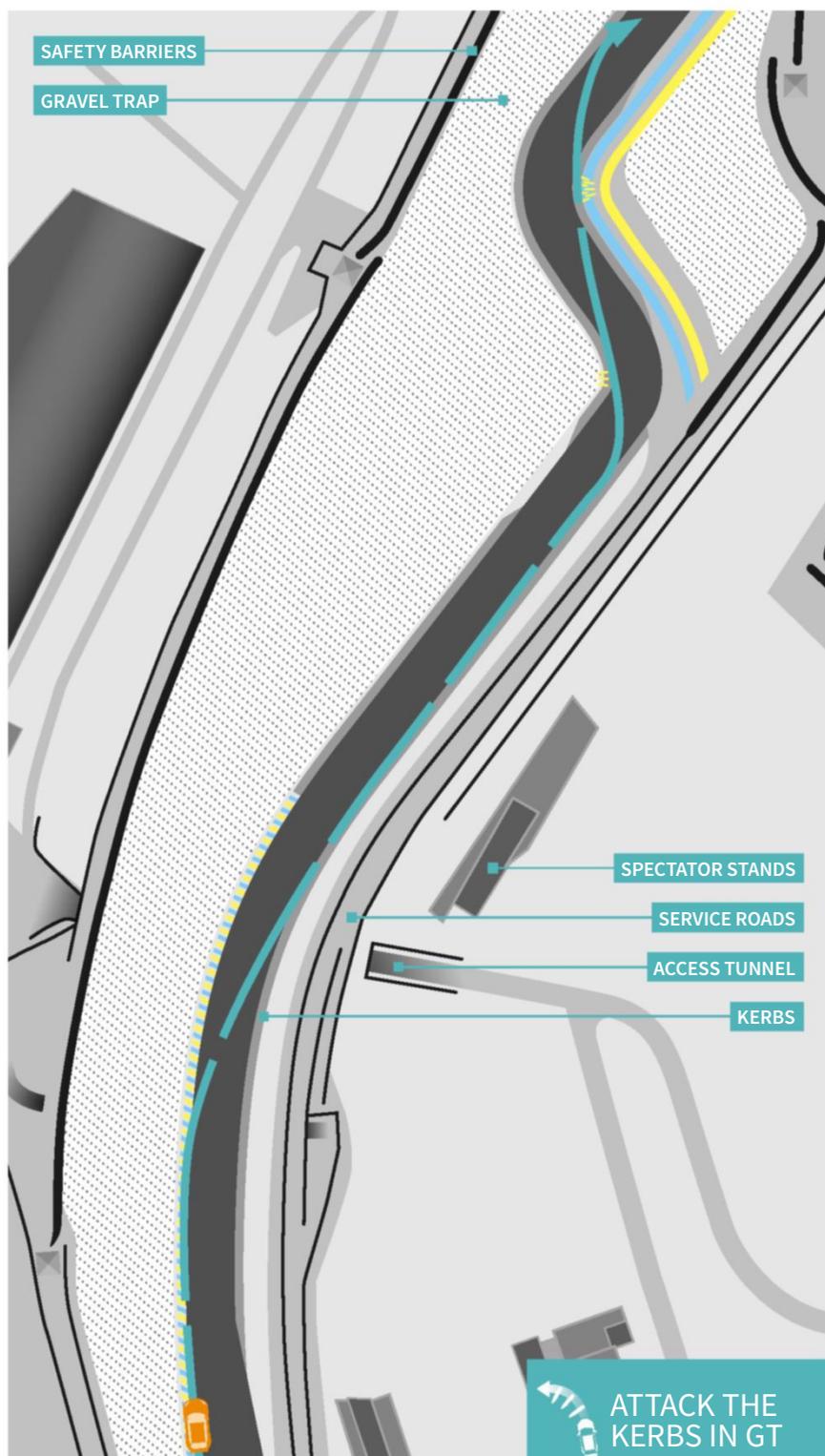
THE BRIT'S ROLE IN PORSCHE'S LE MANS VICTORY LAST YEAR MAKES HIM THE PERFECT GUIDE TO THE FRENCH TRACK



Circuit de la Sarthe

Length
8.469 miles

Number
of turns
21



01 DUNLOP CURVE/CHICANE Turns 1, 2, 3

We're flat-out around the curve before the Dunlop chicane and you can use extra track width on the outside to get a better, straighter line for the braking point. There's a bump in the road we use as a braking point – we brake just after that.

It's a pretty standard chicane. You can't be too aggressive on the kerbs on the left or right. On a qualifying lap you might have two wheels up on the big kerb, but in the race you'll be staying on the normal concrete kerb. The key is to keep tight in the left to get a straight run and to get on the power through the right as early as possible with the four-wheel-drive traction. You can use a lot of the exit kerb right up to the Astro turf.

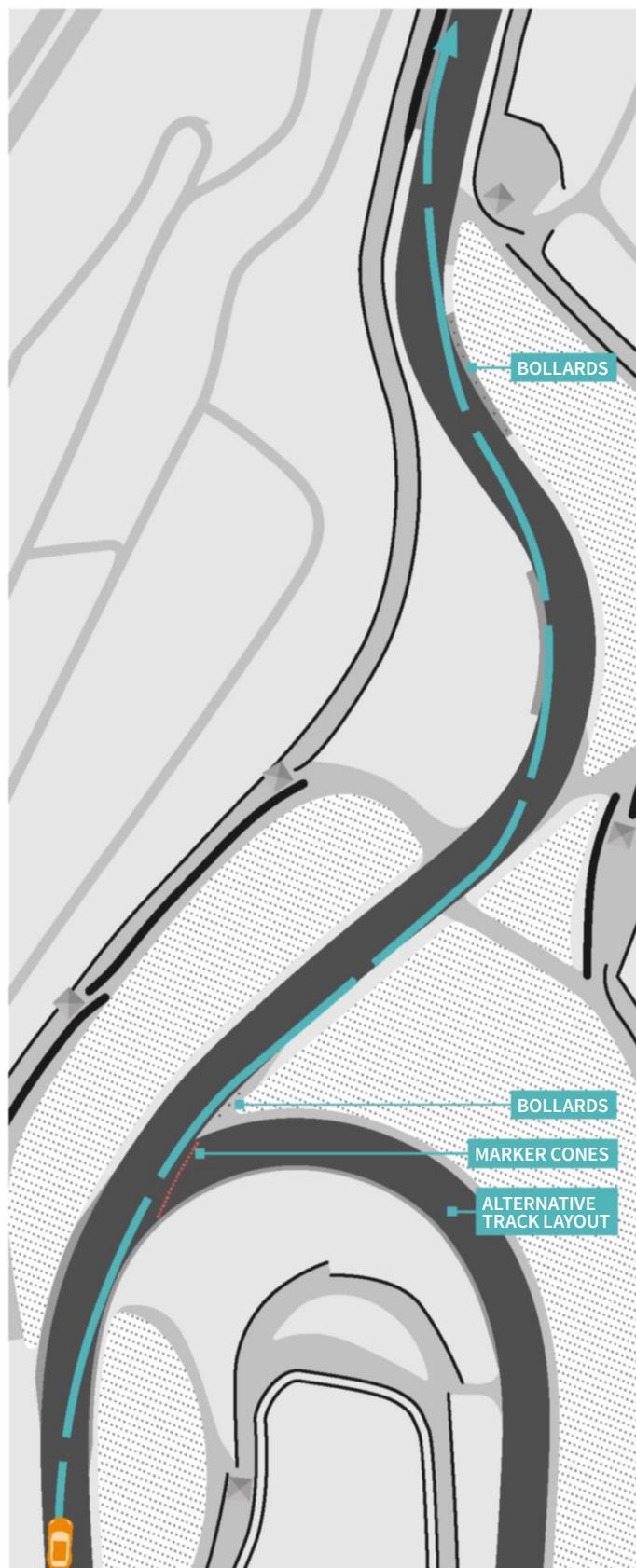
ATTACK THE KERBS IN GT

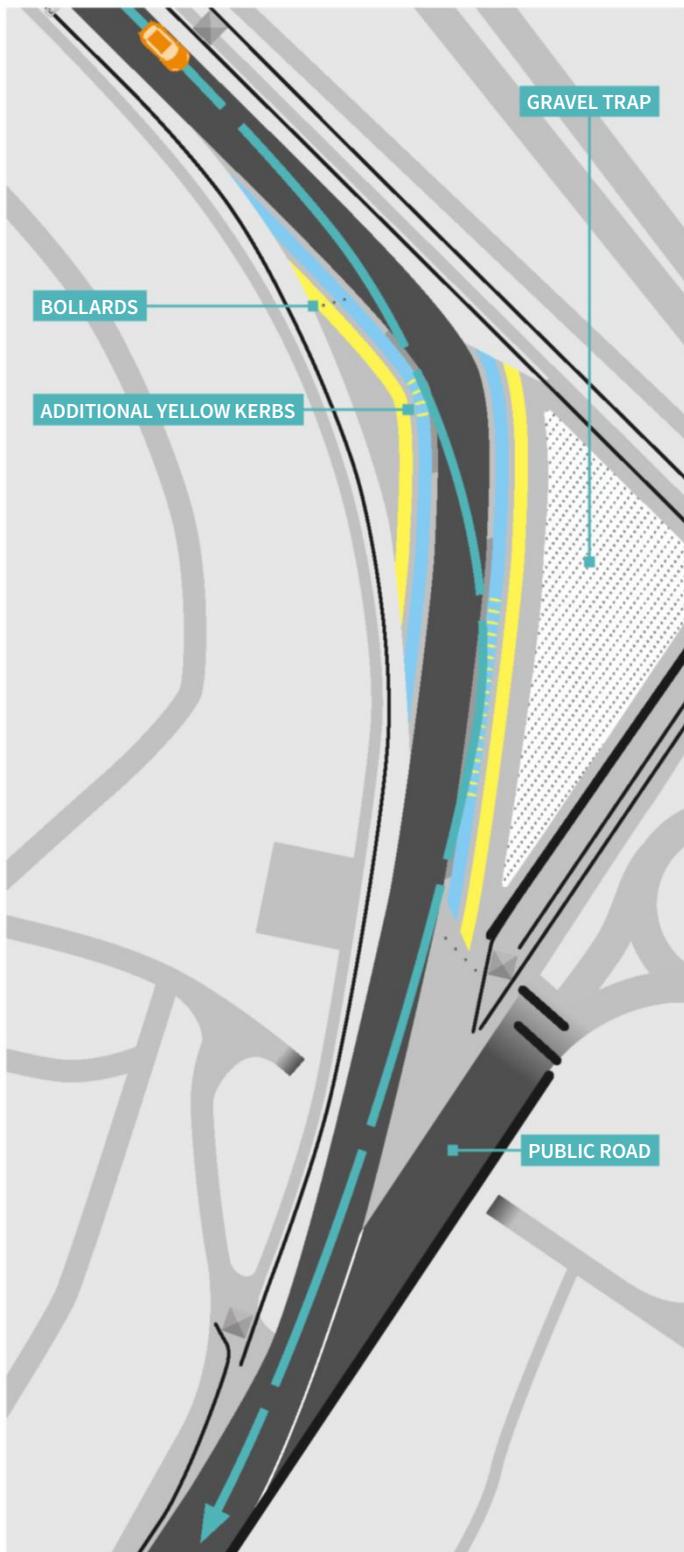
The first curve is still flat even in the GT cars, you just brake a lot earlier for the chicane. You can attack the kerbs a bit more with the GT car, primarily because there's more weight transfer happening. The inside wheels aren't as loaded-up, so you can ride the kerbs without putting load through the suspension.

Traction out of there with just the two driven wheels is always an issue. It's difficult to get back on the power.

02 ESSES Turn 4, 5

It's a very small brake into the left of the Esses. It's heavily cambered so you try to have as little weight-transfer as possible and a smooth application of throttle so as not to upset the aero platform of the car. It's super-fast there. The right on the exit is easy flat, so your speed is dictated by how you can limit the understeer through the left. It's a similar thing in the GT. You have to keep tighter on the exit of the left to open up the right – you need a bit more track to stay flat through the right.





03 TERTRE ROUGE
Turns 6

It's no brake in qualifying in fifth gear, small brake in the race. It's one of those corners where you turn in and hope it's going to grip. You don't know how much grip you're going to have because it's so dependent on your turn-in point and how you apex on the first kerb. If you get the turn-in perfect, you'll have a lot of room on the exit and you might think, 'I was too slow going in'. Conversely, you go the other way and you're completely off on the exit.

It's one of the trickiest corners on the track because it's so high-speed and easy to get wrong, and it leads onto the fastest straight. It's the most important high-speed corner, though where you make time at Le Mans is in the slow-speed stuff. You exit and get a huge boost from the hybrid.

In the GT car, Tertre Rouge is a brake and a downchange, but the line and the exit are the same. And then you have a little more time to relax on the straight!

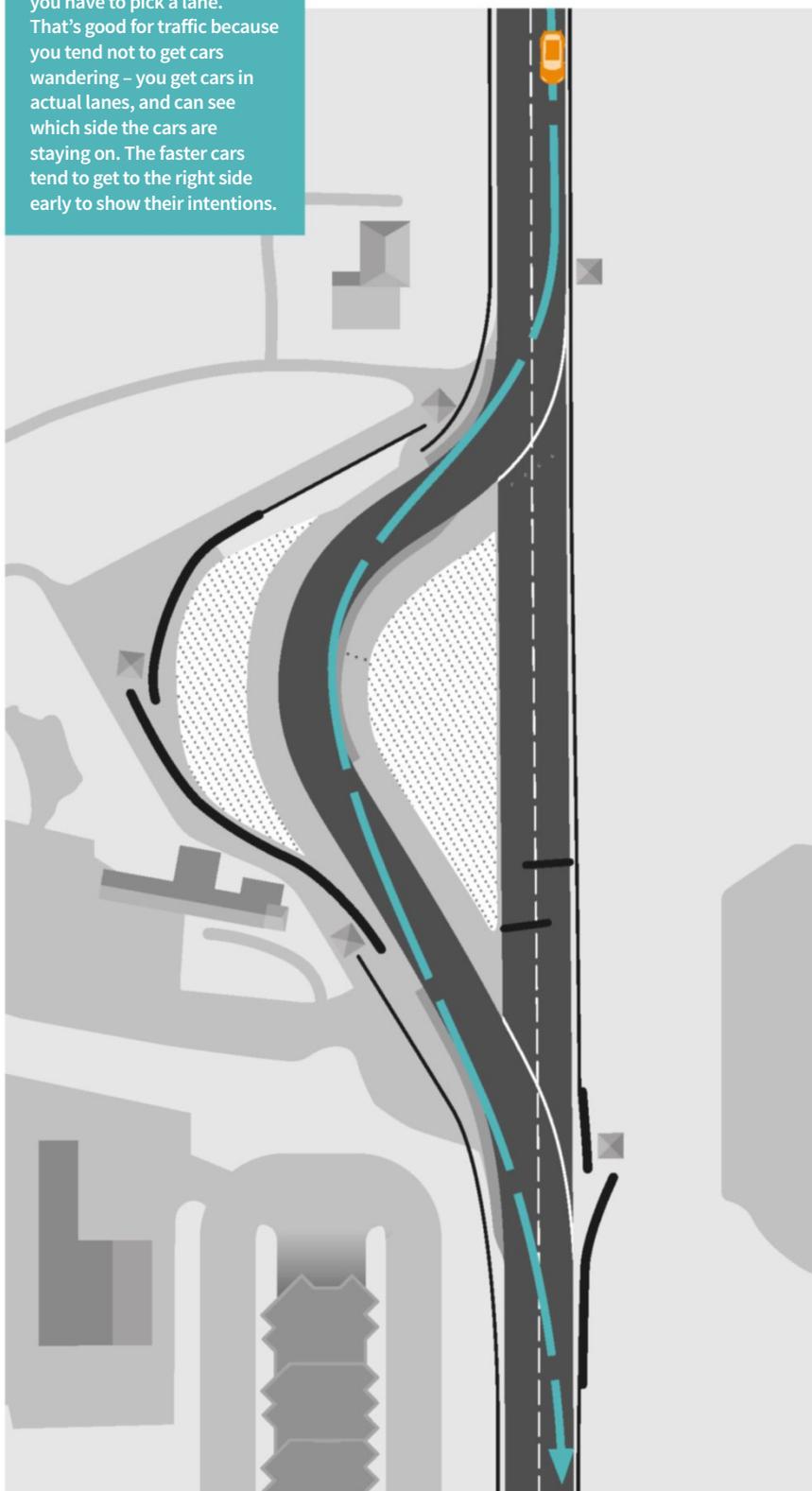
CROWN IN THE ROAD

The exit of the first Mulsanne chicane depends on traffic – if cars are close you'll stick to the left. If they are further away, you might move to the right early to show your intention. The biggest crown in the road is between the first and second chicanes; you have to pick a lane. That's good for traffic because you tend not to get cars wandering – you get cars in actual lanes, and can see which side the cars are staying on. The faster cars tend to get to the right side early to show their intentions.

04 FIRST CHICANE
Turn 7

There are some good reference points for braking into the first chicane. There are houses, shops and a factory, plus quite obvious marker boards.

We brake at about 120m and take the chicane in third. Both chicanes on the Mulsanne are quite open, flowing and fast. Although you're coming from high speed – about 220mph – the minimum speed is not that slow. The first right is basically the braking zone for the left and the next right is the acceleration zone out of it. There's good grip and the kerbs are quite flat, so you can use them on all parts of the chicane, even in the race.

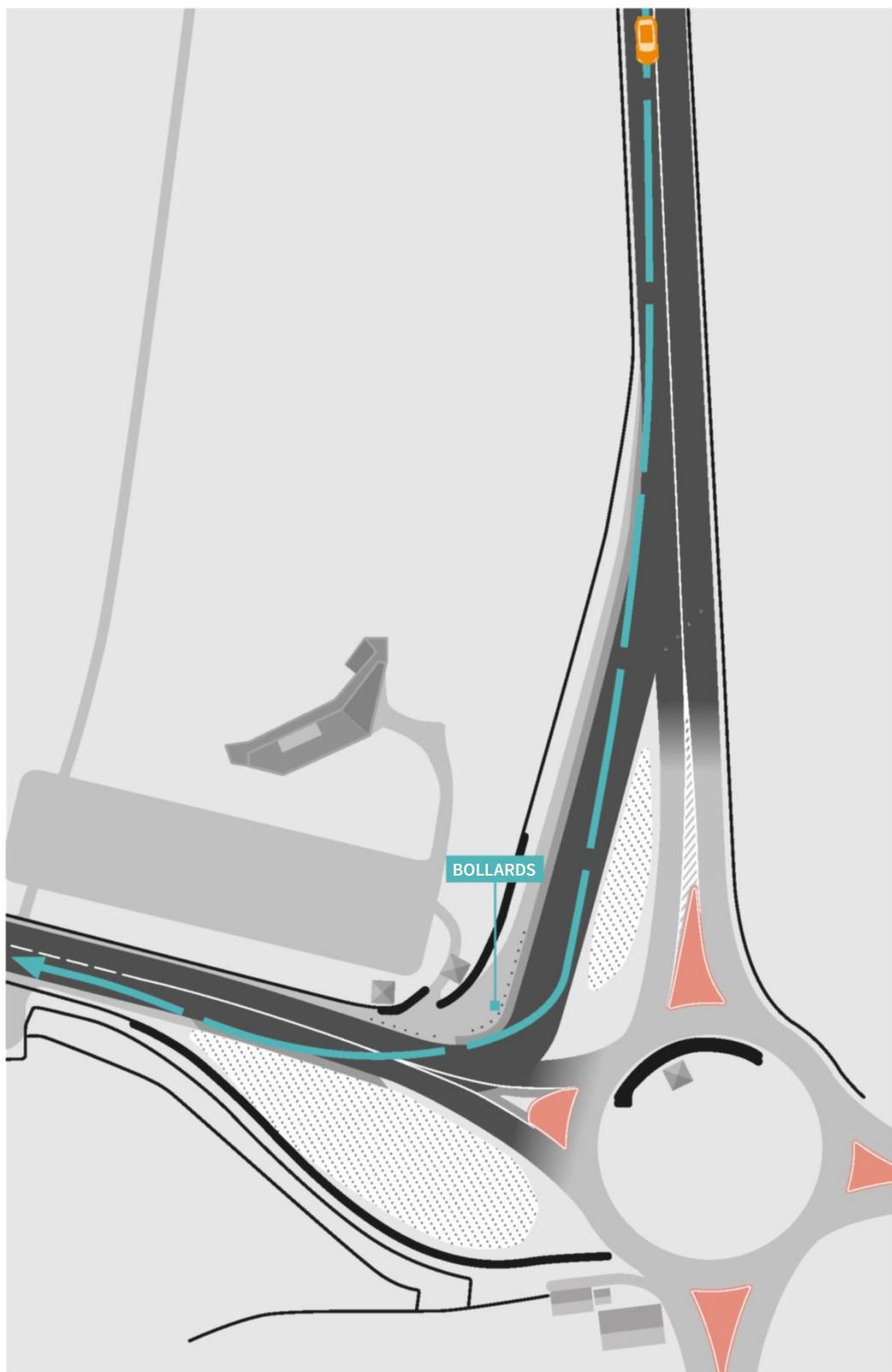
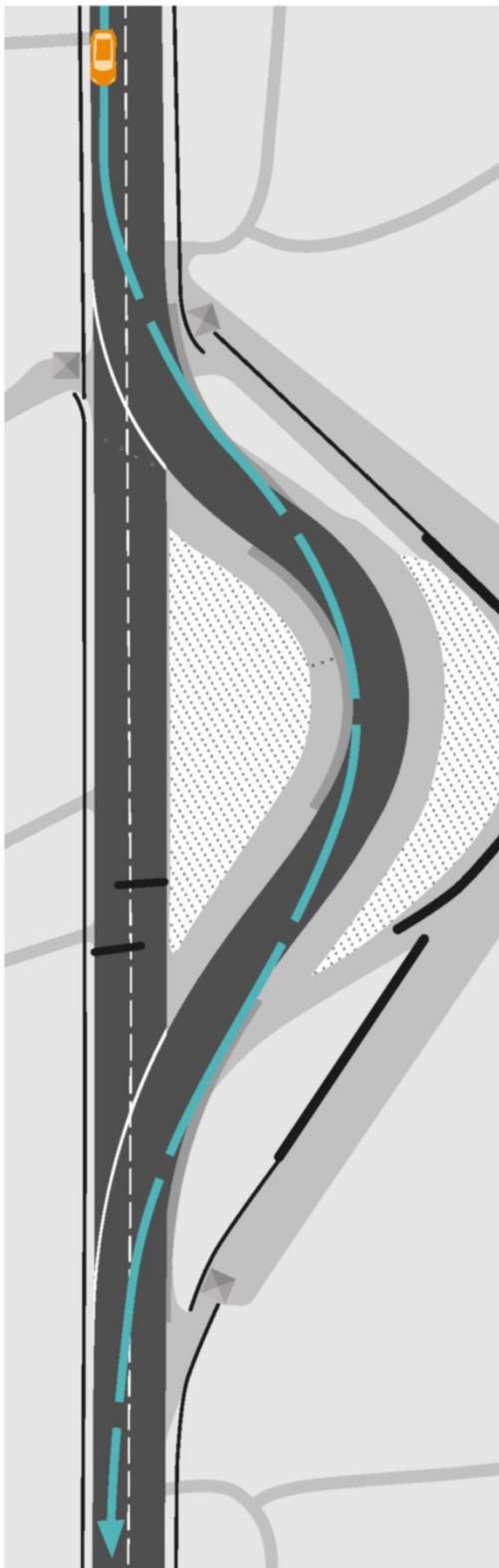


05 SECOND CHICANE

Turn 8

We approach at about 210-215mph and there are no outside reference points because it's all trees. You just use the marker boards, braking at roughly 120m and down to third. It's basically a mirror-image of the first chicane, just a bit tighter on the exit. You tend to run a bit wider than the actual road surface, onto the extra track, which is no problem because it's nice and smooth.

In the GT you brake at roughly 200m again. Then there's nothing different to the LMP1 – you can use all the track in both cars so the line doesn't change.



06 MULSANNE CORNER

Turns 9

It's so easy to make mistakes here. If the car is really good, on a qualifying lap you'll be braking just after the kink. You stay wide, try to turn the car and get it straight again for the whole braking zone. In the race you brake before the kink and it's a double whammy because you have to brake softer as you're turning, which means you have to brake even earlier. When the tyres wear out that's one of the places you feel it. It's bumpy braking there too, which adds to the difficulty.

It's second gear for the corner. You can use a lot of

the track on the apex, but the corner is defined by the bollards on the apex. They get knocked out during the race, so the line moves.

We point the GT car at the kink and start braking, try to do the hard braking in a straight line as much as possible, then come off the brake pedal slightly and roll round the kink, and then do more heavy braking after that. It's a good place for passing in the GTs. If you're pressuring they can make a mistake, or if you're really good on the brakes you can have a big difference in performance there.

07 INDIANAPOLIS
Turn 10, 11

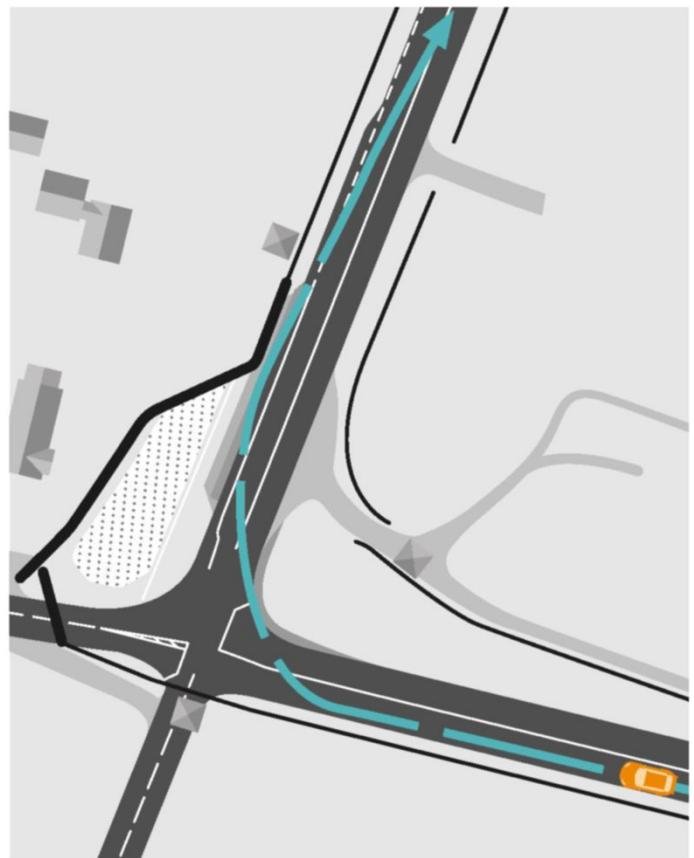
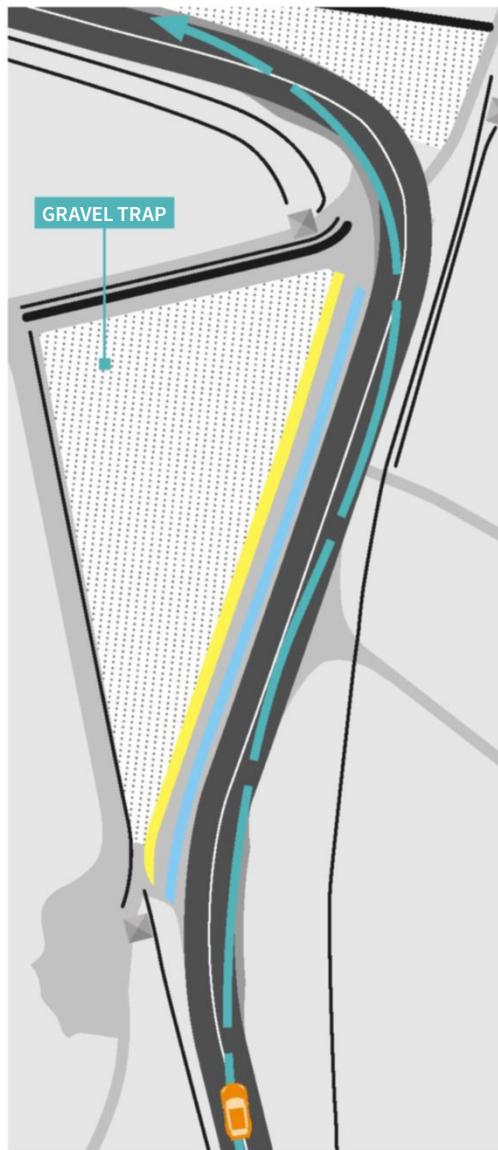
The trees are much closer on the run to Indianapolis; it feels different to the Mulsanne... faster. It's tough in traffic. It helps now that they've paved the edges, but if you're passing slower cars you've got to be sure of their intention. There are two kinks where you go from left to right to left – the line of least resistance.

You start sailing – off-throttle – for fuel saving into every corner and do so before the right-hand kink. You're not braking, you just roll through there. The LMP1 has got tons of downforce so you can keep it nice and tight and get it set up for the braking point. But the kink is still one of those corners where you always brake the first few laps in practice. You're probably taking it at 200mph.

Indianapolis is third and it's difficult because it's heavily cambered. The camber starts quite early so it unloads the inside-left wheel and it's really easy to lock-up. You have to make sure you get the car in early. It's better to be a little bit early on the brakes to get into the apex and not run wide.

Heading to Indianapolis in the night in the GT car, when you have the bright lights from the prototypes, you can't tell how far away they are or how fast they're closing. It's just blinding light in the mirror. It's very difficult so you have to be especially careful at night.

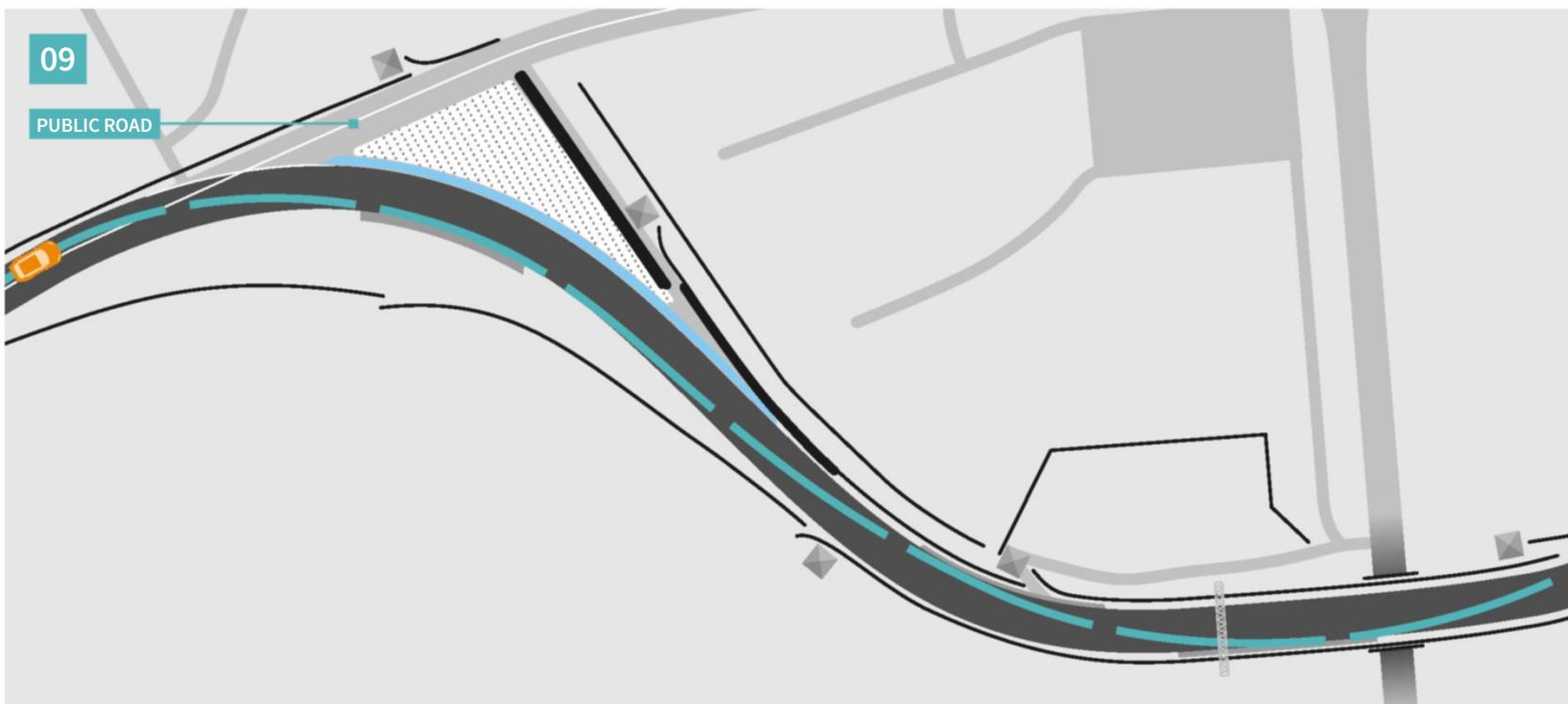
The kink is a small brake, off the brakes, through, and back on. Your speed is determined by getting back across the track for the left-hander.



08 ARNAGE
Turn 12

The public surface is old asphalt and has very low grip at Arnage. It's the slowest corner on the track because it's so low grip. It's a nothing corner – one where you can very easily overdrive, but not one where you can make up any time. It's very easy to lock-up and make a mistake.

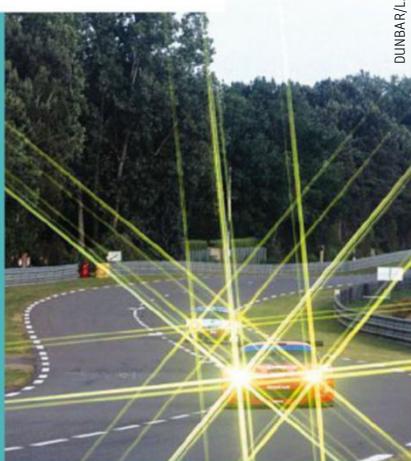
The exit is where you feel the biggest acceleration, a huge amount of boost. That's where you feel how quick and powerful the LMP1s are. The normal line is to stick to the left, so the LMP1s pass on the right, so it's not too bad for traffic on the run to the Porsche Curves.



09

PUBLIC ROAD

KEY CORNERS



DUNBAR/LAT

09 PORSCHE CURVES

Turns 14, 15, 16, 17

This is the best part of the track by a long way for a driver. The first part is just a lift. You roll through the right, the next two lefts are flat and then the right is a very light brake and a downchange. It's ridiculously fast. We have to give up a little through the long right to keep the car tight to set it up for the left, which is half a lift.

This is very different in the GT. We brake and downchange to fifth – it's a six-gear 'box – for the right. You can't use as much track on the exit because we need to keep tighter through the right to open up the next left. In the LMP1 car the left is not a corner! In the GT if you get the line right you can be flat through the first left, then we lift and roll through the next left. And then it's a brake and another downchange for the right. The final left is then a proper lift.

In the LMP1 you can run wider and still get it where you need to for the next corner. If you do that in the GT car you can never get back over. You have to string the corners together more and think about positioning in the GT.

10 FORD CHICANE

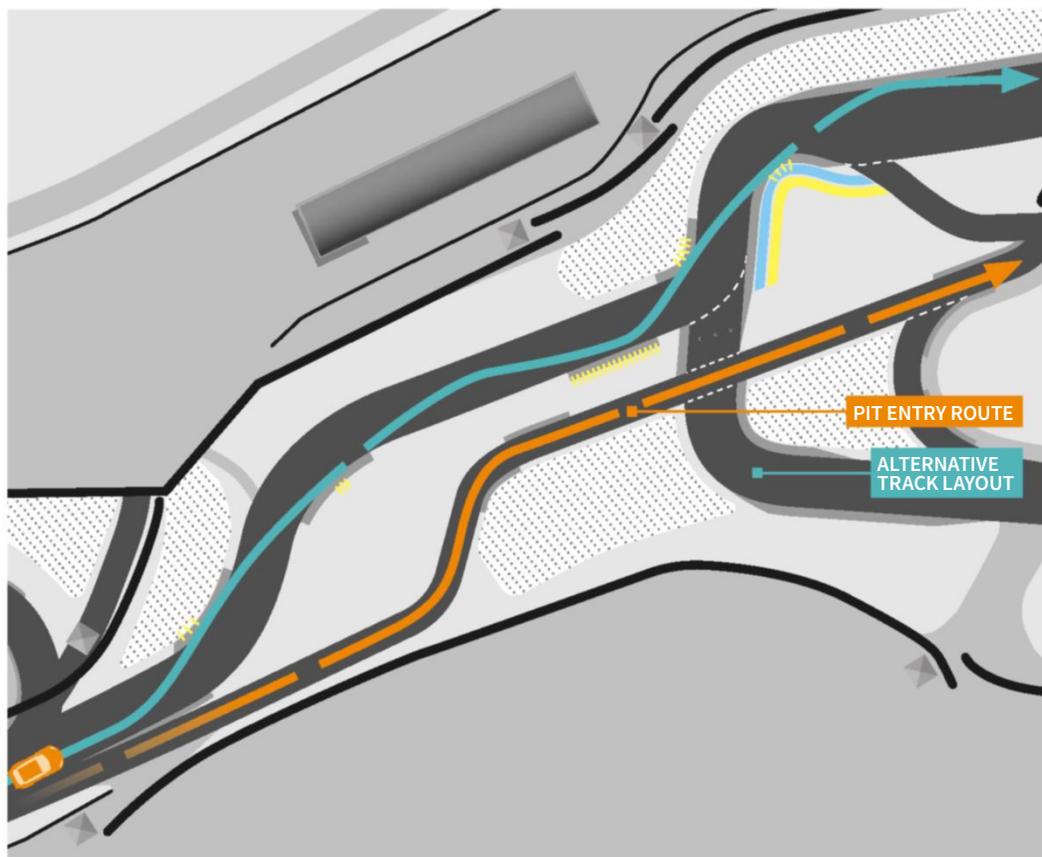
Turns 18, 19, 20, 21

Although the Ford chicanes are linked, they are very different. The first is quicker and flatter. You use the pit entry – the last, outside line – as a braking reference and go down to fourth for the first part of the chicane. It's quick. You have to give up a bit on the right to get over for the left, but you can use a lot of kerb because it's flat, both sides.

The last chicane is second gear and the kerbs are higher. They also have a big drop on the back side of them,

so if you go over the edge the car can bottom out and you can damage all sorts of things. You've got to use as much of the kerb as possible, but not go over it, so you give yourself more of a margin during the race. It's one of the areas where if you're very accurate you can make time.

The braking point for the GT is the first line for the pit entry. You can use a bit more kerb at the first chicane and then it's exactly the same as the LMP1 for the second.





VBOX VIDEO

VBOX VIDEO captures stunning video in full 1080p HD with real-time graphical overlay.

Supplied in a rugged, water resistant case, with two cameras, internal GPS logger, backup battery supply, 10s video pre-buffer and real-time graphical overlay, **VBOX VIDEO** represents the ultimate in tough, reliable motorsport video loggers.

VBOX VIDEO when used with **CIRCUIT TOOLS** - intuitive, simple to use data analysis software developed by racing drivers for racing drivers - can quickly help any level of driver go faster.

- Dual Camera HD – 1080p
- Ultra-smooth video
- Real-time graphical overlay
- Class leading driver training software (Windows and Mac versions)
- 10Hz GPS data logging
- 10s video pre-buffer
- WiFi video preview
- Bluetooth OBD data
- CAN interface



Professional racing drivers share their experience on advanced circuit driving techniques in our **FREE eBook: www.vboxmotorsport.co.uk/ebook**

Product range:

VIDEO VBOX LITE

VIDEO VBOX LITE is the established club racer's choice. Recording standard definition video via two cameras, with real time graphical overlay and 10Hz GPS data logging, the **LITE** has a wealth of features at a budget price.



VBOX LAPTIMER

10Hz GPS data logger and predictive lap timing display in one. The **VBOX LAPTIMER** provides instant driver feedback, helping you to find valuable improvements in lap times.



VBOX SPORT

A lightweight, portable data logger that can be used in any environment to measure performance or lap times. The **VBOX SPORT** can be used as a stand-alone logger or connected to an iOS device via Bluetooth.



PRODUCT SHOWCASE

VALETPRO: FOAM BLASTER

ValetPRO's Foam Blaster is a compression sprayer designed to enhance foams for pre-cleaning of vehicles. It holds eight litres of liquid; enough to pre-wash/foam three medium-sized vehicles.

Since Foam Blaster applies concentrated foam, cleaning power is vastly improved over a traditional foam lance.

This is because traditional foam systems apply the foam at a final dilution of up to 1:300; Foam Blaster applies foam at a more concentrated dilution of 1:15 up to 1:25.

With ValetPRO's Foam Blaster you have full control over dilution ratios. There is an environmental (and cost) benefit since you'll use less water – which is good news if you're on a water meter. In addition you'll use the same or less concentrate, so it's the same cost per car clean too.

Customers who currently wash their car with a pressure washer can be sure that a ValetPRO Foam Blaster will improve the cleaning power of any foam, giving you a more thorough clean time and time again.

For customers who do not have access to a pressure washer or hose, ValetPRO's Foam Blaster is a great option, enabling you to pre-foam your vehicle, braking down dirt prior to shampooing.

Our Foam Blaster makes cleaning quicker and easier, lubricating grime and dirt, and giving your paintwork the protection it needs to keep its gloss and shine.

ValetPRO's Foam Blaster is a high quality compression sprayer that will last you a lifetime.

BENEFITS

- **Great for use in combination with a pressure washer since it improves the cleaning power of any snow foam**
- **Environmental benefit: reduce the amount of water used per car clean (up to 10 litres per clean)**
- **Perfect when pressure washers or hoses are not available for applying foam cleaners**
- **Full control over dilution of snow foam**
- **Effective foam cleaning anywhere**

RRP £94.99

Our retailers are making an introductory offer of £94.99 and giving a free 5L of pH neutral Snow Foam worth £19.99 with each purchase



“Perfect for car cleans before and during race days”

TO FIND YOUR NEAREST STOCKIST LOG ON TO THE WEBSITE www.valetpro.eu AND POP IN YOUR POSTCODE, OR CALL US ON 01323 287980

WALERO'S RACING DIARY

Racing season is in full swing and all of our Walero brand ambassadors have been working tirelessly behind the wheel, putting the pedal to the metal (quite literally) with eyes fixed firmly on the podium.

One such ambassador is 2016 British GT racer and Dubai 24 Hours class winner Anna Walewska, who finished second in round one of the British GT Championship at Brands Hatch just last month.

“I was so overwhelmed with everybody's work and efforts, and a huge thank you to everyone that has been a part of it,” says Anna. “I'm happy to be an ambassador

for Walero race underwear. It regulates my body temperature and keeps me cool when conditions start to rise, as it does in endurance racing.”

Further trophies were recently won by British Rally Championship driver and Walero ambassador Tom Cave, when he and his co-driver, James Morgan, claimed victory at the Plains Rally by a convincing 27 seconds.

We spoke to Tom about the kinds of conditions rally drivers have to endure, and why it's so important that their temperature remains stable.

“Temperatures inside the car during warm events can surpass 50 degrees celsius,” he explains. “The stages can be very rough and rocky, so your body has to contend with harsh conditions on the roads, and with high in-car temperatures this can strain your concentration.

“I'm still amazed by how comfortable Walero base layers are after 12-hour days in the rally car. Their unique design keeps my body temperature consistently balanced. I've never once felt uncomfortable inside the rally car.”

Our aim is for Walero base layers to significantly improve driver performance. We are incredibly proud to support our ambassadors as they make paces through this racing season and wish them the best of luck in their upcoming events.

FOR FURTHER INFORMATION ON OUR PRODUCE RANGE, PLEASE VISIT OUR WEBSITE www.walero.uk OR CALL US ON 01223 847617



SCHROTH: SHR FLEX

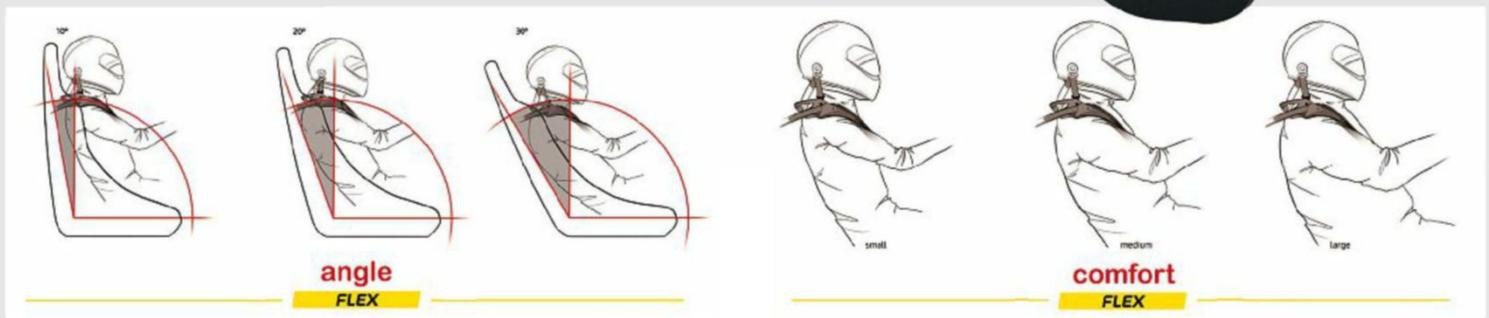
Groundbreaking. It's a word appropriately associated with Schroth Racing's new product on the North American market, the SHR Flex. This is the latest Head and Neck Safety device, manufactured to SFI 38.1 standard. Patent-pending, dynamic energy-management technologies combine for a product that has all the hallmarks – comfort, fit and flexibility – which Schroth has provided for more than a decade.

THE MAIN FEATURES

- Dynamic articulating collar with a rate-responsive bump stop that optimises biomechanical performance and manages peak neck-tension loads
- Stabilising dual-tether system that ensures performance over a wide range of impact directions
- Pliable low-profile, form-fitting lower legs with integrated padding that optimise both comfort and fit and enhance overall restraint performance
- Compact low-collar design that eliminates interference with the seat and allows one SHR FLEX model to be used across a wide range of seat-recline angles

Of importance to off-road drivers (car, truck, buggy, rallying – you name it) is the ability to integrate the SH FLEX with Schroth's patented SlipStop harness-restraint systems. This means, for the first time, North American competitors in these disciplines have access to the sort of belt-retention quality that has been proven in the toughest rough-road events in the world, from the Dakar Rally to the World Rallycross Championship.

The SHR Flex has been designed and tested for use with all standard three-foot racing belts and any frontal-head restraint-specific two-foot shoulder belts.



FURTHER DETAILS AT WEBSITE www.schrothracing.com/shrflex OR VIA EMAIL AT flex@schrothracing.com

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THE ENTRY-LEVEL LE MANS

MASTERING THE
(KART) 24 HOURS

HERE'S OUR LOW-DOWN ON TEESIDE KARTING'S ANNUAL VERSION OF THE FRENCH ENDURO



W

orldwide motorsport is littered with 24-hour races. For the ultimate professional challenge there's Le Mans. For the driver seeking GT experience there's Dubai. For Brits,

there's Silverstone or the 2CV 24 Hours. For the amateur who has always dreamed of racing through the night, there's Le Mans. Hang on, we've come full circle.

That's because whether you're at the foot of the motorsport ladder or at the very top, there's a 24-hour race in France for you. The arrive-and-drive experts at Teesside Karting operate two 24-hour events, one (unsurprisingly) in Teesside in the north-east of England and another at the kart track – named after Alain Prost – that borders France's Circuit de la Sarthe. Hallowed turf indeed.

An *Autosport* team raced in the Le Mans 24 Hours kart equivalent last July and the driver line-up ranged from top-level karters to those who had never participated in a competitive race in their life. It's that inclusive.

A 24-hour race looked beyond some of our writers – now it's been ticked off the bucket list with a great amount of pleasure. If we learned nothing else, it's that preparation is key. Here are a few golden rules to follow.



TOP TIPS

SURVIVING 24 HOURS OF RACING

01 ACCOMMODATION IS KEY

The temptation may well be to pitch a tent out the back of the garages, or bring a sleeping bag and make the best of it on the floor. This is unwise if it can be avoided. *Autosport's* sleeping arrangements in 2015 included driving there in a campervan, sleeping in a hotel on the first night for maximum comfort and then kipping in shifts in the camper on the night of the race.

02 GET YOUR STRATEGY RIGHT

If you can find a volunteer dedicated enough, try to bring someone who won't be driving. While we had a sensible strategy of giving each driver three 90-minute stints, and divided up driving, pitboard duty and sleeping between the five of us, we still managed to find ourselves in a situation where one driver (let's just call him *Autosport* Grand Prix Editor Ben Anderson) got black-flagged for excessive kerbing. He brought his kart into the pits for an enforced driver change with the next driver (let's just call him *Autosport* Performance editor Scott Mitchell) not yet changed into his racewear. We'll take someone who pays attention next time.



03 MANAGE YOUR DRIVING

An hour and a half is a long time driving a kart. It's actually a long time driving anything, but heavy karts and no power steering means an economical technique is the way to go at Le Mans. That means going against the instinct of heading out in practice and trying to find the fastest way to drive the circuit. By the end of a 15-minute practice stint we were all feeling it in the forearms last year, and come the race easing back into something where consistency and comfort took priority over raw pace was by far the smartest way to go.

04 BRING FOOD WITH YOU

There's nothing worse than getting up for a 3am stint and finding you've run out of bananas. Unless you speak French, the limited local takeaways aren't going to be much good either.

WIN

A TEAM ENTRY

TO LE MANS 24 HOUR KARTING OR THE BRITISH 24 HOUR 2016



THE PRIZE

- A team entry to either the Le Mans 24 Hour July 16-17 2016 or the British 24 Hour August 13-14 2016 for a team of four drivers. This will include:
 - Team entry • Fuel • Practice sessions • Kit
- A professional driver coaching session at Position-One Motorsport to include:
 - Simulator Session
 - Professional Driver Coaching advice
 - **PLUS** a tour of the GULF RACING garage.
- 4x Walero base layer shirts, one for each competition winner.

Please note that no travel or accommodation is included in this prize.

TOTAL
PRIZE
WORTH
£3750

TO ENTER ANSWER THIS QUESTION

HOW MANY BRITISH
DRIVERS HAVE WON THE
LE MANS 24 HOURS CAR RACE?

A	B	C
20	32	44

ENTER AT AUTOSPORT.COM/COMPETITION
COMPETITION CLOSING AT 11.59PM
ON WEDNESDAY JUNE 1 2016



TEESSIDE KARTING

Teesside Karting is situated in the Borough of Redcar and Cleveland, 1.6km from the centre of Middlesbrough. The facility incorporates a 2.1km, fully floodlit, all-weather karting circuit, which can be configured in a wide range of different layouts. As well as corporate events, the company organises five important 24-hour kart race meetings, including the prestigious Le Mans event at the Alain Prost circuit in France and the British 24 Hour at Teesside, races in the Isle of Man and Spa, and the UK University challenge.



POSITION-ONE MOTORSPORT

Position-One Motorsport is a new company launched in 2014, but with a foundation of tens of years' combined practical experience. Our sole aim is in providing market-leading driver development services to the UK motorsport industry. We can provide a full range of tailored services to the aspiring championship-winning race driver, from trackside and in-car training, through simulator testing, to the finer points of physical conditioning. Position-One Motorsport have all angles covered to provide a holistic package.



WALERO

Walero Ltd is a British brand founded by Fiona James, a GT and sports car racing driver who knows exactly how important comfort is to performance. Walero 'Keep Your Cool' base layers are designed, tested and relied on by drivers. They're softer, more comfortable and more protective than other base layers, and more technologically advanced. Made with technology developed for NASA, they're FIA and SFI-approved, made with Fantex (a hospital-grade antimicrobial material) and reduce sweating by up to 30%.

TERMS AND CONDITIONS 1. To enter, visit autosport.com/competition. 2. Competition closes at 11.59pm on Wednesday June 1 2016. 3. This competition is only open to UK residents aged 18 or over. 4. No cash alternative. 5. Prizes are non-transferable. 6. Only one entry per person. 7. Winner will be selected at random. 8. The prize is to win: A professional coaching session with tour of Gulf Racing garage, one team (of four drivers) entry to Le Mans 24 Hour (July 16-17, 2016) or British 24 Hour (August 13-14, 2016), four base layer shirts, total worth £3750. 9. Winner must arrange their own travel and accommodation. 10. For full terms and conditions see autosport.com. The Promoter: Haymarket Media Group, Bridge House, 69 London Rd, Twickenham, TW1 3QR

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Gordon Shedden – 2015 BTCC Champion – Honda Yuasa Racing

Image courtesy of LAT Photographic



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