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# **AUTOSPORT**

# WHAT'S WRONG WITH FERRARI?

Why the Italian squad has failed to challenge



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# Ferrari's woes, and the battle for Le Mans

THERE WAS A GREAT DEAL OF HOPE THAT, AFTER A surprisingly promising 2015, Ferrari would step up and really challenge Mercedes this season. But, apart from occasional flashes of pace, the Italian squad has yet to deliver in 2016.

As ever in Formula 1, there are a number of reasons for that, as Ben Anderson reveals in our cover feature. The good news is that there is still hope that Ferrari can improve, plus the Red Bull-Renault alliance is looking stronger than many expected.

One event many fans hope Ferrari will once again return to with a vengeance is the Le Mans 24 Hours. This year's edition looks the hardest to call for some time, with Audi, Porsche and Toyota all having shown good potential in the opening two World Endurance rounds and the test day last weekend. With all three pushing their hybrid technologies to the limit, reliability could well be more of a factor in 2016 than it has been in recent years. It's just a shame Nick Tandy, Earl Bamber and Nico Hulkenberg won't be able to defend their crown.

Ferrari's old rival, Ford, does return this season, albeit in the GTE category. As our supplement — and the test day pace — shows, the multi-make battle for GT honours again promises to be one of the most interesting subplots of this year's 24 Hours.

As ever, Autosport will be there to bring you all the news and analysis. We just wish the world's greatest sportscar race didn't clash with yet another new event on the F1 calendar...



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COVER IMAGE  
Batchelor/XPB

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# FREE INSIDE

## LE MANS 24 HR SUPPLEMENT



Your guide to all the cars and drivers lining up for the 84th Le Mans 24 Hours. Plus Kamui Kobayashi, Ford's new GT and the remarkable Frederic Sausset

RELIABILITY PROBLEMS...  
67 POINTS BEHIND...  
NO WINS...

# ...WHAT'S GO FOR FERRARI?



# NEWRONG

BY BEN ANDERSON, GRAND PRIX EDITOR



**WITH SIX RACES GONE, WE ARE JUST OVER A QUARTER OF THE WAY THROUGH** the 2016 Formula 1 season. Whichever way you look at it, this has not been the start Ferrari was expecting. Last year, it pulled off a great escape from its troubled early days in the V6 hybrid wilderness of 2014, taking three grand prix wins and a comfortable second in the constructors' championship. So Ferrari naturally set its sights higher. With credibility restored at Maranello, company president Sergio Marchionne demanded more of his team. He wanted Ferrari's first world championship title since 2008.

During the launch of the SF16-H there was talk of fighting "until the end for the championship" from team principal Maurizio Arrivabene, and quiet confidence about the significant improvements to the chassis and engine for the third season of the current rules cycle. Refined aerodynamics, a switch to pushrod front suspension (after four years of persistence with an unfashionable pullrod system), tighter power unit packaging and performance upgrades to the internal combustion engine and turbo would combine to make Ferrari "properly competitive" again, according to technical director James Allison. "We have improved across the board; all our hopes are in this car," was his summary.

While far from being completely dashed, it's probably fair to say these hopes have taken a bit of a battering since then. Ferrari has accumulated fewer points than at this stage last year (158 in 2015 versus 121 this year), its drivers are worse off in the drivers' championship (fourth and fifth compared to third and fourth last year), its lead driver in this year's standings (Kimi Raikkonen) is 17 points further behind the leader (Nico Rosberg) than Sebastian Vettel trailed Lewis Hamilton after six races in 2015, the Scuderia is yet to win a race (having won the second grand prix of 2015),

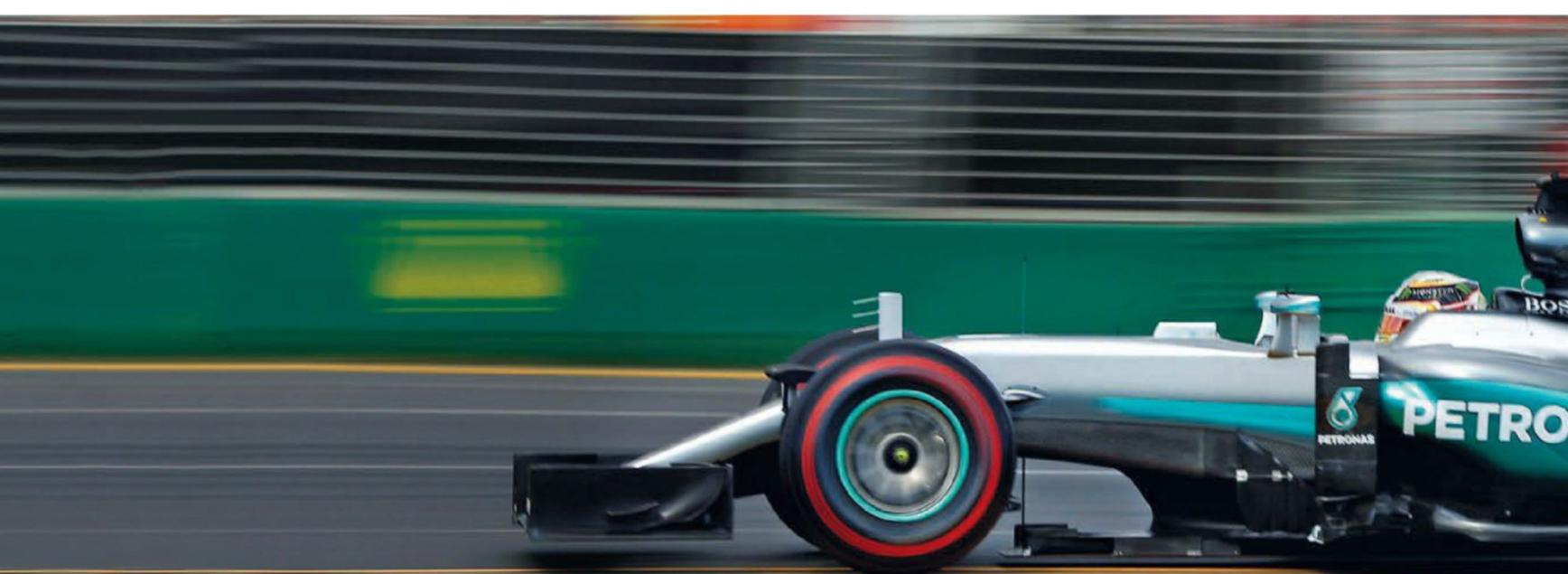
and has achieved the equivalent tally of podiums (six) it managed by the same point last season.

While not disastrous, Ferrari has not laid the foundations of a title challenge. Broadly, these results represent stasis – and as we all know, stasis in Formula 1 means you are going backwards.

Ferrari has put a brave face on its struggles, pointing out it has yet to enjoy a clean weekend untroubled by car problems, mistakes, or set-up setbacks. Even chief rival Mercedes has been keen to highlight this, while making wary statements about its best frenemy's hidden ultimate potential.

A devilish combination of unreliability, errors, lack of pure car performance and plain old bad luck has contributed to this disappointing early sequence for the Scuderia. Raikkonen's car caught fire in Australia after a turbo problem and Vettel's failed to start the Bahrain Grand Prix after an electronics issue at low revs during the formation lap broke a valve and wrecked his engine. Both drivers have also been hit by grid penalties for gearbox woes.

When Ferrari has had genuine chances to win, after jumping Mercedes at the start of the Australian Grand Prix, or when the two



**“IT’S NOT ENOUGH FOR  
NEEDS TO OUT-DEVELOP**

Mercedes drivers took each other out in Spain, mistakes have let those opportunities slip away. Ferrari gave away precious track position with a poor strategic call during the race stoppage in Melbourne, while an inability to get the Pirelli tyres working properly in qualifying in Barcelona allowed Red Bull to sneak ahead and snatch glory when the Mercedes drivers self-destructed.

At Monaco, Ferrari also went backwards at the critical moment in qualifying. It believes this was also down to tyre temperatures, but thinks it was unrelated to Barcelona because Vettel was fastest in Q1 before slipping to fourth in Q3 in Monte Carlo, rather than being uncompetitive throughout, as Ferrari was in Spain.

The drivers also have to take some share of the blame. Ferrari reckoned it could have won the Bahrain Grand Prix had Raikkonen not fluffed his start, while both drivers made errors in qualifying for the Chinese GP before colliding at Turn 1 in the race. Vettel was unlucky to get taken out by Daniil Kvyat in Russia, but Raikkonen's crash early in the recent Monaco GP was needless and flushed yet more valuable points down the drain.

Raikkonen is always keen to downplay the lack of results, suggesting performance has at least improved. Ferrari believes its current car is faster relative to its main opposition than last year's package, but statistical analysis of the first six races suggests this is not absolutely the case.

Comparison of the pace shown by Ferrari and Mercedes in qualifying on the six tracks F1 has visited so far this year suggests Ferrari closed the gap in Australia (by 0.656 per cent), China (0.348), and Russia (0.137), but was further behind in Bahrain (by 0.136 per cent), Spain (0.439) and Monaco (0.031).

So while the picture is mixed, Mercedes has moved slightly closer to Ferrari on average. Ferrari estimates this year's car to be around 0.1s more competitive relative to Mercedes than last year's, after introducing a combustion update in Russia, and the feeling in

## THE SEASON SO FAR

### AUSTRALIA

Vettel 3rd  
Raikkonen DNF

### BAHRAIN

Vettel DNS  
Raikkonen 2nd

### CHINA

Vettel 2nd  
Raikkonen 5th

### RUSSIA

Vettel DNF  
Raikkonen 3rd

### SPAIN

Vettel 3rd  
Raikkonen 2nd

### MONACO

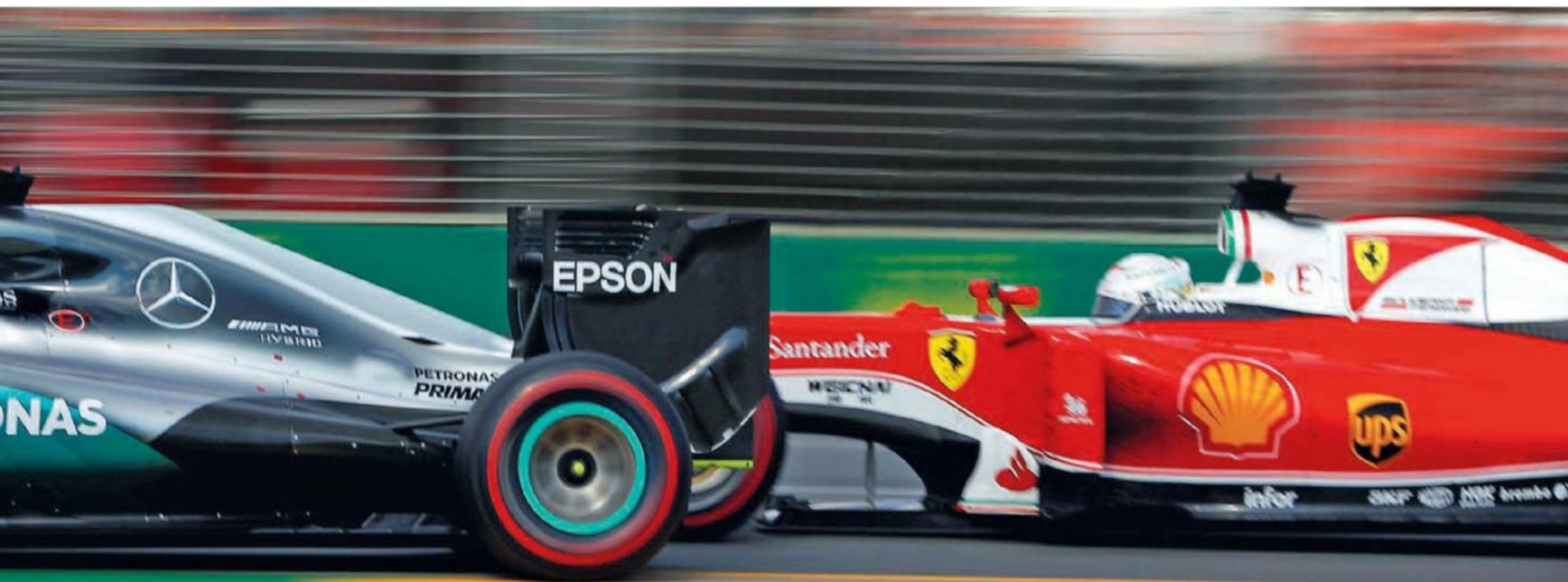
Vettel 4th  
Raikkonen DNF



Maranello is that this season has so far simply been one of missed opportunities. But even anecdotally speaking, it seems Mercedes can still always find that little bit extra when needed.

Ferrari was very close to Mercedes in final practice in Australia (one of its worst tracks in 2015) but slipped back in qualifying. It pushed Mercedes very hard until the crucial Q3 session in Bahrain, and although it feels it threw away a chance of pole in China (after being one-two in Q1 and Q2) the fact Rosberg was able to lap within 0.122s of Ferrari's pace on a harder compound of tyre in Q2 suggests Ferrari never really stood a chance - even without the errors that allowed Daniel Ricciardo to then stick his Red Bull on the front row.

Therein lies a further danger for Ferrari. That Red Bull - which won in Spain, took pole in Monaco, and could so easily have won that race, too, had it not botched Ricciardo's second pitstop - is >>



# FERRARI TO IMPROVE, IT MERCEDES"



now only nine points behind in the constructors' championship, and could become a real threat now it has Renault's latest power unit, which is estimated to be worth 0.5s on conventional circuits.

Unlike Red Bull, Ferrari has not really looked like being able to win a race on merit this season.

"It's not fair to compare to last year," argues Vettel. "Last year we were in no man's land. The gap was big to the cars ahead and to the cars behind. This year, the gap is smaller. We are closer, but we haven't had smooth races like we had in the beginning last year, so things haven't yet come together, which is also our fault."

"I don't think there is anything wrong with the pace of the car. It is there, but we struggle here and there to extract it. That is our job, so in that regard you can say we haven't succeeded."

"[But] you need to respect the fact we are fighting teams that have not had such a big shift – team structure, management – in the recent past. We started with a project that together we want to get back to the top. Now our targets are more ambitious than anybody else's. Bold targets, but we are on the right track."

"Yes we could have done better. If I didn't blow the engine in Bahrain then I was on the podium and we would have a lot more points and things would look a bit more shiny. They didn't, that is a fact. There are lessons we have to learn from Barcelona, lessons from Saturday again in Monaco. It's a no-brainer. If you position the car more up front in qualifying you have an easier Sunday."

But that is the same problem Ferrari had last year, except when Rosberg underperformed in qualifying early on in the season and when Mercedes lost its way with the tyres in Singapore. Again, the progress is difficult to see.

Mercedes admits it is pushing harder than ever to remain ahead, and has run into its own reliability difficulties this year. Hamilton is almost certain to cop grid penalties later this season, given he is already using his fourth turbocharger and MGU-H.

But these have been unusual occurrences and Rosberg's power unit use is on target. If Ferrari had forced a real rethink in Mercedes' armour, problems would have manifested on both cars.

So if Ferrari is much faster than it has shown, perhaps extra pressure coming from the management has adversely affected Ferrari's performance, leading to mistakes at crucial moments?

Marchionne's expectations are bound to place mental demand on the group. Ferrari benefited from lower expectations last year and a more relaxed atmosphere at Maranello. The counter argument is that pressure from on high is normal at Ferrari, and that Marchionne's demands for success are simply the natural way to urge his people to deliver.

But perhaps that is a cultural problem that needs attention. Making big strides when you are far behind is much easier than finding the last bits of performance that can thrust you to the front of the grid. This requires serious vision and investment in the right areas. It's not enough for Ferrari just to improve, it needs to out-develop Mercedes. That is no easy task when you consider how much time, money and planning has been poured into making the Brackley/Brixworth/Stuttgart alliance so formidable.

The impact made by technical director Allison since he returned to Maranello has certainly been a huge plus for Ferrari. He naturally needed some time to regroup following the sudden death of his wife earlier this year, but has not taken a significant leave of absence. The arrival of ex-Mercedes engineer Jock Clear has allowed Allison to relinquish track engineering responsibilities this season to spend more time in Maranello focusing on car development. This is where Ferrari's real problems still lie. The car has undoubtedly improved in some areas. Better heat rejection from the power unit has led to slimmer bodywork and consequently less drag, and the chassis seems to have lost the trace of corner-entry understeer at high speed that last year's

# “AERODYNAMICALLY, FERRARI IS STILL INFERIOR TO MERCEDES AND RED BULL”

XPBIMAGES



XPBIMAGES

Rumours abound that Arrivabene's time is up at Ferrari

## FERRARI 2015 v 2016

|          | 2015 | 2016 |
|----------|------|------|
| Wins     | 1    | 0    |
| Podiums  | 6    | 6    |
| Poles    | 0    | 0    |
| Points   | 158  | 121  |
| Position | 2nd  | 2nd  |

After six races

way with the rubber as the track conditions changed between FP3 and qualifying in Barcelona, and again between Q2 and Q3 on Vettel's car in Monaco, but it seems Ferrari struggles particularly when track temperatures ramp up suddenly.

Tyre analysis and understanding is clearly an area in which Ferrari needs to develop further, but on in which effective simulation is extraordinarily difficult. Ferrari released former Bridgestone tyre chief Hirohide Hamashima in the wake of 2014's disappointing campaign and now draws on a pool of people to perform this task. Now that Ferrari is in search of marginal performance gains, it seems that role is becoming more critical.

Meanwhile, Pirelli has called on the FIA to scrutinise tyre pressure data more closely, as suggestions persist that some teams have found clever ways of circumnavigating tyre pressure limits this year – by using trick wheel rims, for example. Perhaps Ferrari has suffered by not finding an edge in this grey area?

With Ferrari struggling to mount the hoped-for title challenge, rumours team principal Arrivabene – much vaunted as the arch-motivator who helped steady Ferrari's rocking ship in 2015 – could soon be replaced. The Scuderia dismisses this speculation as a destabilising tactic harnessed by its rivals.

The atmosphere would be very different had Ferrari capitalised on that chance to win in Melbourne. There would be less tension and perhaps fewer subsequent mistakes. It's impossible to know what the impact has been. Fundamentally, Ferrari has yet to show that it has a car capable of beating Mercedes in a fair fight, and so still has to rely on circumstances to be successful. Mercedes has actually scored 54 fewer points so far this year than it managed at the equivalent point in 2015, but Ferrari has made too many errors of its own to capitalise on Mercedes' misfortune.

Ferrari needs to be close to perfect if it wants to dethrone Mercedes, but it has been far from perfect so far in 2016. ❄

model carried. But aerodynamically Ferrari is still inferior to Mercedes and Red Bull at high speed, and also lacks a touch of traction at low speed.

The power unit performance is better, particularly in the areas of driveability and energy recovery. But pure power is still some way short of what Mercedes can produce. As Renault and Honda know all too well, extracting more from the combustion engine is difficult without introducing inefficiencies elsewhere in the hybrid loop.

On top of this, Ferrari is struggling to understand how to get the best from the sensitive Pirelli tyres in all conditions. This seems to be getting more difficult as the cars get faster and since Pirelli began introducing more stringent tyre pressure limits in the second half of last season. Ferrari admits to being puzzled as to why it lost its

## DRAWING BOARD

# FERRARI SF16-H

IT SEEMED BIG STRIDES HAD BEEN MADE WHEN THE 2016 FERRARI WAS LAUNCHED, BUT THERE ARE SEVERAL KEY AREAS – THE CHASSIS, POWER UNIT AND TYRE USAGE – WHERE IT IS FALLING BEHIND THE OPPOSITION

## TYRES

Tyre use can be broken down into several areas. First, there's the basic handling and pace. Then there are the subsets of how a tyre is used in qualifying and the race. This year, one of the bigger challenges has been the increase in minimum tyre pressures and the changes to how the FIA inspects tyres before qualifying and the race.

Both Red Bull and Mercedes have a good handle on tyres, with the former particularly good over one lap. Red Bull has a good balance, and is strong in the race. Ferrari appears to struggle with one-lap pace, which can be attributed to many areas. A slight lack of downforce, poor traction

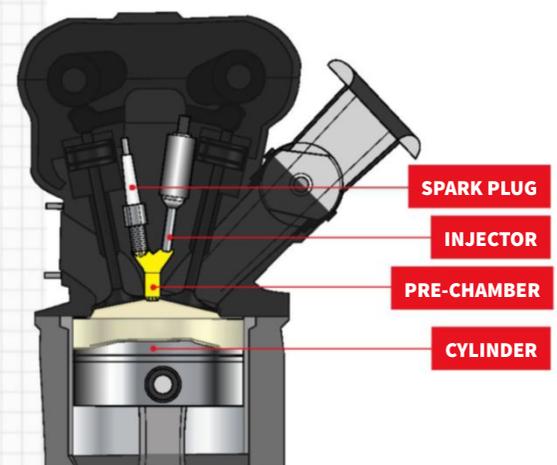
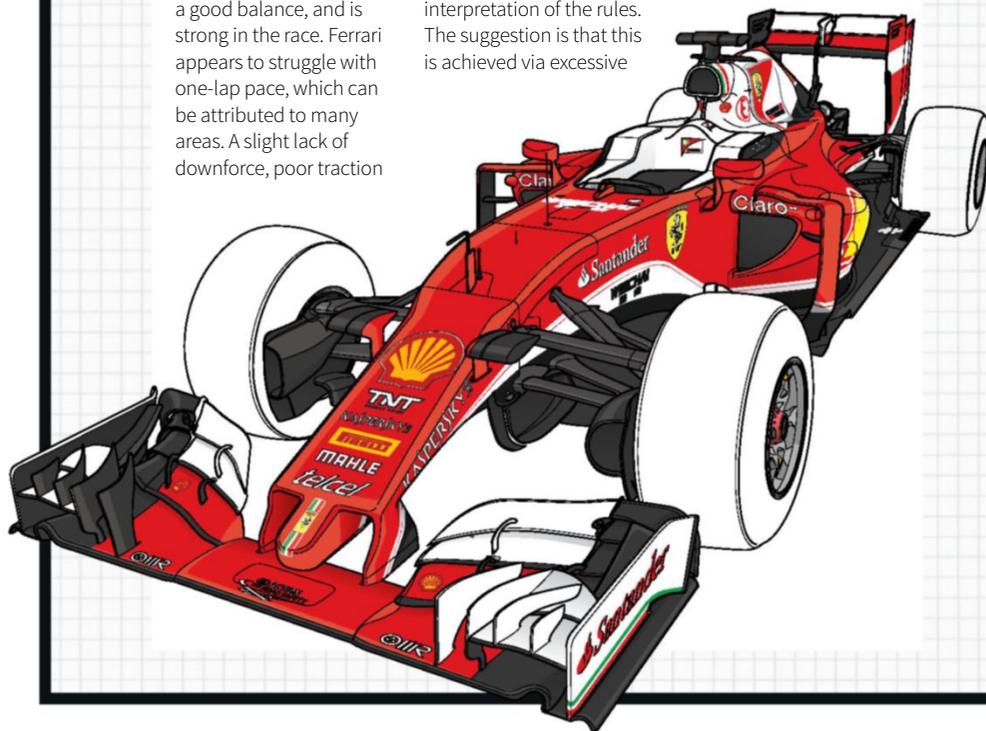
and engine driveability are surely factors in getting the best out of the tyre in its first few laps.

But the tyre pressure rules and policing may be a larger part of the reason. Higher tyre pressures balloon the tyre and reduce its grip. Teams and drivers would prefer to run lower pressures, but Pirelli's safety fears and the FIA checks prevent this.

With the FIA checks only done at the start of the session, it's still possible to lower pressures on the tyre's outlap with clever interpretation of the rules. The suggestion is that this is achieved via excessive

tyre temperatures to elevate the pressure. After the FIA checks, the heat falls away and the tyre pressures drop to the team's preferred levels. With the FIA measuring only minimum temps and pressure, and an absence of FIA pressure telemetry being made available to Pirelli, this is undetectable and arguably legal.

While many teams have been accused of such trickery, Ferrari hasn't been one of them. This may be costing it.



## POWER UNIT

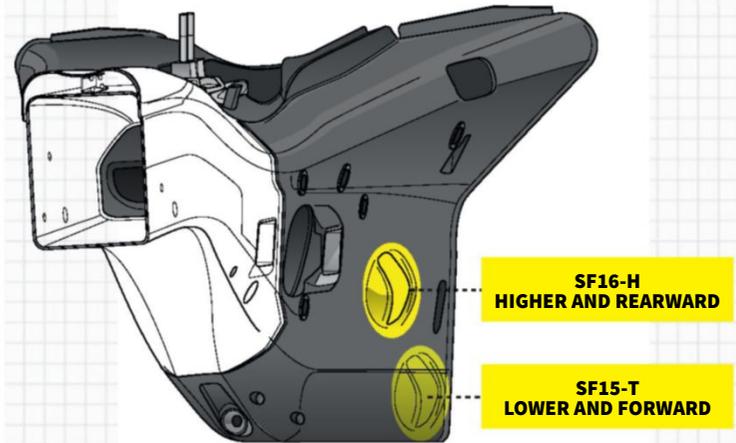
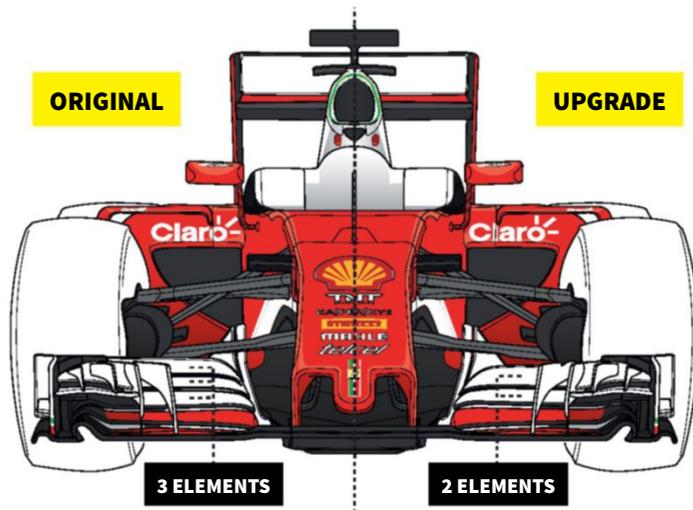
Ferrari's engine department has worked wonders with the 1.6-litre V6 hybrid power unit since 2014 and made it a near-match for Mercedes in most areas. Power and energy recovery is inferior only by a small margin.

Ferrari adopted pre-chamber ignition earlier than initially believed, with the upgrade at the Canadian Grand Prix in June 2015 introducing Mahle's Turbulent Jet Ignition. This lean burn technology is one of several solutions allowing huge power to be created from the meagre fuel flow and fuel use regulations.

Although ignition starting in the richly fuelled

pre-chamber and then the flame propagating into the lean-fuelled main combustion chamber is one way of doing it, Mercedes HPP has access to other lean burn concepts. Therefore, it is premature to conclude that pre-chamber is the way to go for F1 combustion.

Since the initial turbo reliability issues were resolved, the main weakness for Ferrari is the lack of extra punch in qualifying. Again this could be attributed to a different combustion technology, or is simply Ferrari lagging behind Mercedes in how to get the best out of the lean burn tech.

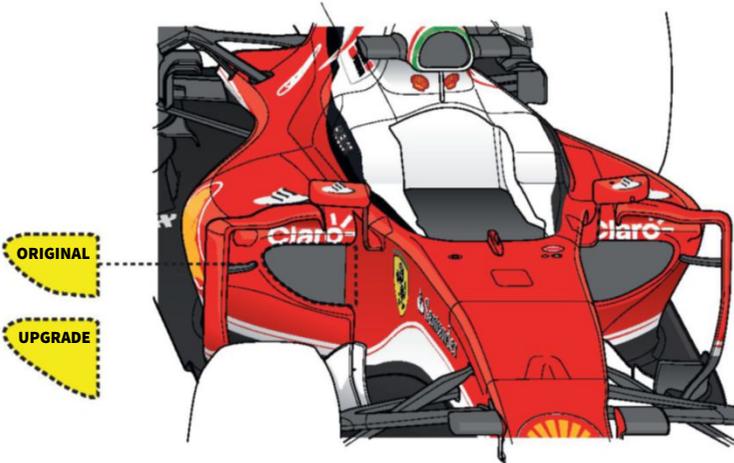


**AERODYNAMICS**

After several years of falling behind aerodynamically, this year's car is a big step forward. But while it follows most of the prevailing trends, it can't be described either as adventurous or aggressive

in terms of development. When comparing the car to Mercedes or Red Bull, there are areas where it is not as refined. Over the winter, Ferrari redesigned the mechanical layout and much of its bodywork was

revised to suit. But updates through the first six races have been confined to a new front wing, diffuser tweaks and a sidepod cooling update. Ferrari will need to push much harder in this area to be a winner.



**SUSPENSION**

Ferrari made major suspension changes and switched to pushrods at the front, while making less obvious detail changes to the rear suspension. While both are important for aero improvement and increasing front-end bite, particularly for Kimi Raikkonen, they are not having as big an impact as hoped.

At the rear, Ferrari solved an aerodynamic problem with a suspension redesign. With pullrod rear suspension, in order to reach the rocker inside the gearbox, the pullrod enters the bodywork near the floor. This obstructs the airflow ahead of the diffuser, so moving the pullrod improves rear downforce.

Ferrari has shifted the rear suspension mountings upwards and rearwards on the gearbox. This changes the pullrod's angle such that it is clear of the floor. But this means the wishbones have narrower spacing between the inboard mountings, changing the geometry. This may have had an adverse effect on traction and lateral grip.

Ferrari's main suspension problem appears to be finding the right set-up for the tyre and getting rear-end traction. The suspension settings, along with aero, directly affect how the tyres are used and the scale of the changes means Ferrari could still be learning how to optimise set-up.

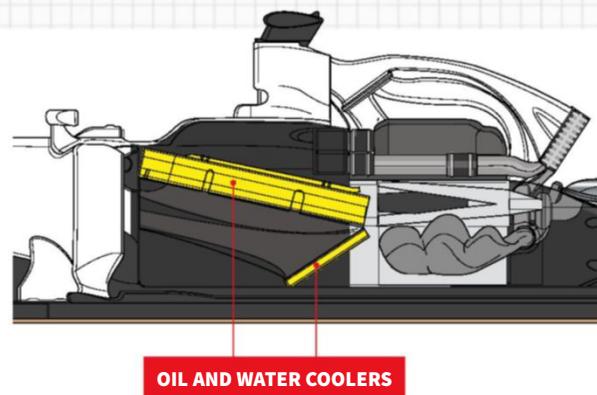
**COOLING**

With the post-2014 power units kicking out far more heat, a challenge for the design teams on both chassis and power unit has been to downsize the cooling system for better packaging. A breakthrough on the chassis side last year louvered the radiator ducts, which micro-managed the airflow

through the radiator cores. This allowed them to be smaller and packaged flatter in the sidepods. This solution has remained in place this year.

To further reduce sidepod volume, the radiators are now packaged in a V. This is to take advantage of the flat mounting of the main

radiator assembly, with a smaller radiator below. A comparison of the sidepod designs suggests Ferrari is having to deal with more heat from the power unit. This could be down to combustion technology, as the more heat extracted from combustion means more power is created.





WORLD RALLY CHAMPIONSHIP

## Return to England sign

THE RETURN OF THE WORLD RALLY Championship to England in October this year, albeit with just a single competitive stage mile, signals Rally GB's intention to meet the promoter's demands for a wider-ranging event.

Last month WRC Promoter boss Oliver Ciesla outlined his position on Rally GB (Autosport, May 19), confirming that he wanted to see the world championship return to major towns and cities. "We would like to see more of the UK," he said. "We would like to be closer to the areas of population in England."

So when organisers revealed the route for the October 27-30 event last week, it was clear that the directive had been acted upon. This year's Rally GB will leave Wales on Friday and Saturday, visiting Chester at the end of the first day for the first time since 1999, while a mile-long stage at Cholmondeley Castle in Cheshire closes out day two.

This is the first year of a three-year agreement to keep Rally GB in Wales, so event managing director Ben Taylor is keen to talk about the strength of a partnership

between the country and Britain's premier rally. Privately, the promoter is happy for Rally GB to stay in Wales until 2019. But after that, it will be time for those English towns and cities to play their part.

Rally GB has been based in Wales for 19 years. It is now time to return to its nomadic roots – and routes. However, putting together a sporting contest to run through Kielder, the Lakes and into the Scottish Borders is not a problem. It's finding somebody to foot the multi-million-pound bill that is more of a headache.

For the next three years, route co-ordinator Andrew Kellitt will have used everything that mid and north Wales has to offer in terms of world-class mileage, in the same way that he wrung South Wales out for the 13 years that the rally ran out of Cardiff.

The ability to compete on public roads would add another twist to Rally GB in Wales, but it would only be a tweak: a link road between two classic forest stages, or a Thursday-night dash down Mostyn Street in Llandudno.

Rally GB's lengthy stay in Wales has been



McKENNIE

# als Rally GB's intent to expand

the event's exception rather than the rule. Before the move from Cheltenham to Cardiff, the place that was home to the RAC Rally for the longest period was London between 1964 and '71. From the '70s onwards it moved regularly and often – between 1976 and '91 it was never based out of the same city twice.

The backing of sponsor Lombard, keen to spread the event far and wide, helped to enhance a roaming rally. But local council and government cash does the opposite – Wales wants to see what it's paying for and that's why, for all but one time control and a mile in stage mode, this year's event runs west of the border.

The tourism argument of taking the rally to the people of England is one that is looking increasingly attractive and could help the event spread its wings as far afield as Liverpool or Manchester for a ceremonial start or even a stage, once

**“It's time for Rally GB to return to its nomadic roots”**

Westminster gets its act together.

That's for the longer term. The immediate future for the penultimate round of the WRC is similar to 2015. The start moves out of Llandudno and back to Eirias Park on Thursday, October 27, giving the ceremony more space.

Friday's opener is slightly longer than last year, with Dyfnant bolted on to the end of the Myherin, Sweet Lamb and Hafren loop. That loop runs in the opposite direction to '15.

Saturday takes in Dyfi and Gartheiniog again, but this time with more mileage built in courtesy of the return of the Pantperthog test. The Chirk RallyFest stage is replaced by Cholmondeley. The two are remarkably similar in nature, but the Cheshire venue offers easier access and an understanding of motorsport's requirements as it hosts its own annual Power and Speed festival. Rally GB will use the same layout.

Sunday involves the most northerly stages

again, with Clocaenog added to Alwen and Brenig. The Great Orme stage is, however, dropped.

Last year's experimental finish in the service park has been binned; it will now move to the middle of Llandudno on Sunday, October 30.

Talking of service, once the cars leave Deeside in the morning, they won't be back until they have completed all the day's competition. This is a result of the FIA becoming more fastidious in tying rallies to the regulation that states that 25 per cent of the entire mileage must be competitive.

Kellitt said: “The [25 per cent] rule was quite a big ask, but the way to do it was to go out to an area and stay there, extracting the maximum possible mileage before coming back to service.”

Friday night's run into Deeside will be via the centre of Chester for a control, an autograph session and a photo op under the Eastgate Clock – a venue that became synonymous with roadtrip RAC Rallies of days past.

DAVID EVANS

## SILVERSTONE PLANS TO MAKE STOWE 'ARENA' SECTION

SILVERSTONE HAS SET its sights on creating an arena around Stowe corner, but the plans are on hold until the facility's future has been resolved.

The British Racing Drivers' Club, which owns the track, entered into an exclusivity agreement with Jaguar Land Rover in early April to negotiate a potential deal to buy the track.

Talks are ongoing with JLR, and Ginetta Cars boss Lawrence Tomlinson is waiting in the wings with his own bid should discussions break down with the Indian-owned company.

Until this is resolved, Silverstone managing director Patrick Allen's plans cannot go ahead.

"I'm looking to create an arena in and around Stowe," said Allen. "So we'll have grandstands all around Stowe, and then we can do things like Race of Champions, World Rallycross and music concerts.

"We miss an arena structure, for want of a better word, to create an atmosphere because what we have are grandstands, but they are over 550 acres, and what we need to do is create this atmosphere within a smaller area.

"I love what they've done in Mexico, and I think the drivers love it as well, but it would be different for us because the grand prix circuit would not go through it.

"But what we do want is to become leisure and entertainment venue, with motorsport at its core, but not solely dedicated or exclusive to motorsport.

"We also want to do other types of events, and that way we lessen our dependency on the grand prix."

Allen concedes the plans are dependent on who purchases the assets, although he and his team will still be running the business.

"What the board are negotiating currently is to ensure we have enough access to the assets so we can run a very efficient, profitable business," he said. "I don't think they will do a deal unless that can be assured.

"Wherever we can, we will look at where we can gain mutual benefit from investment into the circuit. What that deal would do is bring in the investment that is needed to realise our dreams, because you can't do it on thin air.

"That's what Jaguar Land Rover would bring as an investment capsule to make us a world-class circuit, and put Silverstone back to where it should be, in the vanguard of motor racing venues.

"But it's not a done deal. They will carry on negotiating until they feel the deal benefits the circuit and Club."

IAN PARKES

# Maldonado's return hopes

Why signing the crash-prone Venezuelan could make a lot of sense for one of the down-the-grid teams

# S

HOULD PASTOR MALDONADO'S PLAN TO RETURN to Formula 1 next season come off, the faceless keyboard warriors will waste no time voicing their disgust on social media. But if before unleashing their fury they paused and gave it some thought, they may come round to my way of thinking that it's not such a bad idea.

Maldonado has not had a stellar Formula 1 career. He failed to finish nearly a third of the races he started, scored points just 14 times in 95 attempts, and racked up a significant damage bill.

But Maldonado is an impressively quick driver. He won races and titles in Formula Renault 2.0, was a race winner in Euro and Italian F3000 and Formula Renault 3.5, won races and the title in GP2, and, lest we forget, is a Formula 1 grand prix winner. Not many drivers can say they have won at

so many levels, and over such a long period of time.

Throughout his time at Williams he showed flashes of pace. In 2012 his qualifying performances were particularly impressive – it was just his race performances, specifically the mistakes he made, that let him down.

Some may say his Spanish Grand Prix win was a fluke, courtesy of the fact that Williams nailed the tyre situation that weekend, but that's unfair. He won in a straight fight with Fernando Alonso. He proved there – and on a number of other occasions – that he is capable of absorbing pressure from a chasing driver, even one who is in a faster car.

The problem was, he did not deliver often enough. After that win in Spain he failed to score in any of the next nine races. He also crashed. A lot. He even had a website in his honour that tracked how long it had been since his last blunder. Frustratingly, he would often make the same mistake more than once, particularly when in wheel-to-wheel combat.

The evidence suggests he will never be the most consistent driver on the grid. But does he need to be? He would be a wildcard signing. The top teams can take their pick, so signing Maldonado makes no sense at all. But if you're lower down the field, the risk versus the reward justifies it, particularly if he can replicate the consistency of late 2015 where he scored in four of the last six races.

Say you're Manor or Sauber. Your position on the grid means you are limited in driver choices. Your resources also limit your spending power. Maldonado has made himself available. You know he is capable of some very bad days but also some extraordinary good days.

There's a good chance he could fight his way up into a points-paying position – a huge result for a lower-end team. Perhaps he might bin it because he was pushing for the next position up. But perhaps not. The important thing is that he would be there. And eventually, given the right team, he could deliver a result of the quality of Spain 2012 more often.

LAWRENCE BARRETTO



## IN THE HEADLINES



### PALMER GETS NEW CHASSIS FOR CANADA

Jolyon Palmer will have a new Renault chassis for the Canadian Grand Prix following his crash at Ste Devote in the Monaco GP (above). "The car hit the barriers quite hard at an oblique angle, which damaged the front of the chassis," said Renault technical director Nick Chester.

### NO SUPER-SOFTS FOR HAAS AND RENAULT

Haas and Renault have opted against taking super-soft rubber to this weekend's Canadian Grand Prix, both opting to take only the ultra-soft and soft compounds. Haas has taken three sets of softs and 10 ultra-softs for each of its drivers, while Renault's split is five/eight.

### RED BULL CHANGES PIT PROCEDURE

Red Bull has introduced measures to prevent a repeat of the pitstop blunder that cost Daniel Ricciardo Monaco GP victory. "Inevitably there's been a huge amount of analysis into what happened, why it happened and also into preventative measures to ensure that it doesn't happen again," said team boss Christian Horner.

### HONDA WAITS ON UPGRADE DECISION

Honda will leave it as late as possible to decide whether to introduce its first big engine update of the season for McLaren at this weekend's Canadian Grand Prix. Honda chief Yusuke Hasegawa said he was encouraged by dyno results back at the factory in Sakura.

### SUPERCARS DROPS MALAYSIA TRIP

Australia's Supercars Championship has cancelled its scheduled Malaysian street race in Kuala Lumpur. The KL City 400 was due to take place on August 12-14, and would have been the series' first round outside Australia and New Zealand since it raced at American Formula 1 venue Austin in 2013.

### FORMULA E TESTING DATES SET

Formula E's 2016/17 pre-season tests will take place at Donington Park in August and September. The first test will be held on August 23-25, with the second from September 5-7. Last year, testing comprised three blocks of two days and took place slightly earlier, in August.

### VERSTAPPEN'S DEMO HOME RUN

Max Verstappen demonstrated a 2012-specification Red Bull RB8 at Zandvoort's popular Family Racing Days event last weekend (below).



## F1 PREVIEW

# Canadian Grand Prix

## June 10-12



## CIRCUIT GILLES-VILLENEUVE

**LENGTH** 2.710 miles **NUMBER OF LAPS** 70

**2015 POLE POSITION** Lewis Hamilton 1m14.393s

**QUALIFYING LAP RECORD** Ralf Schumacher 1m12.275s (2004)

**RACE LAP RECORD** Rubens Barrichello 1m13.622s (2004)



### Tyre allocation



### UK start times

#### LIVE ON SKY SPORTS F1

##### FRIDAY

**FP1** 1500 **FP2** 1900

##### SATURDAY

**FP3** 1500 **QUALIFYING** 1800

##### SUNDAY

**RACE** 1900

#### HIGHLIGHTS ON CHANNEL 4

**QUALIFYING** SATURDAY 2200 **RACE** SUNDAY 2230

### Previous winners

|             |                  |                   |
|-------------|------------------|-------------------|
| <b>2015</b> | Lewis Hamilton   | <b>Mercedes</b>   |
| <b>2014</b> | Daniel Ricciardo | <b>Red Bull</b>   |
| <b>2013</b> | Sebastian Vettel | <b>Red Bull</b>   |
| <b>2012</b> | Lewis Hamilton   | <b>McLaren</b>    |
| <b>2011</b> | Jenson Button    | <b>McLaren</b>    |
| <b>2010</b> | Lewis Hamilton   | <b>McLaren</b>    |
| <b>2009</b> | RACE NOT HELD    |                   |
| <b>2008</b> | Robert Kubica    | <b>BMW Sauber</b> |
| <b>2007</b> | Lewis Hamilton   | <b>McLaren</b>    |
| <b>2006</b> | Fernando Alonso  | <b>Renault</b>    |

### Themes to watch

#### HAMILTON V ROSBERG

Lewis Hamilton kickstarted his title charge with a win in Monaco as Nico Rosberg faltered. If he has the upper hand again, momentum will have swung.

#### RICCIARDO'S RESPONSE

In Monaco, Daniel Ricciardo was disconsolate after a win slipped through his fingers. How will he bounce back at a track where the Renault engine might struggle?

#### SAUBER HARMONY?

Marcus Ericsson and Felipe Nasr were told a repeat of their Monaco collision could never happen again. Will they play nicely in Canada?

MOTO2

# Salom's fatal crash explained

LUIS SALOM'S MOTO2 TEAM BELIEVES ITS rider lost control of the front end of his bike braking over a bump at Circuit de Catalunya, leading to his fatal accident last Friday.

During the Catalunya Grand Prix's second practice session for MotoGP's second tier,, Salom fell from his SAG Team-run Kalex on the entry to Turn 12 on the layout the championship has favoured over the Formula 1 configuration. The right-hander does have an air fence, but not a gravel trap or an extensive run-off area. Salom fell on the entry to the corner, and was hit by his bike when it rebounded from the air fence.

Two medical cars and two ambulances were immediately sent to the scene, followed by the medical helicopter. A statement from Dr Angel Charte, MotoGP's medical director, said that

"upon arrival, the rider was in cardiac arrest".

The medical team worked to stabilise the 24-year-old and administered CPR trackside for 18 minutes. Since aerial transfer was deemed unsuited to Salom's life-threatening condition, he was taken by road to Hospital General de Catalunya, during which time his oxygen saturation deteriorated.

While treatment continued, Salom was pronounced dead at the hospital at 4:55pm local time, 45 minutes after arriving at the hospital and roughly 90 minutes after his accident happened.

A statement released by SAG Team after studying Salom's telemetry outlined that the Spanish rider exited Turn 11 6km/h slower on his outlap than his fastest time in the session, which may have contributed to him

braking nine metres later for Turn 12.

The data indicates Salom was still on the brakes over a bump on the entry to Turn 12, a bump riders are usually off the brakes when they reach. Since he was then travelling at the same speed as he had been on his fastest lap, instability and loss of grip caused the accident. The Barcelona-based team said the telemetry is "available to any qualified technician with desires to analyse it".

A meeting of the safety commission, which was already scheduled, was attended by 10 MotoGP riders including Marc Marquez, Andrea Dovizioso, Andrea Iannone, Cal Crutchlow and Bradley Smith. Marquez and Smith later expressed disappointment that more riders did not attend.

In the meeting, the notion of cancelling the event was considered if changes to Turn 12 could not be made. Salom's family was also consulted, and gave its blessing for the weekend to continue. After initially exploring the possibility of building a gravel trap with an incline on top of the Turn 12 run-off, a decision was made to adopt the layout used by F1 since 2007, with a chicane that bypasses Turn 12, and an earlier and slower Turn 10 that provides additional run-off area.

MotoGP riders had sampled the layout for 30 minutes in 2014, during a post-race test at Barcelona, but the championship elected not to use it for grands prix based on rider feedback. Further tweaks were made before it was used last weekend, including removing a wall and painting a kerb two metres inside the edge of the track surface on the outside of the Turn 13 braking area, as a new limit.

Whether MotoGP returns to its previous layout with changes to Turn 12, or adopts a further-refined version of the F1 layout, will be discussed in the coming months.

MITCHELL ADAM



Salom's accident happened at the old Turn 12 (background), but the F1 chicane was used thereafter

OBITUARY

## Luis Salom 1991-2016

LUIS SALOM ROSE TO PROMINENCE IN Moto3 in 2013, when he finished third in the championship.

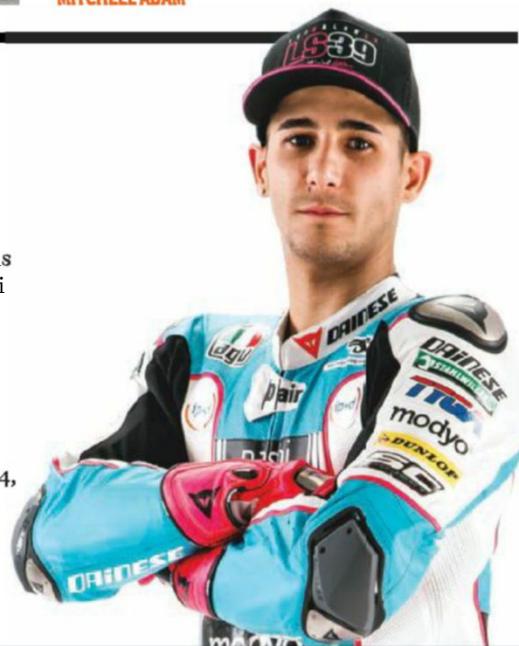
The Spaniard came through the junior categories before making his world championship debut in the 125cc class as a 17-year-old wildcard entry at Jerez in 2009. He joined the field full-time later that year, and finished 12th and then eighth in the standings in 2010 and '11.

The 125cc formula was replaced by Moto3 in 2012 and Salom won his first two grands prix, at Indianapolis and Aragon, on his way to second in the points behind runaway champion Sandro Cortese.

Salom's breakthrough campaign came one year later. He won Qatar's season opener - his first of seven victories - and led now-Suzuki MotoGP rider Maverick Vinales for the bulk of the campaign.

However, crashes in the final two rounds meant he was overhauled by eventual champion Vinales and Alex Rins.

Salom moved up to Moto2 with Pons Racing with Vinales as his team-mate in 2014, with eighth that year his best result in the championship. He headed to Barcelona 10th in the 2016 points, the last of his three Moto2 podiums having come at Qatar in March with the SAG Team.



Marquez has inked a new Honda deal



MOTOGP

## Works rides dwindle

ONE MORE FACTORY SEAT HAS BEEN filled on the 2017 MotoGP grid, as the silly season works towards its close.

As expected, Marc Marquez has penned a new two-year deal to stay with Honda, which was announced on the eve of last weekend's Catalunya Grand Prix. It followed similar news about Marquez's team-mate Dani Pedrosa a fortnight earlier at Mugello.

In Barcelona, the incoming KTM also announced that it had completed its 2017 line-up, with Pol Espargaro signed by the Austrian manufacturer to partner his current Tech3 Yamaha team-mate Bradley Smith.

"I saw the opportunity to do something different," Espargaro explained. "Working together with KTM will be crazy hard, but I'm ready to work."

"Right now, they are building everything, they are building the team, the mechanics, the bike – I didn't see even the bike [before signing] and I'm now looking forward to going there to see how they work. Where they go, they win."

Ducati has already announced it had lured Jorge Lorenzo from Yamaha and will keep Andrea Dovizioso. Maverick Vinales is moving from Suzuki to Yamaha to replace Lorenzo and partner Valentino Rossi, while Andrea Iannone will be landing at Suzuki after

being squeezed out of Ducati.

The second Suzuki seat looks set to go to Moto2 frontrunner Alex Rins, who has expressed his preference to enter MotoGP with a factory deal. The Spaniard finished fifth, second and third in his three Moto3 campaigns, and was second as a Moto2 rookie last year. He left Barcelona having won three of the year's seven grands prix and is leading the championship.

That all limits the options of current Suzuki rider Aleix Espargaro, who went so far to say that he was "really upset" that the Japanese manufacturer signed Iannone before settling his future. Espargaro maintains that his priority is to stay with Suzuki in MotoGP, but is exploring options elsewhere within the series and even in the World Superbike Championship.

"Mugello was quite difficult for me, where I realised that I was not as important to Suzuki as I thought," he said.

If Espargaro is to remain a factory rider, it will be with Aprilia, which has already signed Sam Lowes as one of its 2017 riders. His other main MotoGP option would appear to be a return to the satellite Aspar Ducati outfit, with which he contested his first two seasons in the premier class, 2012 and '13.

MITCHELL ADAM

## SUBARU LOOKING FORWARD AFTER FIRST BTCC WIN

LEADING SUBARU figures say the team can only look forward after scoring its maiden British Touring Car Championship win at Oulton Park last weekend.

Colin Turkington's win capped a remarkable resurrection for the Team BMR-run operation, which had been forced to withdraw all four of its rear-wheel-drive Levorgs from the previous meeting at Thruxton due to a fire risk. That was the latest in a catalogue of problems for the squad.

The cars were late on parade, struggled with a lack of power and then struck a fuel leak problem at Donington in April, which wasn't cured in time for Thruxton. But now, the team's performance has been transformed with a newly homologated inlet manifold. It means the car has leapt forwards in performance.

Kevin Berry, who engineers Turkington's car, explained: "Mountune [the engine tuners] only got the motor on January 24. We didn't have time to make a bespoke inlet manifold, so went with the road car one – but found out pretty soon that it was limiting the performance."

The team was allowed to fit an

upgraded manifold in time for Thruxton, but only on the proviso it accepted a reduction in the turbo boost allocated to the two-litre Levorgs. The machines were still struggling on the speed trap monitors at Oulton, but were competitive in terms of laptime.

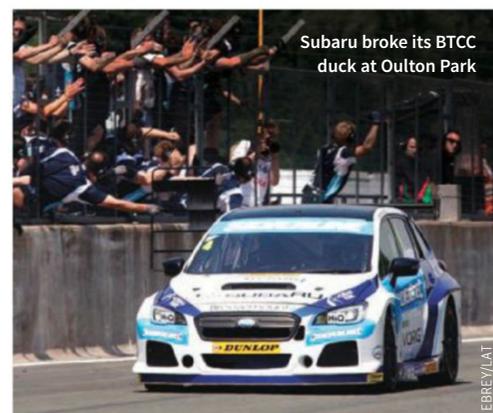
Alongside the win for Turkington, which was followed by a second place with 75kg of ballast in race two, team-mate Jason Plato visited the podium three times during the event.

He said: "As soon as we got to free practice two on Saturday, I knew I had a proper racing car underneath me and something I could work with. I was really at one with the car, and I was able to make it dance – which is the first time in a long time I have had a car like that."

"We really needed a result like this," added Plato. "That was for the team, which has worked hard, and for Subaru and our backers."

"Thruxton was a real kick in the teeth that no one could have predicted and we needed to get the ball rolling. The exciting thing for me is that we are only looking ahead now, and there are good things down the road."

MATT JAMES



Subaru broke its BTCC duck at Oulton Park

EBREY/LAT

# FEEDBACK

## Halo will make fans switch off Formula 1



While not wanting to weigh into the pros and cons of the safety aspects of the new halo device due to be approved for 2017 (I can see both sides), I am absolutely certain that it will further diminish F1's popularity with mainstream *and* diehard fans. F1 cannot have something so daft-looking and expect no fallout!

I agree with Lewis Hamilton that it could/should be optional. And if (when?) we have the first 'post-halo' F1 injury, then what? And will the halo get mandated for *all* open-cockpit categories, or will F1 be 'pampered' more than the 'lower' classes?

Perhaps driverless cars will come sooner than expected – the current crop of drivers can 'participate' somehow from the pitwall.

**Guy Dormehl**  
SouthAfrica

### Men, not boys, for F1

An 18-year-old winning a grand prix points to all that's wrong with F1 and

why I'm just about done! I want to see men racing in F1, not boys; drivers who have earned their place on the track.

Throw in halo next year and I'm watching sportscars. The real deal, for drivers and cars; no kids and no gizmo-mobiles for me anymore.

**Mark Rees**  
By email

### Bernie's right about dull races

While I do not wish to see Formula 1 revert to the days when our Yeoman Credit team lost two drivers in one season (Harry Schell and Chris Bristow in 1960), I must agree with Bernie Ecclestone, who says that he would not pay to watch today's grands prix.

The Orwellian-cum-Blairite 'progress' mantra is a myth and illusion, and the disappearance of great circuits that gave spectacle and challenge, for technology for its own sake that is invisible, is little short of crass.

Cars need to be difficult to drive, unpredictable, and visibly fast and

Halo is daft-looking, reckons reader Dormehl, and will alienate diehard and casual fans alike

challenging for a small number of people who are able to drive them at speed.

The Monaco opening laps were as exciting as the nearby steel crocodile of Peugeots and Renaults queuing up to enter an equally rainsoaked Nice Airport.

**Nicky Samengo-Turner**  
Newmarket, Suffolk

### Monaco safety worry

Given the way fines are being handed out to drivers in F1 at the moment for seemingly trivial issues, has any action been taken against the organisers of the Monaco GP for the loose drain cover which flew up in front of Jenson Button during free practice?

It was an incident that could have had grave consequences, despite the Sky commentary team at the time making light of it, claiming it would be impossible to check that every cover was secure. What nonsense, we are talking about a short street circuit, not the route of the Mille Miglia.

Furthermore, regarding the TV coverage, isn't it about time the qualifying sector times for each car were shared with us on screen, as is the case with the MotoGP coverage, a feature that really adds to the drama of qualifying?

Finally, thanks for a great magazine – just clocked up my 50th year of enjoyable reading.

**Roger Tisdale**  
By email

## HAVE YOUR SAY, GET IN TOUCH

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# Red rag to Abiteboul

The return to race-winning form for Red Bull bodes well for Renault, which now needs to deliver a chassis to match its engine

By Ian Parkes, Chief F1 Correspondent

[@ianparkesf1](#)

## WHO WOULD HAVE THOUGHT A YEAR AGO

that Mercedes motorsport boss Toto Wolff would have been talking about “the very real threat” being posed by Red Bull heading into this weekend’s Canadian Grand Prix.

Approaching last year’s race at the Circuit Gilles Villeneuve, Red Bull’s then nine-year partnership with Renault stood on the brink of separation. The four seasons of glory from 2010-13 had almost, but not quite, been forgotten. A year ago, that feel-good factor had been replaced for the most part by 18 months of acrimony, bitterness and mudslinging following the arrival of the 1.6-litre V6 turbocharged power unit era.

The Red Bull hierarchy had become prone to uttering criticisms, urging Renault to respond to falling so far behind Mercedes and Ferrari. As Renault Sport F1 managing director Cyril Abiteboul noted, such barbs proved a drain on the confidence of many at the French manufacturer’s Viry HQ.

Over the following months Red Bull owner Dietrich Mateschitz issued many threats to quit F1, such was his despair at Renault’s failings, while at the same time witnessing Mercedes’ brutal domination.

Behind the scenes Red Bull attempted to extricate itself from its engine supply contract with Renault. But after being rebuffed by first Mercedes, then Ferrari, then Honda, Red Bull returned to Renault, tail between its legs.

Renault agreed to see out the final year of its contract, albeit with clauses including supplying an unbranded engine. As far as Renault was concerned, this ensured Mateschitz, advisor Helmut Marko and team principal Christian Horner could not deride it in the way they had previously to such damaging effect.

As we now know, Mateschitz was not the only one manoeuvring behind the scenes, as Renault was also taking steps to ensure it could become a major player in F1 again.

Frustrated and fed up at receiving little respect or credit for the part it played in Red Bull’s four consecutive years of championship glory, Renault opted to revive its former works status, eventually completing a protracted buyout of Lotus.

Renault was at pains to point out that its rebuilding programme would take years to come to fruition. Six grands prix into the season, and it has so far managed to get just one car into the top 10. That’s precious little return for its investment, but these are still very early days. In an ironic twist, but for Red Bull it might still be scrabbling around in the dark trying to work out

the right direction to take with its car.

Despite the confidence-sapping hits last year, Abiteboul always had faith that Renault as a power unit supplier would emerge from its slump. It’s done so quicker than expected, with a Renault engine powering Max Verstappen to Spanish Grand Prix victory and Daniel Ricciardo only failing to win in Monaco due to a Red Bull pitstop blunder.

And so it’s no wonder that heading to Canada, Red Bull is again a team to be feared. Renault can take no credit, at least not publicly. Behind the scenes, however, there is pride at the job it’s done to turn the tide, even if for now it is Red Bull grabbing the headlines, and not its own works team. Abiteboul hit back at the doubters, reminding them that “hard work always pays off and delivers”.

Renault was rewarded with a two-year extension to its contract with Red Bull for 2017 and ’18, and Toro Rosso also returned to the fold after opting for year-old Ferrari power this year.

That deal was announced on the morning of an eye-opening weekend in Monaco. For this weekend’s race at the Circuit Gilles Villeneuve, Verstappen will join Ricciardo in enjoying the benefits of the engine upgrade that’s expected to yield half a second.

Of the four engine manufacturers, Renault still has by far the most significant number of tokens available (21), as opposed to the 11 and six for Mercedes and Ferrari respectively. This is why Red Bull is such a threat.

Arguably, the RB12 is the best chassis in F1. But the team is also back at the front thanks to its engine supplier, and let’s give credit where it’s due – even if for commercial reasons Renault is not allowed to shout it from the rooftops.

As for Renault the F1 team, thanks to Red Bull’s return to form it now knows its deficiencies lie in a chassis that for two thirds of last season remained pretty much undeveloped as takeover talks dominated. Abiteboul is adamant, though, that there can be no excuses for Renault’s lack of progress – not the fact that this year’s car was designed for a Mercedes engine, nor that development started late given the completion of the Lotus buyout in mid-December.

Hopefully, behind the scenes Red Bull is thanking its engine supplier for the progress it’s made. Now it is up to Renault to build itself a chassis worthy of its constructor status, not least with one eye on next year when the rules change considerably. ✨

**“Renault knows its deficiencies lie in an undeveloped chassis”**



# Tragedy and triumph at Barcelona

Within the space of 48 hours, tragedy and then a thrilling race stunned the MotoGP community at the Catalunya Grand Prix

By Mitchell Adam, International Editor

[@DrMitchellAdam](#)





**T**here is no way to avoid the fact that the 2016 Catalunya Grand Prix will always, correctly, be remembered for the death of Moto2 rider Luis Salom, following a practice accident on Friday. In fact, that could have been the end of the whole weekend at any other venue without a ready-made, alternative layout to switch to, or the blessing of the 24-year-old's family to continue.

But, if you have a better cliché, use it here – the show did go on. And its biggest character led an epic script. There were outstanding performances, emotion, fitting individual tributes, drama, villains, a thrilling conclusion and a surprise reconciliation.

Who else could lead such a show but Valentino Rossi? Just as he did at Jerez six weeks earlier, the Yamaha rider mastered low-grip conditions in the Spanish sunshine, to underline the fact that he will be a key player in this year's fight for the MotoGP title.

As insignificant as it is in the grand scheme of things, the change of layout from MotoGP's regular configuration to the one used by Formula 1 in Spain on Friday evening, following Salom's fatal accident, shifted the balance of power.

World champion Jorge Lorenzo had been the form man on Friday, leading the way on the hardest tyres even as others sampled the softest of three. But he was not as quick through the slower, chicane-filled final sector that was introduced on Saturday to bypass Turn 12, the scene of Salom's crash.

Still, Lorenzo qualified second on Saturday afternoon, between resurgent Honda pair Marc Marquez and Dani Pedrosa, albeit nearly half a second behind Marquez. And then he got the jump away from the line and led, hinting that either he had adapted to the new final sector, or that he had been downplaying his chances.

But even the race leader was not the star of the opening act of the 25 laps. That was Rossi, who had struggled more than his team-mate on Saturday. It took a last-gasp lap in third practice to get into the top 10 and book an automatic place

**The top three riders paid tribute to the late Luis Salom post-race**

in the main phase of qualifying. In qualifying itself, he was ninth with about 60 seconds left on the clock.

As he so often does, Rossi found something extra, to secure fifth on the grid, but he was relatively downbeat on Saturday evening, saying he was "worried" about his prospects for the race. What followed was what he called a "perfect Sunday".

Again, a common Rossi play, he found something overnight to top the pre-race warm-up. But the race was going to take place several hours later in significantly warmer conditions, set to change the dynamic of tyres and therefore the bikes up and down the grid again.

Rossi fell to eighth on the first lap, but it was only temporary. He was back up to sixth by the time he exited the final corner, then passed two more riders entering Turn 1 to start the second lap. His progress continued and on lap six he moved into the lead, past Lorenzo, again at Turn 1, the prime overtaking position.

From there, Lorenzo was not a factor again. In fact, he was not even a finisher. Suffering in the low-grip conditions – something he admits is a weakness –

# STER ENERG ATALUNYA

Barcelona  
2016



Lorenzo fell off the pace and down the order. He was fifth and more than 10 seconds behind Rossi by the time he was collected by Andrea Iannone at Turn 10 on with 10 laps to go.

By then, Marquez was already glued to Rossi's rear wheel. The gap fluctuated marginally, within a range of three and six tenths. Tyre management would be the key between these two arch-rivals. Rossi had form on the board from his Jerez masterclass, but the fact that Marquez was still within 0.248 seconds with five laps to go indicated that he was going to play more than a cameo.

And he did. Marquez sneaked past momentarily at Turn 10 later that lap, but Rossi held on. The Honda somehow – given its acceleration woes, but suggesting Marquez's rear tyre was in decent shape – then went by the Yamaha along the front straight, but again Rossi held his nerve down the inside at Turn 1.

With three to go, Marquez led the race for the first time, making a move stick at Turn 1, despite Rossi's efforts to fight back through Turns 2 and 3. Few would have been surprised if Rossi's challenge was over, that Marquez had been >>

## LORENZO'S IANNONE ANNOYANCE

IF DUCATI WAS STILL DECIDING WHICH OF ITS two incumbents it would keep next year to partner the incoming Jorge Lorenzo, Andrea Iannone probably would have made the next discussion a short one.

The Italian has already been handed his cards for 2017 and is moving to Suzuki, with Andrea Dovizioso getting the nod to stay in red. But while Iannone is outpacing Dovizioso at the moment, he continued his trend of making the highlights reel for all the wrong reasons at Barcelona.

Lorenzo was struggling and set to drop below fifth and relinquish the championship lead to Marc Marquez. Iannone sealed it at Turn 10, when he skidded – his Ducati's rear wheel in the air – into the back of the Yamaha.

The world champion seemed more frustrated by what happened next, than he was by the actual incident itself.

"I don't know if he braked too late, or didn't brake knowing that someone was in front of him, and I felt a big impact and I was flying to the ground," Lorenzo said.

"I was scared to break my hip or the collarbone. But you know, you can make a mistake, we all can make a mistake. But you have to go there and say, 'Sorry, I made a mistake on this corner.'

"Instead of that, he just asked me, 'What happened to your bike? Did you break your engine or did something happen to the bike?' Race direction asked for my telemetry and they saw that I braked later than previous laps.

"So this is the worst for me, that he didn't say sorry. He didn't understand that it was his

mistake and he's making too many mistakes that can cause not only crashes for him but also risks to the others.

"Dani [Pedrosa] made a mistake in Austin, but he went straight away to say sorry to Dovizioso, really sorry."

Iannone caught Lorenzo by six tenths on the previous lap, and said he was simply caught out by the Yamaha's lack of pace.

"Immediately after the crash I asked Jorge if he had a problem with the bike," he said.

"It was very strange that it was very slow at that point and it was a surprise – I didn't expect it. Jorge said, 'No, no, no, I didn't have a problem with the bike [and that we would] talk later. I'm sorry for him. It's a mistake.'"

Earlier this year, Iannone skittled Dovizioso two corners from home in Argentina, when they were second and third. He was handed a three-place grid penalty for Austin on that occasion, and this time stewards decided he will start last at Assen later this month. But Lorenzo wants tougher sanctions for repeat offenders.

"For me at this moment the rules of [licence penalty] points, we are not in a good way," he said. "[In 2003], [John] Hopkins made a mistake at Motegi and had one race off. I made two mistakes in 2005 [in 250cc] and had one race off.

"In soccer, if you make a hard tackle, it's a red card and a minimum of one match off. In this sport, we play with our life. I could have broken my hip and collarbone.

"If I'm an aggressive rider like I can be in the past, you need a hard conversation. If you don't have a harsh penalty you don't learn, you don't change."



Lorenzo found Iannone's lack of contrition infuriating

managing his tyres before timing his run to victory to perfection.

But it wasn't over. Rossi sneaked back past at Turn 1 a lap later, and looked to be edging away even before Marquez made a mistake at Turn 7. That half a second gave Rossi enough breathing space for the final lap to record a memorable victory, his seventh in the premier class at Barcelona but his first since 2009.

The show wasn't even done then. In parc ferme, the cold war between Rossi and Marquez that started late last year ceased, even if only for a moment. The riders have barely made eye contact since their contretemps at Sepang last season, but a handshake offered and accepted was a welcome conclusion to what had been a tragic weekend.

"After what happened [on Friday] all the rest becomes not very important, very small, so I think it's the right thing to do," Rossi said.

When asked in the press conference if he hoped it could help improve their relationship, he replied: "Yes". It was a short but symbolic answer, and Marquez followed it up by placing his hand on Rossi's shoulder. Their lack of interaction has been an awkward sideshow to what has happened on track so far this year, several elephants crammed into a very small room. The silent animosity has belied the natural personas of each champion and hardly enhances their eventual legacies.

But even though it took tragic circumstances for progress to be made, it is progress nonetheless. Together with Lorenzo, these men look set to fight it out for this year's championship. The longer the year goes on, the more of a genuine threat Rossi looks. If you take out his Mugello engine failure, he could well have been in the lead...

"The important thing is to be strong and fast on Sunday afternoon," he said. "Last year I fought for the championship to the last race, but sometimes in the races I wasn't fast like Lorenzo and Marquez. This year it looks like I'm stronger even if I have less points. I like my bike, the Yamaha is very competitive, I like the Michelin tyre.



Marquez and Pedrosa led early on and both Hondas would finish on the podium

"This championship, every race, becomes more open, more difficult to understand, more interesting. Because we are there at the same level, very fast like Marquez and Lorenzo – but at the same time also [Dani] Pedrosa, [Maverick] Vinales and Iannone are very strong."

Marquez now leads the standings by 10 points over Lorenzo with Rossi a further 12 behind. He produced another assured ride, again treading his fine line between an aggressive natural instinct and the need to bank points when they are available, learning from the lessons of overriding his Honda last year, including at Barcelona where he crashed in the race.

"I was on the limit all race behind Valentino," he said. "When I saw Lorenzo was out, my mind changed a little bit. I was planning the last laps but it wasn't really comfortable. And then I tried a little bit because I was on the limit, but I was not 100 per cent convinced and maybe this was the main mistake.

"I was there but at the same time I was thinking about the championship. Then with one lap remaining, I had another big moment and I nearly crashed, then I said 'OK, stop, 20 points is enough, we're leading the championship'."

Pedrosa, starting from the front row of the grid for the first time this year, and Vinales fought it out early. The younger Spaniard was keen to make progress before his Suzuki continued its trend of losing grip and pace as the tyres wore.

The veteran Pedrosa held on and ultimately rode away to finish third and make it a pair of Honda riders on the podium. Pedrosa has had a tough start to the season, and there are no easy options to fix the issues with the RC213V, but encouragingly he has finished just 4.910s and 6.313s behind the leader in the last two grands prix.

Saturday's practice pacesetter Vinales was content with finishing fourth but not with the gap to the leaders, 24.388s. He showed plenty of endeavour while trying to pass Pedrosa and then Lorenzo, but struggled to make a move stick, especially on the latter, contributing to the large margin.

Ducati struggled, even beyond Iannone's indiscretion. Andrea Dovizioso finished seventh, behind the first two satellite riders, Tech3 Yamaha's Pol Espargaro and LCR Honda's Cal Crutchlow. Espargaro equalled his best result of the season, while sixth was a welcome tonic for the British rider.

Hours before MotoGP knew it would need one, Crutchlow provided a heart-warming moment during Friday's second practice session. Looking at the big screen after running wide at Turn 1, he spotted a shot of his pregnant wife Lucy in his garage, and imitated the baby bump in a genuine scrapbook moment.

Two days later, MotoGP had yet another classic race to add to its own collection of memories. On any other weekend it would have been the one thing to remember and discuss in the years to come.

"It's the best way to remember Salom," Rossi said. "A small gift, a small homage for him, for his family, unfortunately. It's what all the other riders can do." ❁



Crutchlow was top Brit in sixth



Rossi withstood a late Marquez assault to claim victory

## RESULTS ROUND 7/18, CATALUNYA, JUNE 5 (25 LAPS)

| POS | DRIVER               | TEAM           | TIME                |
|-----|----------------------|----------------|---------------------|
| 1   | Valentino Rossi (I)  | Yamaha         | 44m37.589s          |
| 2   | Marc Marquez (E)     | Honda          | +2.652s             |
| 3   | Dani Pedrosa (E)     | Honda          | +6.313s             |
| 4   | Maverick Vinales (E) | Suzuki         | +24.388s            |
| 5   | Pol Espargaro (E)    | Tech3 Yamaha   | +29.546s            |
| 6   | Cal Crutchlow (GB)   | LCR Honda      | +36.244s            |
| 7   | Andrea Dovizioso (I) | Ducati         | +41.464s            |
| 8   | Alvaro Bautista (E)  | Aprilia        | +42.975s            |
| 9   | Danilo Petrucci (I)  | Pramac Ducati  | +45.337s            |
| 10  | Jack Miller (AUS)    | Marc VDS Honda | +49.514s            |
| 11  | Hector Barbera (E)   | Avintia Ducati | +46.669s            |
| 12  | Stefan Bradl (D)     | Aprilia        | +55.133s            |
| 13  | Eugene Laverty (IRL) | Aspar Ducati   | +57.974s            |
| 14  | Tito Rabat (E)       | Marc VDS Honda | +1m00.141s          |
| 15  | Michele Pirro (I)    | Avintia Ducati | +1m00.429s          |
| 16  | Scott Redding (GB)   | Pramac Ducati  | +1m16.269s          |
| 17  | Yonny Hernandez (CO) | Aspar Ducati   | -1 lap              |
| R   | Aleix Espargaro (E)  | Suzuki         | 18 laps-electronics |
| R   | Jorge Lorenzo (E)    | Yamaha         | 16 laps-crash       |
| R   | Andrea Iannone (I)   | Ducati         | 16 laps-crash       |
| R   | Bradley Smith (GB)   | Tech3 Yamaha   | 6 laps-engine       |



**Winner's average speed** 97.223mph. **Fastest lap** Vinales, 1m45.971s, 98.262mph.

**Qualifying 2** 1 Marquez, 1m43.589s; 2 Lorenzo, 1m44.056s; 3 Pedrosa, 1m44.307s; 4 Barbera, 1m44.322s; 5 Rossi, 1m44.324s; 6 Vinales, 1m44.329s; 7 Crutchlow, 1m44.366s; 8 Iannone, 1m44.458s; 9 Petrucci, 1m44.911s; 10 Dovizioso, 1m45.029s; 11 Redding, 1m45.030s; 12 P Espargaro, 1m45.218s.

**Qualifying 1** 1 Barbera, 1m44.494s; 2 Dovizioso, 1m44.656s; 3 A Espargaro, 1m44.914s; 4 Smith, 1m45.197s; 5 Pirro, 1m45.538s; 6 Hernandez, 1m45.690s; 7 Laverty, 1m45.885s; 8 Bradl, 1m45.892s; 9 Miller, 1m45.942s; 10 Rabat, 1m46.205s; 11 Bautista, 1m46.463s.

**Riders' Championship** 1 Marquez, 125; 2 Lorenzo, 115; 3 Rossi, 103; 4 Pedrosa, 82; 5 Vinales, 72; 6 P Espargaro, 59; 7 A Espargaro, 49; 8 Barbera, 48; 9 Dovizioso, 43; 10 Iannone, 41; 11 Laverty, 39; 12 Smith, 29; 13 Bradl, 29; 14 Bautista, 29; 15 Petrucci, 24; 16 Crutchlow, 20; 17 Pirro, 19; 18 Redding, 16; 19 Rabat, 13; 20 Miller, 8; 21 Baz, 8; 22 Hernandez, 3.

**Manufacturers' Championship** 1 Yamaha, 165; 2 Honda, 135; 3 Ducati, 92; 4 Suzuki, 78; 5 Aprilia, 37.

## IN THE HEADLINES



### PROGRESS FOR APRILIA

Aprilia looked its most competitive in a race this season, with Alvaro Bautista (above) eighth, its best result outside of the crash-strewn Sunday in Argentina. Bautista started last but made good progress, including gaining three places late on.

### BARBERA CUT

Hector Barbera qualified a stunning fourth on his GP14.2 Avintia Ducati, but faded in the race to finish 10th. He was later demoted one place, for cutting the final sequence of chicanes while fighting Jack Miller, who went down the inside at Turn 12 on the last lap. It elevated the Marc VDS Honda rider to his best MotoGP result.

### RABAT PUSHES ON

Miller's team-mate Tito Rabat raced a fortnight after fracturing his left collarbone in a crash at Mugello. The rookie was fortunate not to add to the injury when he crashed in first practice, but brought his Honda home in 14th. The other rider injured in Italy, Loris Baz, missed the grand prix, with Ducati tester Michele Pirro deputising and finishing 15th.

### ZARCO HONOURS SALOM

Reigning Moto2 champion Johann Zarco claimed his second consecutive victory, denying Alex Rins a hometown win. Rins took the lead on the first lap, but Zarco (pictured below) stuck with him, before making what would be the key overtaking move entering Turn 1 with seven laps to go. He wasn't headed again. While Rins had to settle for second, he now leads the championship after Briton Sam Lowes finished sixth.

### NAVARRO ON THE BOARD

Jorge Navarro claimed his first Moto3 race win, leading home points leader Brad Binder. The Spaniard started the weekend second in the standings but still seeking his breakthrough victory, which he secured by 0.564s. Binder dropped behind the eight-rider lead pack with three laps left after a clash with Gabriel Rodrigo to go but regrouped, with Enea Bastianini completing the podium.



# Audi on top at Le Mans test

Lucas di Grassi set the pace in last Sunday's pre-Le Mans 24 Hours running

By Gary Watkins, special contributor

🐦 gazzasportcars

Low-drag aero package proved better suited to Le Mans than Spa

## LMP1

# Di Grassi sets the pace in LMP

AUDI BACKED UP ITS CLAIMS THAT IT HAD NO concerns about its pace for the forthcoming Le Mans 24 Hours during the pre-event test. The new R18 e-tron quattro might have been off the pace on the way to a fortuitous victory at last month's Spa World Endurance Championship round, but it had the legs of its rivals from Porsche and Toyota over the 8.47 miles of the Circuit de la Sarthe last Sunday.

The low-drag version of the 2016 Audi had been light on downforce for Spa, but as had been predicted in the wake of the Belgian race, it turned out to be well-suited to Le Mans. Lucas di Grassi, who had been part of that victory last time out in the WEC with Loic Duval and Oliver Jarvis, was able to post a lap two hours into the afternoon session on Sunday that was nearly nine tenths clear of Audi's nearest rival.

Di Grassi ended up with a best time of 3m21.375s set on the fourth flying lap of a 13-lap run, but he also posted a 3m21.9s on his eighth lap. That was still three tenths up on second-placed Mark Webber in the best of the Porsche 919 Hybrids.

"We didn't go to Spa with enough downforce and the car felt loose," explained the Brazilian. "But we always knew that the Audi guys had done a great job on the aero, as well as the rest of the car, so we were always confident that we would have the right downforce for Le Mans."

Di Grassi wasn't getting too excited ahead of the 24 Hours on June 18-19, however.

"The three manufacturers are all very close," he said. "Any one of the cars could have gone faster, or maybe Loic in our car. We need to be fast over a stint in two weeks' time, not over one lap."

The second R18 ended up fourth in the times behind the two Porsches with a 3m22.234s from Andre Lotterer during the afternoon. The #7 Audi lost time when the third damper on the front suspension was found to have become jammed into full compression when the car was being readied to leave the pits at the start of the second session.

Porsche had been ahead of Audi for most of the test, which was cut short by half an hour after a late red flag. Neel Jani set the pace over the four hours of the morning session, recording a 3m22.334s. That time, which stood as the #2 car's best, was less than a tenth down on the 3m22.270s Webber set on lap five of a seven-lap run straight after lunch.

There were no concerns, nor any surprise, in the Porsche camp that it had been outpaced by Audi.

"We had a solid day," said Porsche LMP1 team principal Andreas Seidl. "We concentrated on set-up in the morning and long runs in the afternoon. We expected everything to be close together and we knew Audi was going to be strong."

Seidl said he expected the same of Toyota come the race, even though the best of the Japanese manufacturer's new TSO50 HYBRID entries ended up 1.8 seconds off the pace.

Anthony Davidson recorded the best Toyota time, a

# Toyota sanguine on engine fixes

TOYOTA IS CONFIDENT the engine problem that forced both TS050 HYBRIDS out of the Spa World Endurance Championship round last month will not reoccur at the Le Mans 24 Hours.

Analysis of the twin failures, which robbed the #5 Toyota of a likely victory, has shown that they were specific to the loads sustained by the 2.4-litre twin-turbo V6 in Eau Rouge corner.

Toyota Motorsport technical director Pascal Vasselon said: "We have done several dyno long runs and several times we went to 10,000km on track with the engines, and suddenly we had two failures. We are nearly certain that it was related to the load cases at Eau Rouge, the torsion and bend."

Vasselon explained it would have been "nearly impossible"

to attempt a fix between the Spa event and Le Mans, but stressed that it was not required for the 24 Hours.

"We have not changed anything for Le Mans, because we are far from this load case," he continued. "It is needed for next year and it will be fixed for Spa in 2017."

Porsche did have concerns about the reliability issues that hit the #2 car, which was hobbled by hybrid problems on the way to second position at Spa. That explains why it has reverted from a new lithium-ion battery developed

**"We've not changed anything. We are far from this load case"**

for this year to the specification with which it won Le Mans and the WEC drivers' and manufacturers' titles last season.

"Reliability comes first," said Porsche LMP1 team principal Andreas Seidl.

"The problem we had with the battery came as a surprise and we found out afterwards in analysis that we had a production issue with the battery cells.

"We had to make the call to go back to an older spec of cells that we used in 2015." What Seidl wouldn't say is whether the move comes with a performance cost. "We are not commenting on that," he stated.

The long lead times associated with producing new cells means the previous specification will be used in the remainder of the 2016 WEC.



3m23.197s set right at the end of the morning session. There was no improvement in the afternoon, although both of the cars were due to go out on fresh rubber when the red flag came out with 35 minutes to go.

Toyota Motorsport technical director Pascal Vasselon was content with the test.

"We did everything that we wanted to apart from new-tyre runs," he explained. "For sure, we would have been in the 3m22s, but not the 3m21s. We are still within a second of Audi and Porsche, apart from the #8 car, so we expect to be able to come back and race them."

## RESULTS LMP1

| POS | DRIVER               | CAR                     | TIME      |
|-----|----------------------|-------------------------|-----------|
| 1   | Lucas di Grassi      | Audi R18 e-tron quattro | 3m21.375s |
| 2   | Mark Webber          | Porsche 919 Hybrid      | 3m22.270s |
| 3   | Neel Jani            | Porsche 919 Hybrid      | 3m22.334s |
| 4   | Andre Lotterer       | Audi R18 e-tron quattro | 3m22.588s |
| 5   | Anthony Davidson     | Toyota TS050 HYBRID     | 3m23.197s |
| 6   | Kamui Kobayashi      | Toyota TS050 HYBRID     | 3m23.721s |
| 7   | Alexandre Imperatori | Rebellion-AER R-One     | 3m27.062s |
| 8   | Nelson Piquet Jr     | Rebellion-AER R-One     | 3m27.117s |
| 9   | Pierre Kaffer        | CLM-AER P1/01           | 3m33.025s |

Fastest driver in each car only





Gommendy set the pace driving the Eurasia ORECA 05

EBREV/LAT

LMP2

# ORECA 05 locks out top three

THE ORECA 05 COUPE DOMINATED THE RESULTS IN LMP2. The design that was equally dominant in last year's race with the KCMG squad filled seven of the top nine positions in the final time sheets from Sunday.

Tristan Gommendy ended up fastest for the Eurasia Motorsport squad with a 3m36.690s set in the afternoon, which put him more than seven tenths clear of Nicolas Lapierre's morning best in the fastest of the Signatech Alpine cars. The Eurasia driver has a reputation for one-lap pace – witness his Le Mans P2 pole for Thiriet by TDS Racing in 2014 – but it was a stunning lap that surprised even his team.

"We weren't going for a time; it wasn't a low-fuel banzai lap," said team boss Mark Goddard. "But it's still very nice to be at the top of the times on our first time here."

The Philippines squad might have been running on the full circuit at Le Mans for the first time, but it could call on a lot of experience from both six-time Le Mans participant Gommendy and engineer Greg Wheeler. The South African was the brains behind KCMG's success in the 24 Hours 12 months ago.

The Jota-run G-Drive Racing ORECA coupe ended up third, just a tenth behind Lapierre, in the hands of Rene Rast. He was in turn a tenth up on the team's sister car. Jota's G-Drive Gibson-Nissan 015S was the only non-ORECA near the pace courtesy of a 3m37.581s from GP3 driver Jake Dennis.

It was an impressive lap time from Le Mans debutant Dennis in the oldest design in the field, a car that first raced as the Zytek 07S when the Brit was just 12 years old. More so because it was only his third time in the car.

The best of the Ligier JSP2s was the Honda-powered Michael Shank Racing car, which ended its day in the barriers after Oswaldo Negri Jr crashed at the second chicane on the Mulsanne Straight. The Ligiers lagged behind the more slippery narrow-track ORECA's. Philippe Dumas, boss of the works OAK Racing outfit, suggested the 24 Hours was going to be a struggle.

"We have no chance against the ORECA's on pace," he said. "It is not just the top speed; it's the time we take to get to that speed because we have more drag."

RESULTS LMP2

| POS | DRIVER            | CAR                | TIME      |
|-----|-------------------|--------------------|-----------|
| 1   | Tristan Gommendy  | ORECA-Nissan 05    | 3m36.690s |
| 2   | Nicolas Lapierre  | ORECA-Nissan 05    | 3m37.397s |
| 3   | Rene Rast         | ORECA-Nissan 05    | 3m37.503s |
| 4   | Jake Dennis       | Gibson-Nissan 015S | 3m37.581s |
| 5   | Roberto Merhi     | ORECA-Nissan 05    | 3m38.383s |
| 6   | Richard Bradley   | ORECA-Nissan 05    | 3m38.486s |
| 7   | Mathias Beche     | ORECA-Nissan 05    | 3m38.581s |
| 8   | Laurens Vanthoor  | Ligier-Honda JSP2  | 3m38.589s |
| 9   | Ho-Pin Tung       | ORECA-Nissan 05    | 3m39.298s |
| 10  | Nicolas Minassian | BRE-Nissan BR01    | 3m39.804s |

Fastest driver in each car only



EBREV/LAT

Minassian made it three marques in the top 10 with his pace in the BRE-Nissan BR01



EBREV/LAT

Last year's winner KCMG returned, joining the Signatech car (36) in the top 10



Garcia's Corvette was fastest in GTE Pro

# GTE Chevy on top in Pro class

EBREV/LAT

CHEVROLET CAME OUT ON TOP IN GTE PRO courtesy of a 3m55.122s lap in the afternoon from Antonio Garcia aboard the #63 Corvette C7.R. Yet no one was paying too much attention to the times in a class governed by the Balance of Performance.

Porsche's factory team, which is rejoining the WEC for Le Mans only, led the way for much of the day and ended up with its pair of 911 RSRs in second and third positions. That came as much of a surprise to the German manufacturer as it did to anyone who has been paying attention to the class battles in the WEC so far this year. The latest 997-shape 911 GTE contender was barely competitive at Silverstone and off the pace at Spa, and received no help in a round of BoP changes ahead of the test.

That was an indication that the results from Sunday should largely be ignored – and to be fair, Ferrari, Chevrolet, Ford and Aston Martin all stressed that they were merely going about their business of preparing for the 24 Hours.

Porsche insisted that it did show its hand on Sunday. "We showed our true performance," said Porsche

Motorsport vice-president Frank-Steffen Walliser. "I don't know if the others did."

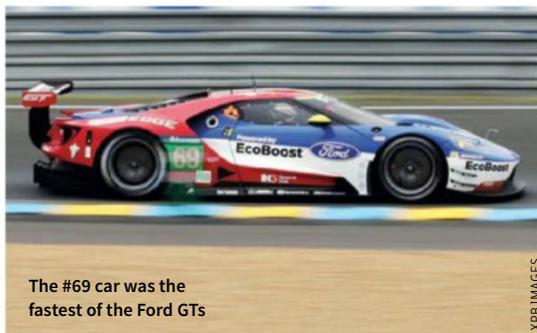
Porsche drivers Nick Tandy and Frederic Makowiecki were respectively three and five tenths behind the Chevy, while Oliver Gavin was a further tenth or so back in the second Corvette. James Calado took fifth for the factory AF Corse Ferrari team, which had dominated at Silverstone and Spa with the new 488 GTE. The best time set by a Ford GT, which received a 20kg weight break ahead of the test, was just under a second off the pace in the hands of Ryan Briscoe.

The GTE Am times were headed by a driver who hadn't even seen the full Le Mans circuit prior to the weekend. BMW factory driver Nick Catsburg posted his 3m57.999s on his eighth flying lap of the track after being brought in to join the Larbre Chevrolet line-up at the last minute. The Dutchman and team stalwart Jean-Philippe Belloc were both given a try-out after Paolo Ruberti was ruled out of the race by a back injury sustained while driver coaching at Hockenheim last Thursday.

## RESULTS GTE PRO

| POS | DRIVER              | CAR                     | TIME      |
|-----|---------------------|-------------------------|-----------|
| 1   | Antonio Garcia      | Chevrolet Corvette C7.R | 3m55.122s |
| 2   | Nick Tandy          | Porsche 911 RSR         | 3m55.402s |
| 3   | Frederic Makowiecki | Porsche 911 RSR         | 3m55.691s |
| 4   | Oliver Gavin        | Chevrolet Corvette C7.R | 3m55.837s |
| 5   | James Calado        | Ferrari 488 GTE         | 3m55.900s |
| 6   | Ryan Briscoe        | Ford GT                 | 3m56.039s |

Fastest driver in each car only



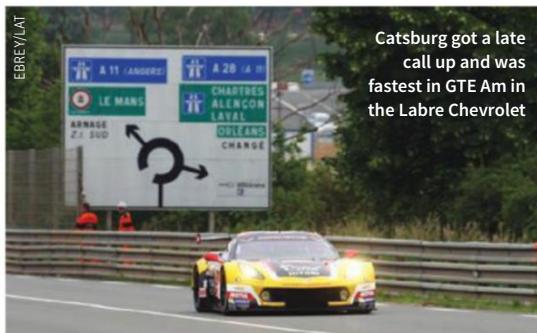
The #69 car was the fastest of the Ford GTs

XPB IMAGES

## RESULTS GTE AM

| POS | DRIVER           | CAR                      | TIME      |
|-----|------------------|--------------------------|-----------|
| 1   | Nicky Catsburg   | Chevrolet Corvette C7.R  | 3m57.999s |
| 2   | Matt Griffin     | Ferrari 458 Italia       | 3m58.869s |
| 3   | Townsend Bell    | Ferrari 458 Italia       | 3m58.981s |
| 4   | Rob Bell         | Ferrari 458 Italia       | 3m59.300s |
| 5   | Emmanuel Collard | Ferrari 458 Italia       | 3m59.313s |
| 6   | Pedro Lamy       | Aston Martin Vantage GTE | 3m59.337s |

Fastest driver in each car only



Catsburg got a late call up and was fastest in GTE Am in the Larbre Chevrolet

EBREV/LAT

## NEWS IN BRIEF

### REBELLION RAPID

Alex Imperatori set the best LMP1 privateer time of the test with a 3m27.062s, which was less than a tenth up on Nelson Piquet Jr in the sister car. The times were just a couple of tenths slower than those the Anglo-Swiss team achieved in qualifying for Le Mans last year.

### LMP2 DRIVER CHANGES

The sacking of Nathanael Berthon by the Jota/G-Drive squad in the week leading up to the test day set off a merry-go-round of driver movements in LMP2. Will Stevens swapped over from the Manor team to take Berthon's place for Le Mans only alongside Rene Rast, with whom the Brit races in the Blancpain GT Series, and Roman Rusinov. Roberto Merhi then moved across from the Manor ORECA that doesn't have a Le Mans entry to join Matt Rao and Tor Graves. Berthon appeared likely at press time to take the place of Kuba Giermaziak, who has encountered sponsorship issues, at the Greaves Ligier team. Jon Lancaster, who won the ELMS last season with the British squad, drove alongside Memo Rojas and Julien Canal on Sunday. The changes came too late to make the print deadline for our Le Mans supplement, free in this issue.

### WURZ GETS RUNOUT

Two-time Le Mans winner Alex Wurz, who is an unofficial reserve driver for Toyota, completed five laps in the #6 TS050 HYBRID during the test at the behest of race organiser, the Automobile Club de l'Ouest, because he hasn't raced an LMP1 car this season.

### BRUNDLE IN RESERVE

Other reserves who drove over the course of Sunday included Alex Brundle in the G-Drive ORECA, and Gunnar Jeannette in the Proton Porsche 911 RSR to be raced by Cooper MacNeil, Leh Keen and Marc Miller. Andreas Wirth, a regular with SMP Racing in the ELMS, drove the #27 BRE-Nissan BR01 in place of Mikhail Aleshin, who was competing in the Detroit IndyCar event.

### SWETNAM'S NEW JOB

Stalwart sportscar team manager Hugh Chamberlain's place at the Murphy Prototypes LMP2 squad has been taken for Le Mans by Malcolm Swetnam, who formerly held the TM role at the Anglo-Irish team in 2013. Chamberlain left the team ahead of last month's Imola ELMS round.

# The most misunderstood man in motorsport

Nelson Piquet Jr is still vilified by some for his part in the 2008 Singapore Grand Prix race fix controversy, but he has since reinvented himself as the kind of driver we need more of

By Scott Mitchell, Features Editor

[@ScottAutosport](#)

**M**ore than a decade separates Nelson Piquet Jr's two major championship victories. His career is a decorated one, just not in a conventional sense. With more than 300 race starts across almost 20 different series, victories in Formula 3, GP2, A1GP, stock cars, Formula E and rallycross, and a podium in Formula 1, Piquet's CV is one of the most varied of his generation – and he is still only 30 years old.

Piquet is a different man to the fresh-faced son-of-a-three-time world champion that arrived in F1 as a Renault test driver in 2007 and left in a blaze of conflict (which we'll get to soon enough), two and a half years later. Since his father declared in the build-up to the 2001 SudAm Formula 3 opener that only F1 would do, the first half of Piquet's career was only ever about the destination. Today, he's focusing more on the journey.

"I had something targeted at the time," he says of his formative years in F3 and GP2, which included his stint for Brazil in A1GP. "Now I just want to enjoy racing as much as I can. The difference is when you're young you listen to people much more. Your own opinion counts maybe a little bit less.

"When you're grown up and you have more experience, you can take decisions easier. Let's say when I was a test driver with Renault, and if they had invited me to do Pau, my manager would have said, 'No no, don't do it, that's crazy.'"

Few people failed to be excited by the 2004 British F3 champion's attempts to return to the feeder formula for the European series' Pau Grand Prix last month. The days of big names turning up in something 'beneath them' ended a long time ago. Drivers get opportunities to try something new all the time, but Piquet is a rarity in that he constantly says yes.

"I love racing," he says. "I'm not scared of any kind of challenge. I'm not scared of being compared in different cars and to different drivers. There's absolutely no downside, apart from people saying maybe it can harm your reputation by being beaten by other drivers. But I've proved to everybody I'm a good enough driver.

"If you get a driver who has iRacing at home, one day he'll do a DTM race, another day he'll do IndyCar and the next day he'll do rallying. In real life, drivers don't want to, for whatever

reason. Maybe they don't want to risk being beaten, they only want to be in their comfort zone.

"I take real life as if it was a video game. If tomorrow DTM gave me a call and said, 'Do you want to come up for a race?', sure I would.

There's no downside for me to drive a different car, learn a different kind of power or grip or track.

"I don't want to regret something in the future that I had the opportunity to do. Hopefully, when I retire I can say I've driven every kind of car."

It's very easy to pay lip service to the claim that you love driving when you are picking up a nice wedge and race only one thing all year. Piquet's enthusiasm builds when he talks about the various series he's competed in and what he wants to do in >>

**"I take real life as if it was a video game. I want to say I've driven every car"**



Piquet's crash in Singapore in 2008 remains his defining career moment

XPB IMAGES



Public redemption came via the inaugural FE title

DPPI

the future. So when he says he loves racing, believe him. That he had to bring money to the table to secure his torpedoed Pau F3 drive, rather than demand a salary from Carlin, reinforces that.

Yet Piquet Jr remains the villain of the piece for many. That he is still condemned for deliberately crashing in Singapore to help Renault team-mate Fernando Alonso win is at best overly judgemental and at worst reprehensible. Because the deliberate crash that defined the then 23-year-old not only rendered him an F1 outcast, it also detracts – even now, eight years on – from the sort of super-nomadic career that a few more drivers could do with embracing in motorsport.

“There are always going to be ignorant comments,” says Piquet. “Ah, he was fired from F1 for being a shit driver. A lot of people have no idea of the world

we live in, what we go through and the pressures.

“We live nearly a fantasy world, travelling and making the money we do. It’s close to impossible for a normal person who has a normal job. They work from nine to five, go home, maybe travel once a year and within their own country, and wouldn’t be able to understand the things that go on in our crazy world. So there’s no point in arguing with them. There are haters everywhere. It’s just human nature to have jealous people, frustrated people who are going to do these kind of things.”



Title defence has been difficult but Piquet is still loving racing

MAUGER/LAT

## “There are always going to be ignorant comments. There’s no point arguing”

Piquet’s sacking by Renault in mid-2009 led to him coming clean about what happened, and an FIA investigation ruled team heads Flavio Briatore and Pat Symonds to have orchestrated the plot. They were initially handed lifetime bans, while Piquet was absolved of blame.

“When you’re young you listen to people around you much more and you have less of your own opinion,” he says of Singapore. “You feel much more insecure and you end up relying on people much more. At the time that’s all I had.

I didn’t have my father there or a real manager that was on my side.”

Not having Piquet Sr by his side was new for Jr. He spent F3 and GP2 in a team (Piquet Sports) created by his father specifically for him.

Sr gradually removed himself from the picture and one of Jr’s closest allies, Felipe Vargas, was no longer around either. These were not ideal circumstances for a 22-year-old to prepare for his F1 debut alongside double world champion Alonso, a year after the Spaniard had left McLaren in acrimony because of the performances of a hotshot rookie.

“When Nelson went to F1 it was the first time he suffered a different pressure from the team’s side,” says Vargas, the Piquet Sports team boss who believes the presence of Piquet’s father was largely positive in the earlier years but would often lead to Jr putting more pressure on himself.

“He was used to everyone working with him. In Renault, the ambience was terrible. Everyone was against him and he had to deliver.

“If we’d been closer to him at that stage or if he was in another team things would have been different. I don’t think the mistake was on his side. It was the way it was built around Briatore and Alonso. If he had mentioned [the plan to crash] to me or his father he would have had the support he needed not to do that.

“They destroyed his personality and capacity to be a fast driver. He was just a small piece in Briatore’s game. It took years for him to recover.”

Therapy began in America. The fallout from Singapore could have been the end for Nelson Piquet Jr. Instead he sought pastures new and the rehabilitation began.

“I just wanted to get away from all of this Europe stuff,” he >>

## PIQUET'S RACING TRAVELS

### 2001-2004 FORMULA 3

Piquet's car racing career begins in South American F3 with the Piquet Sports team set up by his three-time F1 champion father. He enjoys a race-winning rookie season that ends in fifth overall, and dominates his second season. A fine British F3 rookie season in 2003 ends with six wins and third in the points and he wraps up the title at the second attempt.

DUNBAR/LAT

### 2005-2006 GP2; A1 GRAND PRIX; LE MANS 24 HOURS

Piquet becomes a race winner in the inaugural GP2 season. He also commences an A1GP campaign (above) for Team Brazil that includes two wins. Piquet pushes Lewis Hamilton close for the 2006 GP2 title and finishes second with four wins, and mid-season makes his Le Mans 24 Hours debut in a GT1 Aston Martin.

BATCHELOR/LAT

### 2007 F1 TEST DRIVER FOR RENAULT

Racks up the mileage – 8056km over 20 days – for the Renault team prior to his F1 graduation

### 2008-2009 F1

A surprise podium finish in Germany lights up an otherwise difficult rookie F1 season. Self-inflicted retirements from seven of 18 races blot his copybook. Worse is to come in 2009. A miserable sophomore season in the torrid R29 ends early as Renault drops him after Hungary. Piquet retaliates by admitting to crashing deliberately in the 2008 Singapore Grand Prix.

FERRARO/LAT

### 2010-2012 ARCA; NASCAR TRUCKS; NASCAR XFINITY; NASCAR EAST; SPORTSCAR CHALLENGE

Piquet's switch to America begins with an ARCA race, but he moves swiftly onto the NASCAR ladder. A full-time Trucks campaign in 2011 is solid and he has a much more successful 2012, winning at Bristol on a one-off NASCAR East outing, taking three Trucks poles and two wins. He also secures an Xfinity victory at Road America (pictured) and contests a SportsCar Challenge race at RA in a Mazda MX-5.

LAT

### 2013 DAYTONA 24 HOURS; NASCAR XFINITY; NASCAR TRUCKS; GLOBAL RX

Piquet's step up to Xfinity full-time is challenging, and he ends the year 12th. But he starts to expand his reach, making his Daytona 24 Hours debut and appearing in Global Rallycross in a privateer Mitsubishi (left).

WEBB/LAT

### 2014 BRAZILIAN V8 STOCK CARS; BLANCPAIN SPRINT SERIES; NASCAR TRUCKS; NASCAR SPRINT CUP; FORMULA E; GLOBAL RX; WORLD RX LITES

Not Piquet's busiest season in terms of races contested, but a varied one, with appearances in seven categories.

KINPADE/LAT

### 2015 FORMULA E; BRAZILIAN V8 STOCK CARS; INDY LIGHTS; GLOBAL RALLYCROSS

Piquet clinches the inaugural Formula E title. In the middle of the run-in he qualifies on pole on his return to Brazilian V8 Stock Cars and fits in his Indy Lights debut in Toronto with Carlin. Kicks off his FE title defence a few months later, but new car is not up to scratch. Wins for the first time in Global RX, takes fourth in the points for a second year.

### 2016 FORMULA E; WORLD ENDURANCE CHAMPIONSHIP; BRAZIL V8 STOCK CARS

Schedule slims down to FE and the World Endurance Championship, in which Piquet samples LMP1 machinery for the first time with the privateer Rebellion Racing team. Attempt to make his Pau Grand Prix debut in a shock Formula 3 return is rebuffed by FIA. Now-regular seasonal appearance in Brazil is a stirring 32nd-to-sixth run at Curitiba.

EBREY/LAT

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says. "I wanted to start over. In America nobody knew who I was. I was just one more driver."

Striking out alone was significant in a few ways. Released from the shackles of F1, Piquet was free to pursue his own interests. Moving to the States also put geographical distance between himself and his father, who had been the driving force in the disclosure of what happened in Singapore but soon after was no longer in regular contact.

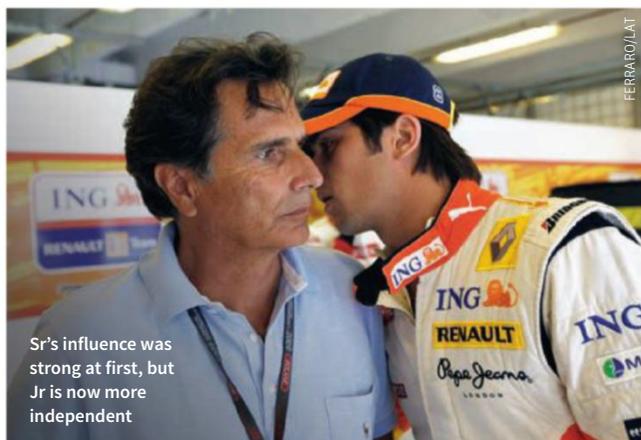
Alone again in America, Piquet found the independence liberating rather than isolating. In early 2010, seven months after his final GP start, he made his ARCA Series debut at Daytona. Then he was swiftly onto the NASCAR ladder, through Trucks and the second-tier Xfinity (then Nationwide) series.

Piquet was reborn and loving his new life.

"To be honest when I went to NASCAR I didn't know what it was about," he admits. "I didn't know I was going to like it as much as I did. I didn't know how cool NASCAR was. After only a year or two was I really in love with NASCAR and the only reason I didn't stay is because I ran out of sponsors."

Piquet has raced in the States every year since his US debut in 2010. In that time he has won two Truck races, finishing seventh overall in 2012, taken victory at Road America on his third Nationwide start and ended up 12th in the points during his only full campaign in the second tier.

The move to the US also facilitated Piquet's desire to try anything he could get his hands on, as he began to engage in a



Sr's influence was strong at first, but Jr is now more independent

variety of categories — some as one-offs, others as bigger programmes (see page 33). Then, in mid-2014, came a bigger decision: returning to single-seater racing in Formula E.

Spending half a decade in America helped Piquet heal his F1 scars, but while he was ready to reintegrate to the mainstream others were not so willing to accommodate him. His return to prominence in the first season of Formula E almost never happened (see right). When it did, it started badly, with issues understanding energy management. But it ended in glory.

Two victories and points finishes in all but one of the races helped Piquet clinch the inaugural FE title by just one point over Sebastien Buemi. Hate him or not, you cannot discredit that achievement in a field of quality drivers in equal machinery.

Perhaps that success, and continuing his endeavours to race where he wants and when he wants, will help shift whatever misconceptions remain. But what really matters is that, for Piquet himself, the rehabilitation has been completed. Sport is guilty of creating an environment in which the humanity of those involved gets stripped to the bare minimum when it suits the critics. Here is a driver reduced to very little and rebuilt completely, and more power to Piquet for managing that.

"It's funny how things happen," says Vargas. "Last year we had dinner together in Brazil and it seemed like he had changed from one day to the other. I was surprised how much more confident and mature he was, and how far behind him all those upsets in F1 were."

"That made me so happy." ❦



Piquet celebrates a title he almost wasn't able to compete for

## How Piquet's road to redemption was almost blocked

"IT WASN'T EASY," says Nelson Piquet Jr. And he's not talking about defeating a swarm of quality single-seater drivers to win the inaugural Formula E title. He's talking about just making it onto the grid.

"You have to go back two years," explains Adrian Campos, who was charged with helping assemble the technical team and driver line-up for Team China Racing ahead of the first FE season. "I put my prestige on the table and said what we need is Nelson. The image of Nelson was the last thing he did in Formula 1. It was not easy."

The Spaniard "fought very, very hard not to have no as an answer" but several others did not — Piquet spoke to several teams about joining the grid, but says "political pressure" meant they all came to nothing.

"Nelson needed a little bit of help," says Campos. "He wanted to show to all the people the real Nelson never left. I understood

that he needed this opportunity.

"I was convinced if we could give him this moment he would do the rest. This was the reason for me to fight. It was a human situation."

That fight was rewarded with the title — and loyalty. "I got a lot of offers to go anywhere I wanted for season two," says Piquet. "The one team that stayed on my side and fought for me was China Racing. So I decided to stay because without them I wouldn't have been in this position."

Sadly, a heavy, underdeveloped

**"The image of Nelson was the last thing he did in F1. It was not easy"**



twin-motor powertrain has left Piquet and new team-mate Oliver Turvey with the 2015/16 season's slowest package.

Piquet is 16th in the points and joint-last of the full-season entrants. But myriad changes behind the scenes suggest a bright short-term future.

By the end of season one TCR had picked up increased support from Chinese automotive company NEXTEV, resulting in greater investment that will ultimately lead to a split from Campos and independence for season three.

While that means the team has little resemblance to the one that fought so hard for Piquet in the first instance, he says he has talked with NEXTEV about remaining.

"If I hadn't seen this for sure I would have said, 'No, I'm not going to stay here for sure,'" he says. "If we rise and shine for season three it shows they managed to accomplish something very good."



Turkington starred, with pole, victory and a second

**BRITISH TOURING CAR CHAMPIONSHIP**  
**OULTON PARK (GB)**  
**JUNE 5**  
**ROUND 4/10**

THE PLOTLINE OF THE BRITISH TOURING Car Championship just gets harder to follow. The headlines have been shared between nine different winners in just 12 races. The major spoils at Oulton Park last weekend were reserved for two new factors in the title chase – Subaru’s Colin Turkington and BMW’s Sam Tordoff.

Matt Neal also won a race for Honda to keep his tally ticking over, but the attacks are coming from all quarters now.

Subaru was the shock factor of the weekend. After a season plagued by problems, it all clicked into place for the Japanese manufacturer in Cheshire. It was possible thanks to a newly homologated inlet manifold, which was granted to the squad after Thruxton.

The trip to Hampshire at the start of May had been a nadir, with all four of the cars withdrawn from the meeting since a high-pressure fuel rail, which had barbecued James Cole’s Levorg estate at Donington Park, was still suspect.

With that issue to resolve and the new inlet manifold to check out, the team headed to Pembrey for a test ahead of Oulton. What a difference it made.

Race-one winner Colin Turkington was thankful for the extra seat time.

“It is all about mileage and getting familiar with what we have, how it works and how changes affect the car,” he said.

Turkington won race one at a canter – albeit with no weight and the softer Dunlop tyres, which are more suited to the sweltering temperatures that Oulton provided. The 2014 champion has been the fastest of the Levorg drivers this season and that is down to his own ability in rear-wheel-drive cars and a less radical approach taken by him and his engineer Kevin Berry than that of his stablemate Jason Plato and his engineer Carl Faux.

Turkington backed that win up with a run to second place in race two with 75kg aboard – pretty good for a car that hasn’t run weight before – and then seventh in the finale.

Plato himself was well within the ballpark, but said his qualifying lap was spoiled as Faux got on the radio to him at a crucial moment and distracted him. He nevertheless lined up in sixth. He benefited by returning to a base set-up with the dampers. “Now I feel like I have a race car underneath me,” he said.

He was given a slapped wrist for punting Daniel Lloyd out of the way on his climb through the order in race one, but his move to usurp Gordon Shedden’s Honda for third was sublime.

He followed Turkington over the line for third place in race two and then pulled off an opportunistic move on the last lap of the finale to leapfrog from fifth to third.



strike

ALL PICS: EBREY/LAT

## AT A GLANCE

### RACE 1

- 1 Turkington Subaru
- 2 Tordoff BMW
- 3 Plato Subaru

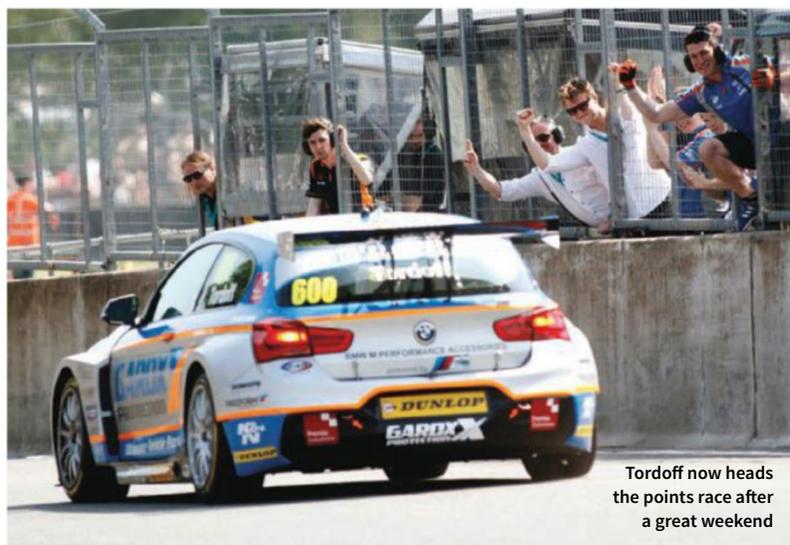
### RACE 2

- 1 Tordoff BMW
- 2 Turkington Subaru
- 3 Plato Subaru

### RACE 3

- 1 Neal Honda
- 2 Tordoff BMW
- 3 Plato Subaru

P46 FULL RESULTS



Tordoff now heads the points race after a great weekend



Ingram, Plato, Turkington and Tordoff celebrate

Despite the valiant performances by both of Subaru's star men, they were put in the shade by BMW 125i M Sport man Sam Tordoff. This was a weekend when the WSR driver flourished into a major championship player.

The rear-wheel-drive hatchbacks have always been strong at Oulton and Tordoff used his brain and his right foot to get the most out of it.

He qualified in third place with 27kg of ballast, jumped front-row-starting Lloyd at the green light and clung on to Turkington in race one. He had the harder Dunlops fitted to his car and the leading Subaru put in a succession of quick mid-race laps to drag itself out of arm's reach.

"I could see how well Turkington's tyres had held on in race one," said Tordoff. "So I knew the start of race two would be vital."

The Yorkshireman won the drag race to Old Hall and controlled the pace thereafter to land his first win of the year. "That was all about managing the gaps," he explained. "I had my engineer John [Waterman] on the radio telling me what was going on and I really thought about it."

His second place in the finale was helped by Gordon Shedden suffering a puncture on his Team Dynamics Honda with a lap and a half to go. Even so, Tordoff had to leapfrog four others

to put himself in prime position to benefit – which he achieved cleanly, unlike many others.

The puncture for Shedden was a cruel blow. Dynamics had a well-orchestrated plan coming in to the weekend at a venue that has never been overly generous to the Civic Type R. It wanted to bank points in the openers, lose some of the ballast and target a bigger haul in race three.

It worked for Shedden's team-mate Neal, whose ninth and seventh places were followed by a reversed grid pole and his second win of the campaign.

"I will take a win any way they come," said Neal. "I heard about Gordon's puncture on the radio and I was taking it easy, but you are always hearing noises in the car on the last lap. To come away with what we have is a bonus."

The race-three raid plan was looking good for Shedden too, with a brace of fourth places coming before his charge to second spot in race three. It all fell apart with three miles to go. If he had banked that runners-up trophy, he would have been third in the points, within touching distance of the summit.

Tom Ingram has finally got the monkey off his back. The Speedworks Toyota Avensis driver has shone in race ones so far this year only to suffer setbacks in the other events, and he was determined to set that right.

He was frustrated that a poor start left him unable to progress from fifth place in race one, but achieving a mirror result in race two was a mini-triumph.

There was plenty of pushing and shoving as he made his way to fourth in race three on the soft tyres, since the following Josh Cook (Triple Eight Racing MG6) was all over him. The defensive display allowed Plato to leapfrog them both at the last corner.

"Well, I wasn't going to give the place up, was I?" said Ingram.

Cook, somewhat perplexed to have been tapped out of an early second in race three by Shedden going through Druids, thought his race-long adversary Ingram was being too much of a nuisance. "You have got to recognise when someone is plain faster than you," he said. "Tom clearly hasn't learned touring car racing yet."

The joint points leader coming in to the event was Rob Collard. His WSR BMW had 66kg of ballast, which meant he lined up 16th for race one, but an early skirmish with Jeff Smith's Honda spun him down the order.

In race two, he was slicing through the pack and was going for sixth when he and Cook ran side-by-side over the start/finish line with the BMW very close to the pit wall. Collard got a puncture and cannoned back on to the track, into Sutton and into retirement. A climb to sixth place in the finale was a scant reward.

MATT JAMES



# Cometh the Auer for Mercedes

**DTM**  
**LAUSITZRING (D)**  
**JUNE 4-5**  
**ROUND 3/9**

IF THE LAUSITZRING DTM ROUND proved anything, it's that form guides aren't of much use in the DTM.

Just one round earlier, Mercedes had been nowhere. Seventh place for Paul di Resta in race one at the Red Bull Ring marked the manufacturer's only points in Austria, yet two weeks later it was celebrating a maiden victory for one of its drivers, while another moved into the championship lead.

Sure, a weight break for the marque might have helped Lucas Auer to race-two pole, but, having claimed his first points of the season a day earlier (just his fourth score in the DTM), his charge to a first win was supreme.

Last Sunday's race wasn't the first time he had started from pole, but while Auer had been tentative at the Nurburgring a year earlier, he looked well in control at the Lausitzring after holding his lead.

Fellow Mercedes pedaller Robert

Wickens was soon a dot in the Austrian's mirrors as he escaped the DRS window. Auer continued to build his advantage until the round of pitstops.

A tidy service meant the 21-year old regained his lead when the final stoppers visited the pits. Although he lost a second through a late-race slow zone, Auer made victory look like child's play as he strolled to a winning margin of 3.8 seconds over Mattias Ekstrom, becoming the first Austrian to win in the series.

It's not two years since Auer scooped three wins on his way to fourth in the European Formula 3 championship, one place behind Max Verstappen, but his DTM move has undeniably been a tricky one – so it was no surprise to hear that he had been on the edge.

"I've never had to work so hard for a win," he said. "It was really tough. The first few laps were critical.

"I'm especially pleased for Peter Mucke [Mucke Motorsport team principal]. He lives and breathes motor racing and thoroughly deserves this win."

Auer's last comment nodded to perhaps a more remarkable feat than his

own. At the 127th attempt, this victory was the first for the Mucke Motorsport team since it joined the DTM in 2005.

Behind, Ekstrom played himself into contention with a second off-piste strategy call in as many Sunday races. The Swede faced less trouble in Lausitz than he had a fortnight earlier, but still battled brilliantly through the pack.

Having inherited the lead as those ahead of him pitted, a late stop had Ekstrom rejoin in fifth and short of time to catch Auer. But he maximised his opportunities to grab second, first following fellow Audi driver Jamie Green's example to pass Gary Paffett, then jumping Green before getting round Wickens for second late on.

Wickens looked comfortable for much of the race but struggled for grip near the end. Powerless to stop Ekstrom, the Canadian did rebuff Green on the penultimate lap to secure a second third-place finish in as many days.

The three extra points he held on to give him a lead of the same margin over BMW's Marco Wittmann. The 2014 champion settled for fourth on Saturday and sixth in race two.

Miguel Molina's Sunday form might have typified the DTM's unpredictability – he qualified 14th and incurred a drivethrough penalty for hitting Augusto Farfus – but his victory a day earlier was near faultless.

Molina failed to convert pole into a lead as Green's tighter Turn 1 line gave him the advantage, but Molina stalked his Audi counterpart. His deployment of DRS on the main straight on lap eight sent him back into first up the inside – a position he would cement over the remainder of the race.

## AT A GLANCE

### RACE 1

- 1 Molina Audi
- 2 Green Audi
- 3 Wickens Mercedes

### RACE 2

- 1 Auer Mercedes
- 2 Ekstrom Audi
- 3 Wickens Mercedes

 **P47** FULL RESULTS



Molina defeated Green to win race one for Audi

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# Morris and Bladon



With the halfway mark in this year's Sunoco Challenges fast approaching, championship leader Max Bladon who heads the respective Sunoco Challenges. Both drivers currently enjoy handy advantages over their nearest rivals. Sunoco Challenges means their scores – which can be significantly improved. It also guarantees there's plenty to play for this weekend when the hands can Morris consolidate or even increase his lead, and a placed 200 Challenge driver – improve. As in previous years Morris, Robinson and their Sunoco Challenge drives in next January's Rolex 24 At Daytona.

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| 5 A Kapadia    | Radical Masters | 65.72 |

...ing, it's British GT ace Seb Morris and Mini Challenge Cooper class  
...noco Whelen Challenge and Sunoco 200 Challenge standings.

...ivals. However, the unique average points system underpinning the  
...go up as well as down – are anything but assured.

...n British GT visits Silverstone. With destiny very much in his own  
...d will Mike Robinson – currently the championship's highest  
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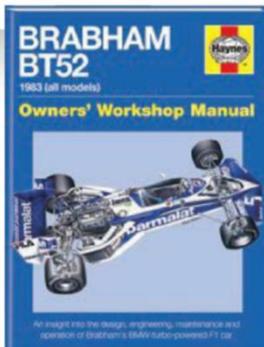


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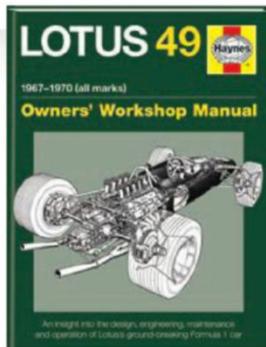
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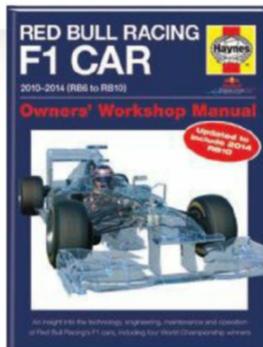
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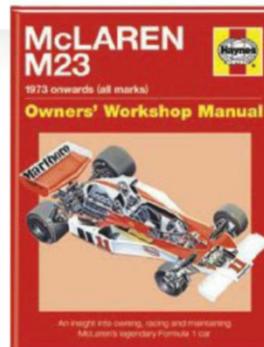
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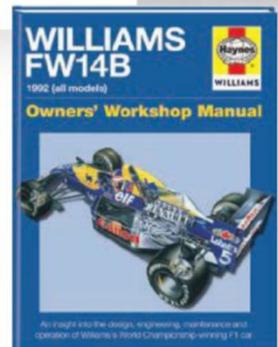
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# WAITING TO BE DISCOVERED



# Busch fires to Pocono win

**NASCAR SPRINT CUP**  
**POCONO (USA)**  
**JUNE 6**  
**ROUND 14/36**

KURT BUSCH SEIZED VICTORY at last Monday's delayed Sprint Cup race in Pocono at NASCAR's infamous Tricky Triangle, after torrential rain on Sunday.

The Stewart-Haas racer put in an economy drive at the end of the race to narrowly hold off Dale Earnhardt Jr and Brad Keselowski, with the latter the only one of the three drivers not saving fuel.

It was an incident-packed race, with 10 cautions flown throughout the afternoon, the last of which came with around 40 laps to go. Most cars duly came in. With fuel mileage estimated to be somewhere

between 33 and 37 laps, it was a close call between stopping again for a top-up, or lifting and coasting to maintain track position.

Informed by interim crew chief John Klausmeier (standing in for Tony Gibson, who was suspended for a lug-nut violation in Charlotte) that he was two laps short on fuel, Busch began coasting, even going so far as to push his clutch in through Turn 1. The strategy worked though, and despite Earnhardt Jr's best efforts, Busch crossed the finish line just over a second ahead.

Rapid rookie Chase Elliott led a large portion of the race, eventually finishing fourth behind Keselowski.

The Penske driver had run high in the order early in the race, but during the competition caution on lap 16 a pit crew member appeared

to deliberately dent the side of his car in an attempt to create better airflow, and the punishment was a mandatory stop to fix it as well as a drivethrough, which dropped him to 39th.

**RESULTS**

- 1 Kurt Busch (Chevrolet SS), 160 laps;**
- 2 Dale Earnhardt Jr (Chevy) +1.127s;
- 3 Brad Keselowski (Ford Fusion); 4 Chase Elliott (Chevy); 5 Joey Logano (Ford); 6 Kasey Kahne (Chevy); 7 Matt Kenseth (Toyota Camry);
- 8 Carl Edwards (Toyota); 9 Kevin Harvick (Chevy); 10 Ryan Blaney (Ford). **Chase grid 1 Kyle Busch**
- 3 wins/416;** 2 Keselowski 2/442; 3 Edwards 2/437; 4 Jimmie Johnson 2/415; 5 Harvick 1/490;
- 6 Kurt Busch 1/465; 7 Truex 1/403; 8 Kenseth 1/382; 9 Hamlin 1/372; 10 Elliott 0/413;
- 11 Logano 0/410; 12 Earnhardt Jr 0/381;
- 13 Austin Dillon 0/348; 14 Jamie McMurray 0/342;
- 15 Blaney 0/340; 16 Newman 0/338.

# Two different paths to victory

**V8 STOCK CARS**  
**SANTA CRUZ DO SOL (BR)**  
**JUNE 5**  
**ROUND 4/12**

THE TWO RACES AT SANTA Cruz could not have been won more differently, with rising star Felipe Fraga dominating the main event and veteran Max Wilson taking a strategic triumph in the sprint.

Fraga led the opener from start to finish in his Cimed Racing Peugeot 408. There was a difficult moment when he lost 1.3s behind Wilson, who had pitted with a puncture, which allowed runner-up Allam Khodair to threaten, but Fraga kept his cool and the lead.

Ricardo Zonta initially led the



second race from the reversed-grid pole after finishing 10th in the main race. But Wilson, who was 22nd on the grid, had the benefit of four new tyres and his pace advantage was decisive.

The Eurofarma RC driver carved through the order and then won a close fight with Rubens Barrichello, well clear of single-seater convert Felipe Guimaraes in third.

**LITO CAVALCANTI**

**RESULTS**

- Race 1 1 Felipe Fraga (Peugeot 408), 33 laps in 47m21.925s;** 2 Allam Khodair (Chevrolet Cruze) +1.118s; 3 Daniel Serra (Chevy); 4 Marcos Gomes (Peugeot); 5 Ricardo Mauricio (Chevy); 6 Atila Abreu (Chevy). **Race 2**
- 1 Max Wilson (Chevy), 18 laps in 25m54.328s;** 2 Rubens Barrichello (Chevy) +3.690s; 3 Felipe Guimaraes (Chevy); 4 Raphael Abbate (Chevy); 5 Galid Osman (Chevy); 6 Mauricio.
- Points 1 Fraga 86;** 2 Gomes 79; 3 Abreu 70; 4 Barrichello 66; 5 Serra 65; 6 Caca Bueno 57.

# IN BRIEF

**EUROFORMULA OPEN**

Ferdinand Habsburg and Leonardo Pulcini shared the wins at Paul Ricard. Habsburg converted race-one pole into a lights-to-flag win in race one under intense pressure first from Damiano Fioravanti, who spun while challenging for the lead, and then Pulcini. Race two fell to Pulcini, who snatched the lead from Habsburg at the start.

**INTERNATIONAL GT OPEN**

Roldan Rodriguez held off a gaggle of three cars to win the Paul Ricard opener in the BMW M6 he shares with Miguel Ramos. The AF Corse Ferrari of Marco Cioci and Piergiuseppe Perazzini was second. Michael Benham, sharing with Duncan Tappy, looked set for victory in race two before spinning under pressure from TF Sport Aston Martin driver Salih Yoluc on the penultimate lap. Yoluc was collected and dropped to third, which allowed Lamborghini driver Fabrizio Crestani, sharing with Thomas Biagi, to win.

**BRAZILIAN FORMULA 3**

Cesario Formula driver Matheus Iorio dominated the third round of the championship at Santa Cruz to take the points lead from runner-up Pedro Cardoso. The second race was postponed because of fog.

**EUROPEAN RALLY CHAMPIONSHIP**

Ricardo Moura won on his 16th attempt at Rally Azores as favourites faltered. Alexey Lukyanuk lost the lead to Moura with two stages to go thanks to a loose turbo pipe, and Kajetan Kajetanowicz suffered a driveshaft failure, leaving them second and third respectively.

**GERMAN FORMULA 4**

Mick Schumacher took a pair of wins and a sixth place at the Lausitzring. Fabio Scherer won the third race. Schumacher is now within three points of championship leader Mawson.

**SMP FORMULA 4**

Jarno Opmeer extended his points lead by taking two wins and a third place at Zandvoort. Red Bull junior Richard Verschoor won the third race and remains Opmeer's closest challenger.



Power made a crucial move on Pagnaud (22) for race-two win

# Power and Penske are the Belles

**INDYCAR SERIES**  
**DETROIT BELLE ISLE (USA)**  
**JUNE 4-5**  
**ROUND 7/15**

RACING IN MOTOR CITY HAS HAD ITS ups and downs. A Formula 1 street race in 1982 predated a CART switch in 1989, before the Belle Isle circuit was first used in 1990. Roger Penske revived the event in 2007 after a six-year absence, before the global financial crisis forced another hiatus after just two events.

Penske stepped up again in 2012, and Detroit has been part of IndyCar in each season since – with inclement weather and left-field strategies since becoming as synonymous with the race as the historic Penske name. So it was no great surprise that in 2016 strategy, weather and Penske Chevrolets all featured in earnest.

Simon Pagnaud was the constant. The Frenchman, who claimed his first series win in Detroit in 2013, took pole for both contests. But he was on the wrong side of strategy in Saturday's event after leading half the race: Penske committed to a two-stop strategy that forced Pagnaud into fuel-saving mode.

Sebastien Bourdais and Conor Daly went with more aggressive strategies from the back half of the grid and pitted

out of sequence – and the reward was victory for Bourdais and a career-best second for Dale Coyne Racing's Daly.

"I don't even know how we got there," Bourdais said after claiming the 35th IndyCar win of his career. "We just ran like stink most of the race."

How Bourdais got there was a four-stop strategy that allowed him to establish a large enough gap before a final splash-and-dash which, combined with staying on the same set of tyres, left him two seconds clear of Daly at the flag.

"I wish we could say we beat them fair and square but I think today strategy played quite a bit into it," Bourdais said of his finishing position relative to the Penske cars, with Juan Pablo Montoya best placed in third, 5.7s back, and Pagnaud slumping to 13th.

"With these pits-closed rules, nobody can go winning six, seven or eight races like happened to me in the Champ Car days. It just throws the races up in the air where anyone can grab it."

Montoya's podium, his second of the season, was scant reward for Penske given its drivers locked out the first four positions at the race's halfway point. Helio Castroneves followed team-mate Pagnaud in the early stages of Saturday's race and they pitted a lap apart. Though

Castroneves fared better in fuel-saving mode, he still slipped to fifth by the end.

The fourth Penske driver, Will Power, ended up a retired 20th. He ran strongly, despite an overzealous attempt to pass Montoya – a move described by the Colombian as "desperate" – but eventually suffered a mechanical failure.

Power hadn't won a race since the Indianapolis road course event in 2015, but that supposed desperation to end the winless streak was lifted after the second encounter in Detroit.

While Pagnaud led the first 40 laps of the sequel, the crucial move for victory came while the points leader ran fifth and Power sixth. At a lap-53 restart, Power moved to the outside of Turn 3 and passed his team-mate.

"I knew on that restart I had to get Simon," Power said. "It was my best chance. I had cars in front of me, which makes it very difficult in turbulent air."

"But he's the championship leader and also my team-mate. I had to make it clean. So I went to the outside. I wouldn't have done it up the inside, there was too much risk of taking him out."

"It was a surprise to get him on the outside. It really was. I gave him room in the apex, ended up getting down to first gear, and got out."

## AT A GLANCE

### RACE 1

- 1 Bourdais KVSH
- 2 Daly Coyne
- 3 Montoya Penske

### RACE 2

- 1 Power Penske
- 2 Pagnaud Penske
- 3 Hunter-Reay Andretti

➔ P47 FULL RESULTS



# of the ball

That was so important because the four drivers ahead at that time – Bourdais, Charlie Kimball, Graham Rahal and Alexander Rossi – still had another pitstop to make.

Indy 500 winner Rossi was last to pit, elevating Power into the lead 10 laps from the end. The 2014 champion kept Pagnaud at bay to the flag, winning by just under a second.

“Will made a great pass and he was very aggressive on the restart,” conceded Pagnaud, whose advantage over Scott Dixon is now 80 points after the Chip Ganassi Racing driver retired from race one and was fifth in race two.

“I didn’t feel comfortable on cold tyres. He saw it and took his chance and that is how you win races.

“At that point, I had to be smart and think about the big picture. There was no point in colliding and trying too hard. I’ll take second.”

Ryan Hunter-Reay finished third in his Andretti-Honda, ahead of Josef Newgarden (Ed Carpenter Chevrolet) and Dixon and Daly.

After his retirement in race one, caused by an engine fire, Dixon’s fifth was earned despite suspension damage from contact with Montoya and Castroneves.

**BRUCE MARTIN**



Oriola (right) slows as Grachev takes the lead

## Grateful Grachev triumphs

**TCR INTERNATIONAL  
SALZBURGRING (A)  
JUNE 5  
ROUND 5/11**

THINGS LOOKED GOOD FOR THE ORIOLA brothers early in race one. Pepe had taken the lead from polesitter Jean-Karl Vernay on lap one, with Jordi following him through into second a lap later. Then, the family one-two crumbled.

Jordi’s Honda Civic retired first, with a sensor failure. Two laps from victory, Pepe slowed with a wastegate problem.

This handed Mikhail Grachev a second consecutive win from ninth on the grid in his Honda. He was briefly threatened by Dusan Borkovic’s SEAT, only for the Serbian to drift into James Nash’s similar machine while defending second on the straight. Borkovic ended up in the barrier at the next corner, while Nash survived for second.

Rain ahead of race two made track conditions uncertain, catching out the top four starters, including Grachev and Jordi Oriola, who had to pit for slicks after the formation lap.

Wet-shod Vernay led in his WRT-run Volkswagen Golf. He survived an off after a safety car restart (caused by second-placed Davit Kajaia aquaplaning at the same corner and crashing), which momentarily cost him the lead to runner-up Sergey Afanasiev’s SEAT, to win.

Pepe Oriola couldn’t start and lost the points lead to third-placed Comini.

### RESULTS

**Race 1 1 Mikhail Grachev (Honda Civic), 17 laps in 27m40.614s;** 2 James Nash (SEAT Leon) +1.420s; 3 Mat’o Homola (SEAT); 4 Gianni Morbidelli (Honda); 5 Jean-Karl Vernay (Volkswagen Golf); 6 Attila Tassi (SEAT). **Race 2 1 Vernay, 17 laps in 30m51.124s;** 2 Sergei Afanasiev (SEAT) +0.955s; 3 Stefano Comini (VW); 4 Nash; 5 Homola; 6 Morbidelli. **Points 1 Comini 120;** 2 Pepe Oriola 119; 3 Nash 112; 4 Vernay 107; 5 Morbidelli 107; 6 Homola 102.

## New Porsche and Chevy win

**ADAC GT MASTERS  
LAUSITZRING (D)  
JUNE 4-5  
ROUND 3/7**

WHILE THEIR GTE COUNTERPARTS WERE at Le Mans, the new GT3 versions of the Porsche 911 and the Corvette C7 were successful in the third weekend of the ADAC GT Masters.

On Saturday, Herberth Motorsport drivers Martin Ragginger and Robert Renauer secured the first win in the German series for the new Porsche. Renauer led from pole uninterrupted before handing over to Ragginger, who had to manage two safety car interventions.

A quicker pitstop helped the GRT Lamborghini of Rolf Ineichen/Christian Engelhart take second place from Corvette duo Patrick Assenheimer/Dominik Schwager.

On Sunday, Ragginger/Renauer were unable to

repeat their success. Ragginger was among the many victims of incidents on the opening lap.

Callaway Competition dominated proceedings with victory for French-German duo Jules Gounon and Daniel Keilwitz, followed by team-mates Assenheimer and Schwager. Lamborghini drivers Luca Stolz/Mirko Bortolotti looked set for third, but a last-gasp drivethrough penalty dropped them to seventh.

Third place then went to the Land Audi of Connor De Phillippi and Christopher Mies. The only drivers to have scored points in all six races so far, the American and the German are also leading in the drivers’ standings, three points clear of Keilwitz/Gounon.

### RENE DE BOER

### RESULTS

**Race 1 1 Robert Renauer/Martin Ragginger (Porsche 911 GT3-R), 41 laps in 1h01m58.223s;** 2 Rolf Ineichen/Christian Engelhart (Lamborghini Huracan GT3) +0.360s; 3 Patrick Assenheimer/Dominik Schwager (Chevrolet Corvette C7 GT3); 4 Jules Gounon/Daniel Keilwitz (Chevy); 5 Luca Stolz/Mirko Bortolotti (Lamborghini); 6 Connor De Phillippi/Christopher Mies (Audi R8 LMS). **Race 2 1 Gounon/Keilwitz, 42 laps in 1h02m27.274s;** 2 Assenheimer/Schwager +2.623s; 3 De Phillippi/Mies; 4 David Jahn/Matteo Cairoli (Porsche); 5 Marvin Dienst/Christopher Zanella (Porsche); 6 Jesse Krohn/Louis Deletraz (BMW M6 GT3). **Points 1 De Phillippi/Mies 83;** 2 Gounon/Keilwitz 80; 3 Luca Ludwig/Sebastian Asch 54; 4 Engelhart/Ineichen 47; 5 Ragginger/Renauer 45; 6 Assenheimer/Schwager 35.



Ragginger/Renauer Porsche took race-one victory



# Taylor-made for IMSA survival

**IMSA SPORTSCAR**  
**DETROIT BELLE ISLE (USA)**  
**JUNE 4**  
**ROUND 5/12**

BROTHERS RICKY AND JORDAN TAYLOR GUIDED THEIR father Wayne's Dallara Corvette DP to victory in a race of attrition at Belle Isle last Saturday. Only four Prototypes were unimpeded during the 100-minute encounter, and two of them, the SpeedSource Lola-Mazdas, weren't even able to outpace the leading PC entries.

Christian Fittipaldi qualified the Action Express Coyote Corvette on pole for the second straight year and took off confidently in the lead. The older of the Taylor brothers, Ricky, outfumbled Marc Goossens for second place at the start, but worse was to come for the Belgian. On lap 10 he lost his Coyote's rear wing following minor contact with the tyre barrier in Turn 7, then he crashed heavily in Turn 12. He also took out the close-following championship leader and last year's race winner Eric Curran. Curran later returned to the fray – and co-driver Dane Cameron showed what might have been by posting a new lap record – but by then the car was out of contention.

The winner of the most recent race in California, Oswaldo Negri Jr, sharing Michael Shank's Ligier-Honda with Katherine Legge, also hit difficulty in the form of a broken suspension bolt.

Joao Barbosa took over from Fittipaldi and just managed to retain the lead over Jordan Taylor through the pitstops that occurred during a full-course caution after 26 laps. The quirky IMSA rules meant the GTD cars were at the head of the queue for the restart, led by Jeroen Bleekemolen's Dodge Viper and, in the wholesale shuffling of positions as the prototype cars worked their way back to the front, Taylor made an opportunistic move to relieve Barbosa of the lead. The two leaders circulated in close company, but Taylor never looked like relinquishing his edge.

The PC battle featured a titanic tussle between Colin Braun (CORE Autosport) and Renger van der Zande (Starworks Motorsport), which was settled in the Dutchman's favour when Braun made a slip in traffic with a handful of laps remaining. The pair displayed prodigious pace to finish third and fourth overall.

GTD was similarly hard-fought. A lightning-fast pitstop by Riley Motorsports enabled Bleekemolen to vault from fourth to first when he took over from Ben Keating. He then fought off a stern challenge from both Jorg Bergmeister (Porsche) and Alessandro Balzan (Ferrari) to claim his first win of the season.

**JEREMY SHAW**

## RESULTS

**1 Ricky Taylor/Jordan Taylor (Dallara Corvette DP), 57 laps in 1h40m11.998s;**  
 2 Christian Fittipaldi/Joao Barbosa (Coyote Corvette DP) +1.740s; 3 Alex Popow/Renger van der Zande (Oreca-Chevy FLM09); 4 Jon Bennett/Colin Braun (PC Oreca); 5 Robert Alon/Tom Kimber-Smith (PC Oreca); 6 James French/Kyle Marcelli (PC Oreca). **PC 1 Popow/van der Zande, 57 laps in 1m40m45.641s;** 2 Bennett/Braun +3.474s; 3 Alon/Kimber-Smith.  
**GTD 1 Ben Keating/Jeroen Bleekemolen (Dodge Viper GT3-R), 56 laps in 1h40m43.103s;**  
 2 Patrick Lindsey/Jorg Bergmeister (Porsche 911 GT3-R) +2.489s; 3 Christina Nielsen/Alessandro Balzan (Ferrari 488 GT3). **Points 1= Taylor/Taylor and Fittipaldi/Barbosa 151;**  
 3 Eric Curran/Dane Cameron 147; 4 Marc Goossens 142; 5 Tristan Nunez/Jonathan Bomarito 135; 6 Oswaldo Negri 134. **PC 1 Popow/van der Zande 162;** 2 Alon/Kimber-Smith 159;  
 3 Mikhail Goikhberg/Stephen Simpson 153. **GTD 1 Nielsen/Balzan, 126;** 2 Mario Farnbacher/Alex Riberas 118; 3 John Potter/Andy Lally 108.

# RESULTS RO

## BTCC

### ROUND 4/10, OULTON PARK, JUNE 5

#### RACE 1 (15 LAPS – 33.390 MILES)

|    |  |            |
|----|--|------------|
| 1  | Colin Turkington (GB) Team BMR · Subaru Levorg               | 21m56.702s |
| 2  | Sam Tordoff (GB) WSR · BMW 125i M Sport                      | +2.424s    |
| 3  | Jason Plato (GB) Team BMR · Subaru Levorg                    | +9.954s    |
| 4  | Gordon Shedden (GB) Team Dynamics · Honda Civic Type R       | +14.457s   |
| 5  | Tom Ingram (GB) Speedworks Motorsport · Toyota Avensis       | +16.249s   |
| 6  | Daniel Lloyd (GB) Eurotech Racing · Honda Civic Type R       | +16.388s   |
| 7  | Josh Cook (GB) Triple Eight Racing · MG6                     | +19.119s   |
| 8  | Aron Smith (IRL) Team BKR · VW CC                            | +19.312s   |
| 9  | Matt Neal (GB) Team Dynamics · Honda Civic Type R            | +20.395s   |
| 10 | Andrew Jordan (GB) Motorbase Performance · Ford Focus        | +20.819s   |
| 11 | Hunter Abbott (GB) Power Maxed Racing · Chevrolet Cruze      | +21.064s   |
| 12 | Jack Goff (GB) WSR · BMW 125i M Sport                        | +21.367s   |
| 13 | Jake Hill (GB) Team Hard · Toyota Avensis                    | +22.008s   |
| 14 | Martin Depper (GB) Eurotech Racing · Honda Civic Type R      | +28.017s   |
| 15 | Rob Austin (GB) Handy Motorsport · Toyota Avensis            | +28.401s   |
| 16 | Mat Jackson (GB) Motorbase Performance · Ford Focus          | +29.407s   |
| 17 | Warren Scott (GB) Team BMR · Subaru Levorg                   | +31.797s   |
| 18 | James Cole (GB) Team BMR · Subaru Levorg                     | +32.374s   |
| 19 | Ash Sutton (GB) Triple Eight Racing · MG6                    | +32.514s   |
| 20 | Daniel Welch (GB) Welch Motorsport · Proton Persona          | +32.619s   |
| 21 | Jeff Smith (GB) Eurotech Racing · Honda Civic Type R         | +37.672s   |
| 22 | Matt Simpson (GB) Speedworks Motorsport · Honda Civic Type R | +39.319s   |
| 23 | Rob Collard (GB) WSR · BMW 125i M Sport                      | +39.893s   |
| 24 | Adam Morgan (GB) Ciceley Racing · Mercedes-Benz A-Class      | +41.874s   |
| 25 | Michael Epps (GB) Team Hard · Toyota Avensis                 | +42.260s   |
| 26 | Ollie Jackson (GB) AmD Tuning · Audi S3 Saloon               | +45.759s   |
| 27 | Stewart Lines (GB) Maximum Motorsport · Ford Focus           | +45.914s   |
| 28 | Chris Smiley (GB) Team Hard · Toyota Avensis                 | +47.526s   |
| 29 | Kelvin Fletcher (GB) Power Maxed Racing · Chevrolet Cruze    | +54.693s   |
| 30 | Alex Martin (GB) Team Parker Racing · Ford Focus             | +1m36.614s |
| 31 | Mark Howard (GB) Team BKR · VW CC                            | -2 laps    |
| 32 | Aiden Moffat (GB) Ciceley Motorsport · Mercedes-Benz A-Class | -2 laps    |

**Winner's average speed** 91.291mph. **Fastest lap** Plato, 1m26.673s, 92.458mph.

#### QUALIFYING

**1 Turkington, 1m26.264s;** 2 Lloyd, 1m26.283s; 3 Tordoff, 1m26.315s; 4 Ingram, 1m26.342s;  
 5 Shedden, 1m26.343s; 6 Plato, 1m26.366s; 7 Sutton, 1m26.439s; 8 Neal, 1m26.490s; 9 A Smith,  
 1m26.493s; 10 Cook, 1m26.643s; 11 Abbott, 1m26.726s; 12 Jordan, 1m26.749s; 13 J Smith, 1m26.751s;  
 14 Moffat, 1m26.809s; 15 Goff, 1m26.839s; 16 Collard, 1m26.888s; 17 Hill, 1m26.903s;  
 18 Cole, 1m26.954s; 19 Austin, 1m26.976s; 20 Depper, 1m26.985s; 21 Simpson, 1m27.139s;  
 22 Epps, 1m27.211s; 23 Scott, 1m27.289s; 24 Welch, 1m27.369s; 25 M Jackson, 1m27.379s;  
 26 O Jackson, 1m27.470s; 27 Morgan, 1m27.654s; 28 Fletcher, 1m27.749s; 29 Martin, 1m27.871s;  
 30 Smiley, 1m28.362s; 31 Howard, 1m28.596s; 32 Lines, 1m29.140s.

#### RACE 2 (16 LAPS – 35.616 MILES)

##### GRID RACE 2 Decided by result of race 1

**1 Tordoff, 24m15.404s;** 2 Turkington, +1.638s; 3 Plato, +2.309s; 4 Shedden, +5.544s; 5 Ingram, +6.217s;  
 6 Cook, +12.302s; 7 Neal, +12.552s; 8 Jordan, +13.207s; 9 Goff, +13.848s; 10 M Jackson, +13.989s;  
 11 Abbott, +14.260s; 12 Morgan, +15.166s; 13 Lloyd, +15.841s; 14 Depper, +16.204s; 15 J Smith,  
 +20.586s; 16 Epps, +21.079s; 17 A Smith, +29.433s; 18 Scott, +29.820s; 19 Martin, +29.844s;  
 20 O Jackson, +35.609s; 21 Lines, +36.117s; 22 Smiley, +37.117s; 23 Fletcher, +38.700s;  
 24 Welch, +44.903s; 25 Collard, -2 laps; 26 Hill, -2 laps; 27 Sutton, -2 laps; R Simpson, 14 laps-contact,  
 steering; R Howard, 9 laps-accident; R Austin, 6 laps-black and orange flag, damage; R Cole,  
 6 laps-contact; R Moffat, 0 laps-off, suspension damage. **Winner's average speed** 88.097mph.  
**Fastest lap** Collard, 1m27.251s, 91.845mph.

#### RACE 3 (15 LAPS – 33.390 MILES)

##### GRID RACE 3 Decided by result of race 2, with top seven reversed

**1 Neal, 22m18.716s;** 2 Tordoff, +9.481s; 3 Plato, +11.662s; 4 Ingram, +11.760s; 5 Cook, +11.827s;  
 6 Collard, +12.015s; 7 Turkington, +12.056s; 8 Jordan, +12.299s; 9 Hill, +12.494s; 10 Morgan, +12.936s;  
 11 A Smith, +13.589s; 12 Sutton, +13.853s; 13 M Jackson, +15.163s; 14 Martin, +15.880s; 15 Depper,  
 +17.775s; 16 Austin, +18.629s; 17 Welch, +22.670s; 18 Simpson, +23.262s; 19 Abbott, +23.457s;  
 20 Moffat, +25.925s; 21 Smiley, +30.492s; 22 Fletcher, +43.085s; 23 Shedden, +44.168s; 24 Scott,  
 +58.224s; 25 O Jackson, -1 lap; R Lloyd, 12 laps-damage; R Collard, 12 laps-damage; R Cole,  
 11 laps-damage; R Epps, 7 laps-puncture; R J Smith, 7 laps-damage; R Goff, 0 laps-engine; R Lines,  
 0 laps-damage. **Winner's average speed** 89.790mph. **Fastest lap** Collard, 1m27.376s, 91.714mph.

#### CHAMPIONSHIP

**1 Tordoff 139;** 2 Neal 138; 3 Collard 113; 4 Shedden 112; 5 Morgan 108; 6 Jordan 102;  
 7 M Jackson 99; 8 Goff 96; 9 Cook 93; 10 Ingram 92.

# UND-UP

## DTM

### ROUND 3/9, LAUSITZRING (D), JUNE 4-5

#### RACE 1 (32 LAPS – 69.156 MILES)

|    |  |                        |
|----|--|------------------------|
| 1  | <b>Miguel Molina</b> (E) <i>Abt Sportsline</i> · Audi RS5            | <b>42m04.244s</b>      |
| 2  | <b>Jamie Green</b> (GB) <i>Team Rosberg</i> · Audi RS5               | +2.034s                |
| 3  | <b>Robert Wickens</b> (CDN) <i>HWA</i> · Mercedes C63                | +4.175s                |
| 4  | <b>Marco Wittmann</b> (D) <i>RMG</i> · BMW M4                        | +8.724s                |
| 5  | <b>Christian Vietoris</b> (D) <i>Mücke Motorsport</i> · Mercedes C63 | +9.759s                |
| 6  | <b>Mattias Ekström</b> (S) <i>Abt Sportsline</i> · Audi RS5          | +10.398s               |
| 7  | <b>Lucas Auer</b> (A) <i>Mücke Motorsport</i> · Mercedes C63         | +10.794s               |
| 8  | <b>Edoardo Mortara</b> (I) <i>Abt Sportsline</i> · Audi RS5          | +14.437s               |
| 9  | <b>Maxime Martin</b> (B) <i>RBM</i> · BMW M4                         | +17.808s               |
| 10 | <b>Nico Müller</b> (CH) <i>Abt Sportsline</i> · Audi RS5             | +18.414s               |
| 11 | <b>Bruno Spengler</b> (CDN) <i>MTEK</i> · BMW M4                     | +18.965s               |
| 12 | <b>Timo Glock</b> (D) <i>RMG</i> · BMW M4                            | +22.282s               |
| 13 | <b>Paul di Resta</b> (GB) <i>HWA</i> · Mercedes C63                  | +31.821s               |
| 14 | <b>Gary Paffett</b> (GB) <i>ART Grand Prix</i> · Mercedes C63        | +33.128s               |
| 15 | <b>Antonio Felix da Costa</b> (P) <i>Team Schnitzer</i> · BMW M4     | +36.391s               |
| 16 | <b>Maximilian Götz</b> (D) <i>HWA</i> · Mercedes C63                 | +38.400s               |
| 17 | <b>Timo Scheider</b> (D) <i>Team Phoenix</i> · Audi RS5              | +39.396s               |
| 18 | <b>Daniel Juncadella</b> (E) <i>HWA</i> · Mercedes C63               | +40.298s               |
| 19 | <b>Mike Rockenfeller</b> (D) <i>Team Phoenix</i> · Audi RS5          | +41.509s               |
| 20 | <b>Adrien Tambay</b> (F) <i>Team Rosberg</i> · Audi RS5              | +42.741s               |
| 21 | <b>Augusto Farfus</b> (BR) <i>MTEK</i> · BMW M4                      | +43.286s               |
| 22 | <b>Tom Blomqvist</b> (GB) <i>RBM</i> · BMW M4                        | +43.912s               |
| 23 | <b>Esteban Ocon</b> (F) <i>ART Grand Prix</i> · Mercedes C63         | +49.778s               |
| R  | <b>Martin Tomczyk</b> (D) <i>Team Schnitzer</i> · BMW M4             | 5 laps-accident damage |

Winner's average speed 98.628mph. Fastest lap Molina, 1m18.149s, 99.554mph.

#### QUALIFYING 1

1 Molina, 1m16.619s; 2 Green, 1m16.696s; 3 Wittmann, 1m16.771s; 4 Wickens, 1m16.792s; 5 Auer, 1m16.844s; 6 Vietoris, 1m16.896s; 7 Ekström, 1m16.901s; 8 Martin, 1m16.901s; 9 Tambay, 1m16.961s; 10 Müller, 1m16.993s; 11 Mortara, 1m16.997s; 12 Paffett, 1m17.059s; 13 Rockenfeller, 1m17.082s; 14 Glock, 1m17.126s; 15 Götz, 1m17.172s; 16 Spengler, 1m17.188s; 17 Ocon, 1m17.225s; 18 Scheider, 1m17.228s; 19 Blomqvist, 1m17.295s; 20 da Costa, 1m17.296s; 21 di Resta, 1m17.340s; 22 Juncadella, 1m17.356s; 23 Farfus, 1m17.406s; 24 Tomczyk, 1m17.536s.

#### RACE 2 (46 LAPS – 99.412 MILES)

1 Auer, 1h02m11.261s; 2 Ekström, +3.763s; 3 Wickens, +6.386s; 4 Green, +6.770s; 5 Paffett, +12.292s; 6 Wittmann, +16.839s; 7 Vietoris, +17.355s; 8 Müller, +18.099s; 9 Spengler, +21.872s; 10 Glock, +24.865s; 11 Blomqvist, +34.033s; 12 Mortara, +34.173s; 13 Martin, +36.394s; 14 da Costa, +36.827s; 15 Ocon, +41.508s; 16 Scheider, +42.387s; 17 Rockenfeller, +45.110s; 18 Tomczyk, +51.198s; 19 Molina, +1m04.337s; 20 Tambay, +1m14.175s; 21 di Resta, -5 laps; R Juncadella, 33 laps-tyres; R Götz, 30 laps-steering; R Farfus, 8 laps-accident damage. Winner's average speed 95.914mph. Fastest lap Green, 1m17.840s, 99.949mph.

#### QUALIFYING 2

1 Auer, 1m16.861s; 2 Vietoris, 1m16.931s; 3 Glock, 1m16.943s; 4 Wickens, 1m17.000s; 5 Rockenfeller, 1m17.029s; 6 Paffett, 1m17.030s; 7 Green, 1m17.044s; 8 Wittmann, 1m17.061s; 9 Ekström, 1m17.076s; 10 Blomqvist, 1m17.142s; 11 Götz, 1m17.147s; 12 Martin, 1m17.162s; 13 Spengler, 1m17.167s; 14 Molina, 1m17.184s; 15 Müller, 1m17.211s; 16 Ocon, 1m17.219s; 17 da Costa, 1m17.399s; 18 Juncadella, 1m17.408s; 19 Farfus, 1m17.482s; 20 Tambay, 1m17.495s; 21 di Resta, 1m17.510s; 22 Mortara, 1m17.515s; 23 Scheider, 1m17.730s; 24 Tomczyk, 1m18.003s.

#### CHAMPIONSHIP

1 Wickens 58; 2 Wittmann 55; 3 Ekström 46; 4 Green 45; 5 Mortara 44; 6 di Resta 43; 7 Martin 39; 8 Glock 38; 9 Blomqvist 34; 10 Farfus 32.



Molina was penalised for taking out Farfus

## INDYCAR

### ROUND 7/15, BELLE ISLE, JUNE 4-5 (70 LAPS – 164.500 MILES)

|    |   |                      |
|----|---|----------------------|
| 1  | <b>Sebastien Bourdais</b> (F) <i>KVSH Racing</i> · Dallara-Chevrolet                          | <b>1h40m51.6838s</b> |
| 2  | <b>Conor Daly</b> (USA) <i>Dale Coyne Racing</i> · Dallara-Honda                              | +2.0401s             |
| 3  | <b>Juan Pablo Montoya</b> (CO) <i>Team Penske</i> · Dallara-Chevrolet                         | +5.7067s             |
| 4  | <b>Graham Rahal</b> (USA) <i>Rahal Letterman Lanigan with Theodore Racing</i> · Dallara-Honda | +7.4793s             |
| 5  | <b>Helio Castroneves</b> (BR) <i>Team Penske</i> · Dallara-Chevrolet                          | +40.0139s            |
| 6  | <b>Carlos Munoz</b> (CO) <i>Andretti Autosport</i> · Dallara-Honda                            | +40.7592s            |
| 7  | <b>Ryan Hunter-Reay</b> (USA) <i>Andretti Autosport</i> · Dallara-Honda                       | +42.2990s            |
| 8  | <b>Charlie Kimball</b> (USA) <i>Chip Ganassi Racing</i> · Dallara-Chevrolet                   | +44.4699s            |
| 9  | <b>Tony Kanaan</b> (BR) <i>Chip Ganassi Racing</i> · Dallara-Chevrolet                        | +45.5832s            |
| 10 | <b>Alexander Rossi</b> (USA) <i>Andretti Herta Autosport</i> · Dallara-Honda                  | +48.2961s            |
| 11 | <b>Takuma Sato</b> (J) <i>AJ Foyt Enterprises</i> · Dallara-Honda                             | +51.1067s            |
| 12 | <b>Gabby Chaves</b> (CO) <i>Dale Coyne Racing</i> · Dallara-Honda                             | +51.3256s            |
| 13 | <b>Simon Pagenaud</b> (F) <i>Team Penske</i> · Dallara-Chevrolet                              | +52.5313s            |
| 14 | <b>Josef Newgarden</b> (USA) <i>Ed Carpenter Racing</i> · Dallara-Chevrolet                   | +1m06.2350s          |
| 15 | <b>Mikhail Aleshin</b> (RUS) <i>Schmidt Peterson Motorsports</i> · Dallara-Honda              | +1m14.1421s          |
| 16 | <b>Marco Andretti</b> (USA) <i>Andretti Autosport</i> · Dallara-Honda                         | -1 lap               |
| 17 | <b>Spencer Pigot</b> (USA) <i>Ed Carpenter Racing</i> · Dallara-Chevrolet                     | -1 lap               |
| 18 | <b>James Hinchcliffe</b> (CDN) <i>Schmidt Peterson Motorsports</i> · Dallara-Honda            | -5 laps              |
| 19 | <b>Scott Dixon</b> (NZ) <i>Chip Ganassi Racing</i> · Dallara-Chevrolet                        | 56 laps-electrical   |
| 20 | <b>Will Power</b> (AUS) <i>Team Penske</i> · Dallara-Chevrolet                                | 44 laps-mechanical   |
| 21 | <b>Max Chilton</b> (GB) <i>Chip Ganassi Racing</i> · Dallara-Chevrolet                        | 8 laps-contact       |
| 22 | <b>Jack Hawksworth</b> (GB) <i>AJ Foyt Enterprises</i> · Dallara-Honda                        | 0 laps-mechanical    |

Winner's average speed 97.857mph. Fastest lap Dixon, 1m14.6675s, 113.302mph.

#### QUALIFYING FOR RACE 1

Q3 1 Pagenaud, 1m14.9166s; 2 Castroneves, 1m14.9285s; 3 Montoya, 1m15.5659s; 4 Hinchcliffe, 1m15.7708s; 5 Munoz, 1m16.3897s; 6 Dixon, 1m16.4613s.  
Q2 1 Castroneves, 1m14.6899s; 2 Dixon, 1m14.7867s; 3 Pagenaud, 1m14.9932s; 4 Montoya, 1m15.1583s; 5 Hinchcliffe, 1m15.3848s; 6 Munoz, 1m15.4256s; 7 Kanaan, 1m15.5508s; 8 Kimball, 1m15.6712s; 9 Power, 1m15.7142s; 10 Rahal, 1m15.7172s; 11 Sato, 1m16.0998s; 12 Aleshin, 1m16.2665s.

Q1 – GROUP 1 Castroneves, 1m15.6004s; Pagenaud, 1m15.6258s; Munoz, 1m15.7930s; Kimball, 1m16.0651s; Rahal, 1m16.2400s; Aleshin, 1m16.2666s; Newgarden, 1m16.3154s; Daly, 1m16.6370s; Chilton, 1m16.7138s; Chaves, 1m16.9140s; Hawksworth, 1m18.3918s.

Q1 – GROUP 2 Dixon, 1m15.3822s; Kanaan, 1m15.3884s; Montoya, 1m15.4335s; Sato, 1m15.6938s; Power, 1m15.7547s; Hinchcliffe, 1m15.9092s; Bourdais, 1m16.1087s; Hunter-Reay, 1m16.2643s; Rossi, 1m16.4512s; Andretti, 1m16.4965s; Pigot, 1m17.6894s.

#### RACE 2 (70 LAPS – 164.500 MILES)

1 Power, 1h42m22.2672s; 2 Pagenaud, +0.9203s; 3 Hunter-Reay, +1.4711s; 4 Newgarden, +2.4602s; 5 Dixon, +3.1575s; 6 Daly, +7.1263s; 7 Kanaan, +11.3012s; 8 Bourdais, +12.9361s; 9 Andretti, +26.4201s; 10 Sato, +27.7105s; 11 Rahal, +28.0410s; 12 Rossi, +28.5507s; 13 Chaves, +29.2530s; 14 Castroneves, +29.6631s; 15 Munoz, +30.4879s; 16 Kimball, +30.6922s; 17 Aleshin, +1m10.5229s; 18 Pigot -3 laps; 19 Hawksworth, 48 laps-mechanical; 20 Montoya, 33 laps-contact; 21 Hinchcliffe, 0 laps-contact; 22 Chilton, 0 laps-contact

Winner's average speed 96.414mph. Fastest lap Newgarden, 1m14.5568s, 113.470mph.

#### QUALIFYING FOR RACE 2

1 Pagenaud, 1m14.0379s; 2 Hunter-Reay, 1m14.5621s; 3 Castroneves, 1m14.1904s; 4 Dixon, 1m14.6867s; 5 Aleshin, 1m14.7256s; 6 Kanaan, 1m14.8163s; 7 Rahal, 1m14.7786s; 8 Power, 1m14.8392s; 9 Hawksworth, 1m14.9349s; 10 Montoya, 1m14.8486s; 11 Kimball, 1m15.1345s; 12 Bourdais, 1m15.1690s; 13 Munoz, 1m15.2094s; 14 Hinchcliffe, 1m15.5692s; 15 Chaves, 1m15.2840s; 16 Sato, 1m15.5987s; 17 Newgarden, 1m15.4653s; 18 Rossi, 1m15.6904s; 19 Chilton, 1m15.4678s; 20 Pigot, 1m16.1132s; 21 Daly, 1m15.4766s; 22 Andretti, 1m16.4531s.

#### CHAMPIONSHIP

1 Pagenaud 357; 2 Dixon 277; 3 Castroneves 271; 4 Newgarden 259; 5 Rossi 242; 6 Munoz 242; 7 Power 240; 8 Kanaan 240; 9 Montoya 233; 10 Kimball 227.



Bourdais scored win at Belle Isle

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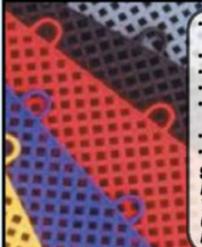
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Scott sampled the F3 car back when it was the basis of the F4 Autumn Trophy

## Eurocup ace Scott to make F3 debut

HARRISON SCOTT WILL CONTEST this weekend's fifth round of the BRDC British Formula 3 Championship at Silverstone after agreeing to compete with the HHC Motorsport team.

The McLaren Autosport BRDC Award finalist is contesting a full-time campaign in Formula Renault Eurocup, his second year in the series, and is third in the points behind Lando Norris and Belgian Max Defourny.

But with limited testing opportunities on offer, the 2013 and '14 British Formula Ford runner-up has joined the squad that ran Will Palmer to the BRDC F4 title last year for what is currently a one-off outing.

Scott will race alongside HHC's regular drivers Ben Hingeley and Sisa Ngebulana in the team's third Tatuus F4-016 chassis.

"The way Formula Renault works, I only have one race a month and there's almost no testing," he said.

"Track time is also very limited and most of the other frontrunners are running two campaigns in Eurocup and

NEC, so I'm at a bit of a disadvantage.

"HHC offered the opportunity to join them at the next round and it's a good chance for me to get some much-needed track time in before my next Formula Renault race."

Scott has already raced the new-generation Tatuus machinery, having contested the BRDC F4 Autumn Trophy with Douglas Motorsport last November, where he finished as the runner-up to Ben Barnicoat.

"Since autumn last year we've always had contact with some of the teams and have kept that option open to do something," he continued.

"The F3 car has a great aero package and it's probably a little bit faster than my Formula Renault car.

"I had a good introduction to the cars during the Autumn Trophy. My pace was good at Snetterton [where Scott won twice] and Brands Hatch, so I'm confident of putting in a strong showing this weekend.

"There aren't many better places to be coming back to it than at a



Scott's main programme this season is in the FR Eurocup

great circuit like Silverstone."

Scott added he was open to returning for further outings in the championship.

The F3 grid could be further bolstered at Silverstone, with Fortec Motorsports in talks to run a third car. It is expected to test a yet-to-be-named driver in the build-up to the event, before running the driver for the remainder of the season. The team already runs Tarun Reddy and Al Faisal Al Zubair.

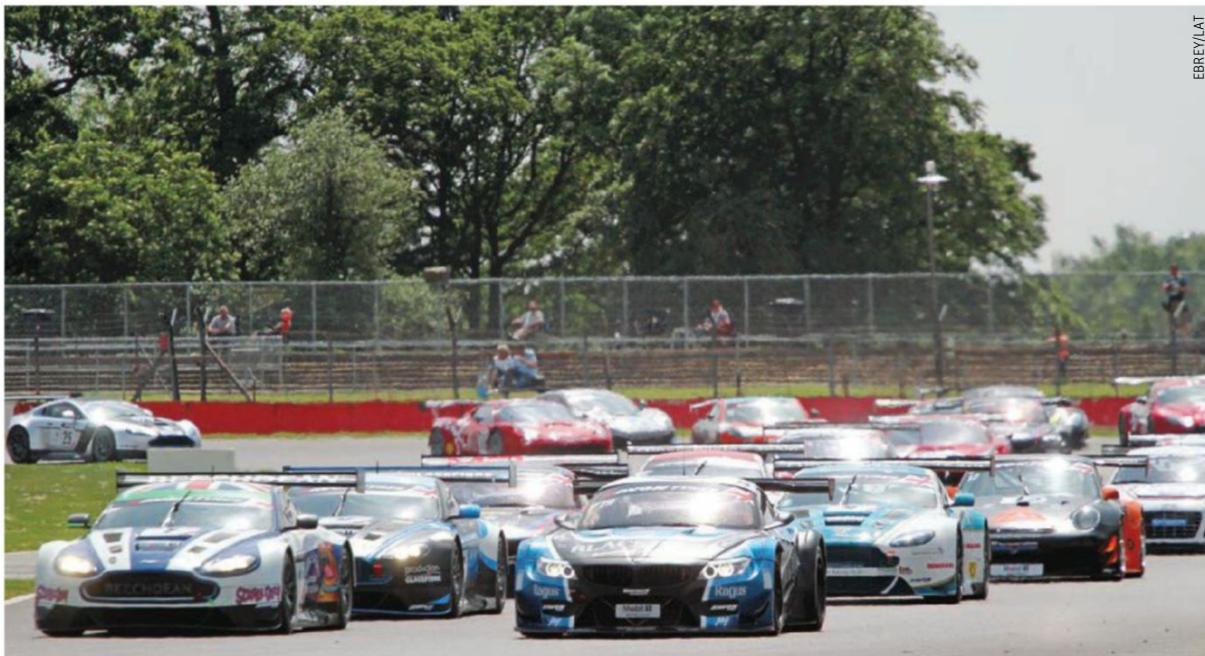
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EBREV/LAT

BRITISH GT

# More interest in longer races

BRITISH GT ORGANISERS WILL OPEN TALKS WITH teams about potentially running a second three-hour race next season, after obtaining a record entry for this weekend's Silverstone 500 event.

The three-hour race around Silverstone's Grand Prix Circuit has attracted a 51-car entry, the second largest in the championship's history and the biggest for a British GT event held in the UK.

There are 34 cars signed up to score points in the British championship, which is bolstered by 17 more entries from SRO's GT4 European Series. At 34 cars the standalone British entry falls four shy of the outright grid record of 38 that started the Silverstone 500 in 2014. It will be the largest grid ever for a British GT headline race in the UK.

British GT manager Benjamin Franassovici said SRO was open to looking at adding an extra three-hour event to the schedule for next year. British GT currently runs a mixture of single two-hour races and double-header hour-long sprint events, with just a single three-hour enduro.

"Three-hour races are very popular and a track like Silverstone GP has international appeal, so it encourages

one-off entries. We're expecting over 50 cars for the race at Spa-Francorchamps [in July] too," said Franassovici.

"We'll perhaps start looking at chances to fit in more three-hour races per season, but we're limited by garage capacity at circuits, so we essentially have the choice of Silverstone and Donington Park.

"We'll talk with teams at the end of the current season and see if there's the interest to maybe run two longer races next year."

The series will also pay tribute to Neil Cunningham this weekend, with all cars carrying stickers to promote his Racing4MND.org charity.

Former British GT racer Cunningham lost his battle with motor neurone disease recently. The Sunday of the race would have been his 54th birthday.

There will also be a tribute on the grid, with drivers and officials gathering for a memorial. Franassovici added: "We want to encourage people to wear bright colours and Hawaiian shirts to remember Neil in a positive way, in the same manner he battled his illness. He was the most positive guy in the paddock."

BRDC BRITISH F3

# COLLARD QUESTIONS GRID-SET PROCESS

BRITISH FORMULA 3 Championship leader Ricky Collard has urged organisers to re-evaluate the way the race-three grid is set.

Under the current BRDC British F3 format, the fastest lap for each driver during the second race, which is run to a reversed grid, determines their grid position for the finale.

It has meant that many drivers have sacrificed actual racing in order to drop away from their opponents to find clean air and go for fast laps. Some drivers have even opted for pitlane starts for an optimum chance of pole.

Collard says the lure of setting the fastest lap for the finale's grid is ruining the racing.

"Fans come here to watch racing, they don't come to see testing," Collard said. "So for us to be out there aiming for pole, and some coming in to the pits to get a better start, isn't right. I'm a racer and I want to be racing. I know my dad [Rob Collard] had similar complaints in the British Touring Car Championship last year."

The BTCC used a similar format last season, but it was dropped for this year.

BRDC Formula 3's Giles Butterfield said: "This is the first complaint we've had about the format.

The good thing about the fastest lap system is that it gives drivers a chance to salvage something from a weekend that starts badly. In European F3 if you have a bad qualifying your weekend is finished.

"We'll see how the format works for the rest of the year, and if there's a desire to change we'll listen to suggestions."

BRITISH GT

# Ferrari 488, Porsche Cayman to debut at Silverstone



EBREV

NEW ENTRIES FOR THIS weekend's British GT Championship round at Silverstone include the first appearances of the new Ferrari 488 and Porsche Cayman Clubsport GT4.

As predicted by Autosport last week, Marco Attard and Adam Carroll will pilot the 488 in the three-hour race, while Simpson Motorsport will give its new Porsche Cayman Clubsport GT4 its belated debut in the series.

Driver Nick Jones took delivery of the car before the Oulton Park round. It will run in the invitation class since it has yet to be GT4-homologated, but will be eligible for points.

A third Barwell Motorsport Lamborghini Huracan, a second Team Parker Racing Bentley Continental GT3, and an Aston Martin Vantage GT3 entry from MB Motorsport have also swelled the ranks.

BRITISH F4

# Caroline takes Martin's Fortec seat

BRITISH F4 RACER JAMIE CAROLINE WILL switch to the Fortec Motorsports squad for the remainder of the season.

The reigning Ginetta Junior champion will make the move from Jamun Racing at Croft to replace Ross Martin.

"Fortec is a big team, a successful team," said Caroline. "In the future it will give me a lot more options so it will benefit me. I'm looking forward to it – they're a good bunch of people and I tested with them at Anglesey last year."

Caroline's father, TVR Tuscan star Lee, added that without Jamun Racing and

sponsorship from Keltbray, Jamie wouldn't be on the grid this year.

Martin, meanwhile, won a fully funded drive in F4 after securing the Super FKS title last season, but when the series collapsed he was left struggling to gather the necessary budget to remain with the team.

"Ross won't be back with us since we have now filled the seat," said Fortec team manager Dan Mitchell. "He had a good start but when FKS went bust there was nothing we could do."

"We kept the seat open last weekend [at Oulton Park] to give him a chance to find the budget but he couldn't."



EBREY/LAT

## IN BRIEF



EBREY/LAT

### WESTBOURNE IN GRID NUMBERS PUSH

Established Clio team Westbourne Motorsport will help the BARC promote the Michelin Clio Series. The outfit competes in both the BARC series for the 200 third-generation model and the main Renault UK Clio Cup. Team principal Richard Colburn is hoping the team can help drive the series forward, after it has struggled with grid numbers so far this year. Twelve cars took part in the opening round at Oulton Park, and that number fell to 10 at Pembrey last month.

### MILES CONTINUES 750MC PRIZE TIE-UP

Former Formula 1 driver John Miles will again give a 750 Motor Club driver a £1000 reward this season, with this year's award going to the best novice driver. The award is open to drivers who are racing as novices and completed no more than two races last season. The club will also match the cash prize with credit against entry fees for 2017.

### CANE CHANGES USF2000 SQUAD

British ace Jordan Cane has switched teams for the remainder of the US Formula 2000 season after a difficult last few races. The 15-year old began the year with Team Pelfrey and achieved a podium in the second race, but since then he has only had two other top 10 finishes. He will switch to Cape Motorsports, whose other drivers are first and second in the standings.

### TURNER TRIES KARTS AT DONINGTON

Works Aston Martin driver and double Le Mans winner Darren Turner was at Donington Park last Thursday for the Superkart test day, trying three different karts.

### FIELDING HAS NIGHTMARE WEEKEND

Former British F4 points leader Sennan Fielding has described his Oulton Park weekend as one to forget. The JHR Developments driver enjoyed a slender lead going into Cheshire but had a miserable weekend, picking up just seven points. He therefore dropped to fourth in the standings. He started the event on the back foot, qualifying 14th for the opener and his best finish was only eighth in race three.



EBREY/LAT

FUN CUP

# Ingram gets Fun Cup Spa enduro seat

BRITISH TOURING CAR Championship race winner Tom Ingram will race in the Fun Cup 25 Hours at Spa on July 9-10.

The Speedworks Toyota Avensis man will line up for Global Racing alongside John Gibert, Sarah Reader and

Scott Mansell for the season's showpiece in Belgium in his second attempt on the event.

"It really is great fun," said Ingram, who finished on the podium on his previous outing in 2014. "That is why it's called the Fun Cup! Although the petrol cars aren't the fastest

things in the world, they can be a challenge.

"Eau Rouge is flat and it feels like you are on the Kemmel Straight for about six and a half months. But the rest of the track can be quite tricky and the weather can always turn."



360 MRC

# Snetterton 6 Hours cancelled

STYLES

THE SNETTERTON 6 HOURS HAS BEEN cancelled owing to a lack of entries.

The 360 Motor Racing Club event for sportscars and touring cars built before 2000 has struggled to attract big grids since it was introduced in 2010. Organiser Claire Smith

has now decided to cancel the 2016 edition, which had been scheduled for July 24.

The move also means that the inaugural race for the Revett Straight Cup, aimed at fastback and coupe machines built between 1953 and 1965, has been put on hiatus.



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The 5.2-litre Manning ran at Silverstone but suffered a failure



#### HISTORIC RACING

## Specials aim to stir US interest

TWO AMERICAN RACING SPECIALS HAVE BEEN entered for the American Speedfest at Brands Hatch, as well as Chateau Impney's July hillclimb event.

California Rob Manson contested the Archie Scott Brown Trophy race at Snetterton in his 4.8-litre Baldwin Mercury Special. He has shipped the class-winning car, restored in 1990 after initially being built in 1949 from a wrecked Ford Tudor, and a 5.2-litre Manning Special to the UK for various events.

The Manning was driven by Marcus Bicknell at Silverstone's MG Live but was sidelined by a broken cam-chain. Manson hopes his efforts will inspire other hot rod enthusiasts to tour North America and Europe.

The Baldwin, pictured right, took silverware at Snetterton



#### HISTORIC SPORTSCARS

## Costin Nathan prototype for sale after 45 years

THE ORIGINAL WORKS prototype Costin Nathan sports-racing car will be offered for sale at Chateau Impney next month after 45 years in storage.

First seen at the 1966 Racing Car Show, the car was a joint venture between racer-constructor Roger Nathan and aerodynamicist Frank Costin.

It uses a central plywood

monocoque tub with steel subframes and an aluminium body.

It was sold at the end of the '66 season to help fund a Le Mans entry and was bought by GM Horley. However, unreliability dogged the project and the prototype was eventually put into storage.

It has a guide price of £25,000 to £30,000.

#### SPORTS 2000

## Sports 2000 could form Classic Clubmans class

EARLY SPORTS 2000 CARS from the Ford Pinto-powered category, inaugurated in 1977 as a spin-off from the popular single-seater FF2000, could form an invitation class within Classic Clubmans championship rounds in an initiative being considered by the HSCC to fill grids.

"I've no wish to trip over anybody's toes, but believe it would be popular," said former Formula Ford and Lotus Elan racer Roger Waite, who debuted a Royale S2000M in last weekend's Allcomers races at

Snetterton. "Sports 2000s are never going to match the incredibly quick 1700cc Clubmans cars, but lap times are broadly comparable with the FF1600-engined cars."

The HSCC already offers racing for S2000s in the co-promoted Pre-'80 Endurance series, but not everybody wants longer events.

Historic S2000s would need to be run to original weight, ride-height, damper and brake specs, whereas long-time Sports 2000 promoter SRCC's Historic regulations permit latitude.

#### RAC RALLY

## RAC RALLY RETURN PLANNED FOR 2017

PLANS ARE NOW IN progress for the return of the Roger Albert Clark Rally in 2017.

The event was cancelled for 2015 and this year amid a lack of entries after crews were disappointed with the compact route on offer.

Event manager Colin Heppenstall has given details of early plans for the expanded rally, which will be longer and tougher than previous editions, with a provisional date of November 9-12.

"The outline is a four-day format offering between 200 and 225 stage miles using forest districts around the country, with stages of a length to challenge the competitors," said Heppenstall.

"It is hoped that forest districts in Wales, Yorkshire, Kielder and the Scottish Borders will be used. It's our intention to make this event open to all vehicle types and it will be available on both subjective route notes and maps."

Heppenstall added that initial plans for a 100-mile event in Kielder this November have been shelved, but said that the positive response to that event had been a factor in the planned return of the multi-day rally.

However, the financial fallout of cancelling the '15 rally has been a big factor in the decision-making process.

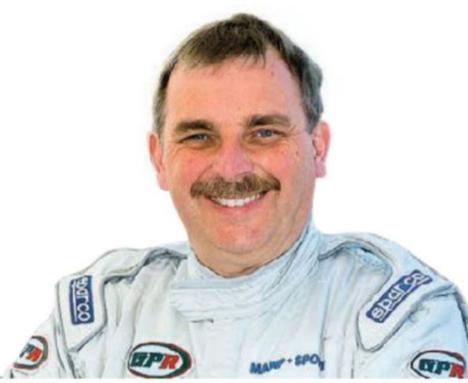
"The cancellation of the 2015 rally cost £16,000 and the Roger Albert Clark Rally Motor Club needs time to consolidate its finances, not only for the championships and events it is promoting, but also for the future beyond 2017," said Heppenstall.



# GOODWOOD REVIVAL

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# Is too much historic racing taking its toll?

By Marcus Pye, the voice of club racing

[@Autosport](#)

**PRISTINE VENUE, EXCELLENT FACILITIES, A TESTING** and demanding circuit and cheery helpful staff, so what is it about Snetterton that is keeping competitors away? It's not its accessibility now the A11 trunk road is finished, making the journey all dual-carriageway from most directions.

Despite very healthy spectator turnouts, the Vintage Sports-Car Club threw in the towel after three years of trying to put numbers on grids at MotorSport Vision's East Anglian outpost. The Historic Sports Car Club has battled for more than a decade to do likewise, but last weekend's entry – circa 140 – was the thinnest yet. Disappointing in its golden jubilee year, although the racing on the 300 layout (appreciated by hard chargers, unpopular with some) was superb, particularly in Historic Formula Ford, which is flavour of the season.

The HSCC's decision to abandon the Autosport 3 Hours format in favour of a one-hour Guards Trophy 'sprint' when support from the GT and sports-racers wasn't forthcoming did not bring the expected boost, but most of the 16 crews entered – the smallest field in the retrospective's history – got their money's worth. Perhaps it is time to move on, but don't be surprised if the grid amalgamation being tried (normal in Sports Car Club of America regional and national races in the USA) becomes increasingly necessary to cover staging costs.

Behind all negative statistics lurk extenuating circumstances of course. Serious Dunlop racing tyre supply problems since the transfer of its manufacturing plant from the UK to Portugal have vexed the historic arena. While it forced lateral rethinking with Masters, organiser of the FIA-badged F1 and Sports Car championships, competitors do vote with their feet. A tremendous 41-car field contested Masters' recent Three Hour race on Brands Hatch's wonderful Grand Prix circuit.

One inescapable fact, though, is that there is too much historic racing, much of it pitched at the relative minority who can afford to be charging round tracks at every opportunity, honing their ability and wearing out their fleets of steeds on multiple test days or hiring almost full-time professional driver coaches. While leading competitors at international level write seemingly endless cheques, clubmen are largely amateur sportsmen. Even if many have either graduated to or evolved great cars, yet through personal endeavour operate them on relative shoestrings.

The calendar is another perennial problem, circuit availability often defined initially by the ever-changing Formula 1 matrix. With a World Championship round virtually every other week from March to late November, no wonder there are fixture clashes galore. Too often they impinge on domestic series too. A paltry nine Formula Juniors raced at Snetterton while the FIA Lurani Trophy round at Dijon's GP de l'Age d'Or attracted rather more. Most FJ competitors in truth were saving themselves for HSCC's Brands Hatch Superprix on July 1-3, where the entry for the Diamond Jubilee 'World Tour' rendezvous is currently 96!

Personal choice is the bottom line. Thus when the HSCC lists Silverstone GP, Snetterton, Cadwell Park and Brands Hatch GP fixtures over a seven-weekend period towards mid-season, competitors inevitably weigh up entry costs, set to cover widely differing circuit hire fees and track time, and something has to give. 'Snett' was a slim volume for most classes other than FFord, for which a 38-car entry has already been received for the next round at Cadwell on June 18-19.

On the evidence of last weekend's best bits, though, I do hope we all return to Snetterton in 2017. 🍀



## PENFOLD CLUBMAN RETURNS

Former Caterham Graduate champion Rachel Green believes she can win Classic Clubmans B-Sport races after taking two seconds on her first outing in the unique 1976 Penfold at Snetterton. The ex-Dan Eagling car is "a big step forward" from the Doris in which she wrestled with the establishment at Cadwell last season.



## LOTUS 27 JUNIORS TO THE FORE

Two rare Lotus 27 chassis of 1963 graced the top three in Saturday's Historic Formula Junior race at Snetterton. Nick Fennell won in his ex-Ford France Jean Vinatier/Jo Schlessler car, while Martin Bullock grabbed third in both legs. Greg Thornton split them on day one and narrowly won Sunday's race in his Lotus 20/22.



## SNETTERTON DEBUT FOR ELFINS

Australians Richard Nitschke and Mark Goldsmith raced a pair of Elfins at Snetterton last weekend under the Ecurie Adelaide banner. Designed by marque founder and fine racer Garrie Cooper, the Formula Junior Catalina (Nitschke) and AF2 622 (Goldsmith, above) models were built in Adelaide in 1963 and '74.

**OULTON PARK**  
CARRERA CUP GB JUNE 4-5

# Shaken Jelley gifts Cammish victory brace

OULTON PARK WAS ONE OF THE FEW tracks that Dan Cammish didn't take a double win at last year. And without a misunderstanding between Team Parker team-mates Stephen Jelley and Rupert Martin, he would have failed this year too.

The weekend started ominously for Cammish's rivals as the Redline driver secured a double pole. But former British Touring Car driver Jelley had other ideas. He went round the outside of Cammish at Old Hall from the rolling start and claimed the lead through Cascades.

Cammish was unable to fight back until Jelley came across his team-mate Martin at the chicane on lap 12. Martin slowed but Jelley had already committed to the pass and was caught out, taking to the grass. Cammish, meanwhile, swept round the outside to capture the lead and win.

"I got a really good start and first corner – I planned that and it worked perfectly," said Jelley. "I knew it's hard to overtake here so it was all about being consistent. Unfortunately there was a misunderstanding with the first car to be lapped."

Jelley was denied a chance to make up for the incident, because the race was red-flagged early after Pro-Am2 driver Peter Parsons had a hefty shunt at Island. Redline's Charlie Eastwood completed the podium.

Cammish was able to maintain the lead



at the start of race two and soon pulled out a gap over Jelley, eventually winning by eight seconds.

"The key over the past two seasons has been my speed on those first couple of laps – I disappeared," said Cammish. "Saturday's win was subdued – he [Jelley] did a good job and he was going to win the race for sure."

Further back was Dino Zamparelli, who rounded out the podium after passing Lewis Plato at Old Hall. It was a bright spot in a tough meeting for the driver who has been Cammish's main challenger this year.

"It was a difficult weekend and a case of damage limitation," he admitted. "It's been a battle all weekend and was a lost opportunity. We went the wrong way on set-up as a team and didn't test

**Cammish claimed a brace, though admitted his race-one victory was fortunate**

at this circuit before."

Another driver having a tough time was Tom Sharp. The IDL racer finished a lap down in the opener after being hit in the rear. Then he was fighting Plato and Zamparelli in race two before a mistake at Lodge meant he ran wide and was shuffled down to eighth.

**STEPHEN LICKORISH**

**PORSCHE CARRERA CUP GB (13 LAPS)**

**1 Dan Cammish;** 2 Stephen Jelley +0.545s; 3 Charlie Eastwood; 4 Tom Oliphant; 5 Dino Zamparelli; 6 Jonas Gelzinis. **Fastest lap** Cammish 1m23.644s (95.80mph).

**Pole** Cammish. **Starters 24. RACE 2 (18 LAPS)**

**1 Cammish;** 2 Jelley +8.081s; 3 Zamparelli; 4 Lewis Plato; 5 Eastwood; 6 Oliphant. **FL** Cammish 1m23.542s (95.92mph). **P** Cammish. **S 23. POINTS 1 Cammish 125;** 2 Zamparelli 105; 3 Eastwood 84; 4 Jelley 80; 5 Oliphant 74; 6 Tom Sharp 59.

**OULTON PARK**  
GINETTA JUNIOR JUNE 4-5

# Tregurtha takes title impetus

WILLIAM TREGURTHA ASSERTED his Ginetta Junior title credentials with a pair of wins at Oulton Park to move into a one-point championship lead over rival Stuart Middleton.

Tregurtha became the 13th different polesitter in the last 14 qualifying sessions as well as claiming his first pole position in the series. The HHC Motorsport driver was dominant throughout Saturday's opening race despite initially losing out to Sebs Priaulx and Perez on lap one.

Fast-starter Priaulx tried to jump Tregurtha at Old Hall but ended up

on the grass and plummeted down the order. Perez then gained the lead but a mistake at Druids allowed Tregurtha to retrieve first and charge clear. Charlie Fagg made it an HHC one-two with his maiden podium as Middleton edged out Perez for third.

Tregurtha rounded off the weekend with a measured drive in a disrupted second race. The contest concluded behind the safety car after Daniel Harper's Douglas Motorsport Ginetta G40 came to a fiery stop following contact with Kyle Hornby at Island.

**LEWIS LARKAM**



**Tregurtha (left) bested Priaulx into Old Hall and won twice**

**GINETTA JUNIOR (8 LAPS) 1 William Tregurtha;** 2 Charlie Fagg +2.457s; 3 Stuart Middleton; 4 Seb Perez; 5 Geri Nicosia; 6 Lewis Brown. **FL** Dave Woolder 1m44.460s (76.71mph). **P** Tregurtha.

**S 20. RACE 2 (7 LAPS) 1 Tregurtha;** 2 Middleton +0.610s; 3 Woolder; 4 Fagg; 5 Brown; 6 Nicosia.

**FL** Woolder 1m44.672s (76.55mph). **P** Tregurtha. **S 20. POINTS 1 Tregurtha 254;** 2 Middleton 253; 3 Woolder 212; 4 Brown 190; 5 Daniel Harper 141; 6 Nicosia 141.

**OULTON PARK**  
RENAULT UK CLIO CUP JUNE 4-5

## Bushell wins after hit and run

BOTH MIKE BUSHELL AND ANT Whorton-Eales have lost a win this season through a penalty or an exclusion, and a controversial clash between the two threatened again to deny Bushell his first victory since returning to Clios.

Whorton-Eales made a blistering start from fourth in the opener to pass Bushell for the lead through Cascades. But his advantage didn't last long as Bushell got back ahead into Hislops on lap three. Two tours later it was Whorton-Eales who retook the place at Cascades and then came the contentious move from Bushell at Island that gave him the win.

Whorton-Eales said: "He came from a long way back, outraked himself, pushed me out the way and came up the inside. I was going to finish second on the road and get it resolved in the clerks' room – but it wasn't the result we hoped."

Officials investigated, but deemed it to be a racing incident. It was a busy day for them since they also looked into

a clash between Paul Rivett and Senna Proctor at Hislops. No punishment was given, but the incident dropped Rivett to seventh and allowed Max Coates to claim his first podium.

Bushell took an early lead in a less frenetic second race but clipped the kerb too hard at Old Hall on lap three, sending him wide and letting Whorton-Eales through. From there the Jam Sport driver was in control to take his fourth win of 2016, with Bushell's team-mate Proctor taking his maiden podium in third.

**STEPHEN LICKORISH**

**RENAULT UK CLIO CUP (BOTH 12 LAPS) 1 Mike Bushell;** 2 Ant Whorton-Eales +3.127s; 3 Max Coates; 4 Senna Proctor; 5 Charles Ladell; 6 Lee Pattison. **FL** Bushell 1m35.327s (84.06mph). **P** Bushell. **S** 20. **RACE 2 1 Whorton-Eales;** 2 Bushell +1.330s; 3 Proctor; 4 Ladell; 5 Coates; 6 Daniel Rowbottom. **FL** Ladell 1m35.717s (83.72mph). **P** Bushell. **S** 21. **POINTS 1 Bushell 202;** 2 Whorton-Eales 188; 3 Paul Rivett 171; 4 Pattison 166; 5 Coates 146; 6 Paul Streather 141.



Bushell claimed the first win of his Clio return in opener

**OULTON PARK**  
BRITISH F4 JUNE 4-5

## Martins breaks his F4 duck

IT TOOK 41 ATTEMPTS FOR RAFAEL Martins to secure his first British F4 win, but he did it in the second race at Oulton.

He profited from an error from reverse-grid poleman Zane Goddard, who clipped the kerb at Knickerbrook and went straight on into the barriers. Martins then had to resist a stream of 10 cars to the flag. The Arden driver just beat James Pull and Alex Quinn.

The other two races proved to be less eventful, both dominated by Carlin team-mates Devlin DeFrancesco and Petru Florescu. DeFrancesco shot away in the opener, while new points leader Florescu beat the Canadian in race three.

Jamie Caroline made good starts in races one and three to climb to third, but he was unable to make any further

progress and had to settle for the bottom step of the podium on both occasions. The Jamun driver retired from race two on the first lap with a clutch problem.

**STEPHEN LICKORISH**

**BRITISH F4 (15 LAPS) 1 Devlin DeFrancesco;** 2 Petru Florescu +1.634s; 3 Jamie Caroline; 4 Alex Quinn; 5 Max Fewtrell; 6 James Pull. **FL** Caroline 1m23.293s (96.20mph). **P** DeFrancesco. **S** 17. **RACE 2 (14 LAPS) 1 Rafael Martins;** 2 Pull +0.130s; 3 Quinn; 4 Florescu; 5 Fewtrell; 6 Billy Monger. **FL** Sennan Fielding 1m24.664s (94.65mph). **P** Zane Goddard. **S** 17. **RACE 3 (14 LAPS) 1 Florescu;** 2 DeFrancesco +2.495s; 3 Caroline; 4 Fewtrell; 5 Pull; 6 Martins. **FL** Florescu 1m23.735s (95.70mph). **P** Florescu. **S** 17. **POINTS 1 Florescu 158;** 2 Fewtrell 136; 3 Pull 131; 4 Fielding 116; 5 Luis Leeds 111; 6 DeFrancesco 109.

**OULTON PARK**  
GINETTA GT4 SUPERCUP JUNE 4-5

## Fresh brace for leader Wrigley

TOM WRIGLEY STRENGTHENED HIS stranglehold at the top of the Ginetta GT4 Supercup Championship, securing pole position, two wins and two fastest laps in a commanding display.

Wrigley's performance across the weekend reflected his sizeable lead in the standings, which was extended to 63 points over nearest challenger Will Burns after scoring five victories on the bounce.

Following on from his treble at Donington back in April – a feat managed by only two other drivers in the series' history – the Rob Boston Racing driver stormed to pole by nearly four tenths, before controlling both races to earn his fifth and sixth victories of 2016.

Mark Davies got the best start of all in race one to surge past Jamie Orton as Wrigley narrowly held on to the lead through Old Hall. Consecutive fastest laps enabled Wrigley to ease to the win, pulling clear by 2.5 seconds.

Burns slid past former HHC team-mate Orton on lap five, while a three-way scrap over second place emerged in the closing stages. Burns came out on top on the final lap thanks to a pass on Davies at Island.

A last-gasp attempt to retake Burns ended up with Davies locking up and ultimately losing a further position to Orton, who completed the podium.

Aided by a quick getaway in the second race, in-form Wrigley was imperious as he once more led home Burns at the end of the 15-lap encounter, even if the margin of victory was less substantial.

TCR's Davies was again fast off the line and subsequently jumped Orton on the run into the first corner for the second time. On this occasion he was successful in holding off the Triple M Motorsport driver for the final spot on the rostrum.

**LEWIS LARKAM**

**GINETTA GT4 SUPERCUP (BOTH 15 LAPS) 1 Tom Wrigley;** 2 Will Burns +2.534s; 3 Jamie Orton; 4 Mark Davies; 5 Declan Jones; 6 Callum Pointon. **FL** Wrigley 1m26.894s (92.22mph). **P** Wrigley. **S** 18. **RACE 2 1 Wrigley;** 2 Burns +1.695s; 3 Davies; 4 Orton; 5 Jones; 6 Carl Boardley. **FL** Wrigley 1m26.821s (92.30mph). **P** Wrigley. **S** 18. **POINTS 1 Wrigley 272;** 2 Burns 209; 3 Orton 189; 4 Boardley 148; 5 Davies 132; 6 Tom Hibbert 126.



Wrigley holds a commanding points lead

**SILVERSTONE**  
MGCCMGLIVE JUNE 4-5

# Ross wins before smokey end paves way for Robertson

STANDARDS FOR THE WEEKEND were set early last Saturday, as ZR 190 drivers Graham Ross and polesitter Colin Robertson, both going for their first wins of the season, fought tirelessly in the MG Trophy's Class A.

Ross eventually claimed victory, due in part to a fantastic start, but his Sunday was less successful as his car billowed smoke off the line and ended up on the grass at Copse.

A three-car contest for the lead emerged as Doug Cole and Jason Burgess turned up the heat on Robertson, who hung on by the tightest of margins to win. Burgess, having started 21st due to electrical issues, had already climbed to third by lap two of Sunday's race in one of the weekend's best comebacks.

Paul Luti won Class B comfortably on Saturday in his ZR 170, but Sunday provided a huge contrast as he faced a strong challenge from Fergus Campbell. Luti ended up scraping another victory after passing Campbell on the penultimate corner of the last lap.

Running a 70,000-mile engine that had been sourced from a scrapyards, Dan Ludlow cruised to victory in Saturday's MG Cup in his Class C ZS 180. Simon Cripps was Ludlow's main competitor until he slowed late on in his MGB Roadster, spurring murmurs of mechanical failure from the commentary box (although it turned out to be a case of a couple of missed apexes). Regardless, Cripps earned a class win.

Though he qualified last on a bumper grid, Thomas Halliwell finished ninth overall and second in Class C with his MG ZR. Halliwell continued to make light work of the pack on Sunday, making 12 overtakes on the first lap alone to earn a class win.

The 41-car grid was shared with the



MG Metro Cup. Mike Williams had grabbed pole and started well, but Ben Rushworth passed him to earn his third win of the season in his Rover 100. Rushworth completed a clean sweep on Sunday, punching the air as he crossed the line to secure overall victory. Reigning champion Phil Gough failed to finish both races in his Rover 114 GTi.

Tamas Vizin's first full season in Lotus Cup Europe has now resulted in him winning all six opening rounds in the Production Class, including a weekend double. The only doubt that overall winner Jonathan Packer had in his Evora V6 was that the traction control was set too low for Sunday's start, resulting in plenty of wheelspin. Regardless, Packer dominated both Saturday and Sunday on his home track.

Jean-Baptiste Loup dived late into Brooklands on lap five and spun out in front of the BRDC Grandstand, before managing to produce a flurry of terrific overtakes to rescue first in the 2-Eleven Class on Saturday. He repeated the

Ross led Robertson (#87) in MG Trophy race one en route to victory, but his car gave out at R2 start

Packer was able to clear chasing Lotus pack (left), while Freeman (177) beat his MGA rivals

victory on Sunday with a comfortable lead over Christophe Lisandre.

The Iconic 50s/FISCAR race was led by the Class 3 MGA Roadsters of Mark Ellis and Neil Cawthorn, but they were overcome by a patient Mike Freeman in his Lotus Elite. Alex Quattlebaum was first in Class 2 in his MG LECO 2.

Scott Quattlebaum started on pole for Saturday's Equipe GTS race, in which 58 cars competed. All were required to run on historic tyres as per FIA rules, giving them less grip than modern slicks. After an aggressive attempted overtake by Mark Cole (MGB Roadster), Quattlebaum ended up in the gravel and had to retire. Cole took victory in Class 3 as a result of that scrap. Fifty-seven cars were on the grid for Sunday and Cole looked comfortable throughout, picking up another win.

A closely fought Class A fight in the Midget/Sprite Challenge was won by Sam Healey, who defended his position admirably in his Sprite. Sharing the grid was the BCV8 Championship, which added MGB GTs and MGC Roadsters





into the mix. Rob Spencer held off Russell McCarthy for the BCV8 win, with James Wheeler in third.

A light-hearted family feud was the centrepiece of Sunday's AR Motorsport Morgan Challenge in which Russell Paterson and his son, Elliot, were almost glued to each other gunning for second place – though they competed in different classes. Russell finished second overall behind the dominant Keith Ahlers, but did finish ahead of his son, with Elliot third, taking the Class B win.

Mark McAleer and Peter Morris shared Porsche Club victories in two tight races. McAleer overhauled poleman Morris in the opener before Morris fought back to win by 0.2 seconds on Sunday.

James Wheeler held off Neil Fowler for Thoroughbred Sportscar glory, while Ross Makar beat Gary Wetton in the Cockshoot Cup.

**SAMARTH KANAL**

[→ P72 FULL RESULTS](#)



## Kout extends Superkart lead with Donington clean sweep

DEFENDING EUROPEAN SUPERKART champion Adam Kout consolidated his lead at the head of this year's championship with a double win.

Peter Elkmann and Kout had edged away from their rivals in the early laps of race one before they were caught and split by Daniel Clark into the Melbourne Hairpin. Kout fought back to retake second into Redgate on the next lap, and soon led into the Esses.

Liam Morley made it four fighting for the lead and charged into second, closing on Kout as the flag came out.

Kout took a lights-to-flag win in race two as a three-way squabble for second allowed the Czech to go clear. Yannick de Brabander lost second to Morley at the Esses on lap four, before falling to fourth as Morley held off Elkmann over the line.

After taking two European podiums, Morley won both the Div 1/F450 and F125 Open/KZ grands prix.

Elkmann led the first from the start, but Morley joined him in an immediate break and, having shadowed his rival for six laps, made the decisive move at Redgate. Stefan Malm followed Elkmann over the line to complete the podium.

Lee Harpham led for most of the 125 Open/KZs, but was usurped by Kirk Cattermole exiting Goddards on lap four. Harpham was back in front with a lap to go, but Morley dived into second at Goddards before a repeat move on Harpham a lap

later gave him his second title.

Australian Jordan Ford took the final grand prix win in the F250s race. Starting from pole, he reclaimed second at Melbourne on lap one before leading into Goddards a lap later. Gavin Bennett remained close until the last lap, with Jack Layton a solitary third.

Katie Milner took her third win of the season in the Junior Saloons. She led the red-flag-interrupted race from the restart, with George Sutton taking Matteo Zanetti for second through the Craner Curves on lap one. Oliver Wilmot had led a four-car train for fourth, but lost out to Edward Moore and Ronan Pearson into the Esses on the last lap.

The second race was also red-flagged just as Milner was poised to challenge Zanetti for his race-long lead. Luke Browning just held on to third as Sutton and Charlie Kennedy ran side by side behind him.

Phil Hanson and Nigel Moore's Audi R8 dominated a dull Britcar Endurance race, leading the way for almost all of the three hours. The Ferrari 458s of Leyton Clarke/Simon Atkinson and Mike and Anthony Wilds headed the pursuit almost throughout, with only the Renault R.S.01 of Nick Holden/Andrew McKenna briefly splitting them. Calum Lockie and David Mason's 458 retired early on in 'limp-home' mode.

Jonny Macgregor's Taranis proved unbeatable in all three Britcar GT & Production races. Paul Rose briefly lost second in race one after a spin, but soon regained it from team-mate Steve Harris. Race two produced the same 1-2-3, but with Rose retiring with a puncture and Harris encountering intercooler problems, Marcus Fothergill/Dave Benett's Porsche 997 and Andy Robinson's Ford Falcon completed the race-three podium behind Macgregor.

Jack Layton won both British F250 National Div 1 Superkart races, while Lee Harpham took both F125 Open/KZ and 450 Nationals.

**PETER SCHERER**

[→ P72 FULL RESULTS](#)





**BRANDS HATCH**  
CSCC JUNE 4-5

Lewis (75) worked his way through the field to win Future Classics

## Livesley's loss is Lewis's Classics gain

SNETTERTON FUTURE CLASSICS winner Alec Livesley narrowly failed to repeat his success at Brands, beaten mainly by his 'reward' for success in Norfolk – a 30-second pitstop penalty.

His Jensen Healey dropped to 21st after its stop, and a later drivethrough left Livesley with no chance to make up the deficit to winner Matthew Lewis (Marcos Mantula) or the shared BMW M3 of Tom Houlbrook and David Ball. Third was still a good result, Livesley just pipping Graham Scarborough's Capri.

John Spiers (TVR Griffith) lapped everyone before making his Classic K stop, and continued to draw away until a spin allowed the next two cars to unlap themselves. Runner-up David Holroyd (Lotus Elan) had two spins plus a 30s success handicap, but still beat the Grahame and Alan Bull E-type.

A restarted Tin Tops race provided the best action on Saturday. The length was cut after front-row starter Tom Mensley (Renault Clio) failed to get away cleanly, triggering a multi-car shunt before the first corner. Andrew Windmill was the worst casualty, requiring careful removal from his Peugeot.

With the usual pit-window rules cancelled for the day, Russell Hird pitted in his Honda Integra on lap one, falling to the back before rapidly regaining places when others stopped. Chris Boardman (BMW Compact) adopted the opposite approach, but Hird and Carl Chambers' Peugeot passed the BMW. That looked decisive, but Hird was hit with a 5s track limits penalty and dropped behind the other two. Richard Wheeler (Ford Fiesta) completed a tight top four, 4.6s covering them in the final results.

Wheeler then joined Paul Mensley in an Elan to win the first Swinging Sixties race. Wheeler was lucky to rejoin after

avoiding contact in an early spin at Paddock. Jon Wolfe and David Thompson steered their TVR to second, but only by a length from Ray Barrow's Camaro, which was catching up after his penalty pitstop as a previous winner.

The Mini of Richard Wager and Nick Swift dominated the second Sixties event, although Sam Polley's MGB was never far behind.

James Ramm (XJS) won both Jaguar Saloon & GT races, the first after a close contest with Colin Philpott and the second by a comfortable margin over the same rival. David Howard and Rodney Frost had a third and a fourth place each. Two crashing cars made a big dent in the Cooper Straight barriers in race one, and the second outing was stopped early with Derek Pearce's XK8 parked in a dodgy position at Paddock.

Dean Cook's TVR Sagaris looked a hot favourite for New Millennium honours after leading for almost half the race until his pitstop. A subsequent spin when he looked poised to regain first place blunted his charge and allowed the Mark Smith and Arran Moulton-Smith BMW to head Tim Davis (TVR Tuscan) at the flag. Another potential winner heavily involved in the early action, the Porsche

997 of Peter Challis, retired with a slipping clutch.

The Midget of Chris Southcott triumphed in both Special Saloon & Modsports races. The first was a tame affair, but the second was sometimes frantic as Southcott bombed up the order from a back-row start. Behind the MG came Ricky Parker-Morris in a Peugeot 309, Paul Sibley's Elan, Daniel Brown's Escort and the bizarre Cosworth-powered Anglia of Steven Moss.

Peter Ratcliff thrust his way past Christian Pittard to lead the Magnificent Sevens at the last corner, but Pittard had more momentum and won the drag to the line by 0.079s. Ratcliff had already reached the front from a pitlane start, the penalty for winning last time out, but made a "stupid mistake" by lapping a slower car under yellows. Ratcliff's dithering in handing the place back gave Pittard the opportunity he needed to retake the lead as the race headed for its final-corner climax. Richard Carter and Graham Charman were third and fourth, nearly half a minute back.

Modern Classics victory went to Laurie Grant's BMW under increasing pressure from the Porsche Boxster shared by James and Alan Broad. Grant had the self-imposed handicap of a slow pitstop as he grappled with his harness, but still came through to win. The 996 of David Hornsey and Steve Miller drifted back to third, its drivers well pleased after a lengthy absence from the tracks.

After a few laps of pressure from Richard Carter, Peter Ratcliff never looked like being denied a consolation win in the Open Series, the final event of the weekend.

**BRIAN PHILLIPS**

**Ramm and Philpott  
Jags tussle for position**



# Grant defeats Fford gents and scholars

BEATEN BY ROB WAINWRIGHT BY 0.010 seconds over two races last season, 2012 Historic Formula Ford champion Callum Grant returned the compliment in Saturday's epic Scholar Engines-supported race, highlight of the HSCC's annual visit to Snetterton.

The race was red-flagged after Tony Helliwell's Merlyn vaulted Michael Richings' Alexis at Montreal on lap one, and at the restart proved a fierce gunfight between Grant, Wainwright and 2013 champ Sam Mitchell, breaking a 23-month sabbatical. Young Benn Tilley was closing when the chequered flag fell.

Wainwright triumphed in Sunday morning's sequel, from which Grant retired after his throttle jammed open in the heat of battle with Wainwright and Mitchell, setting a corking Pre-1972 lap record as he hared away from Mitchell and Tilley.

Without the pressure of points-chasing, Mitchell won the fun finale, managing the gap to Grant, who started from the back but was second and closing inside four laps. Will Nuthall joined them on the podium as Danny Stanzl pipped dad Kevin for fourth.

Reduced to a one-hour Guards Trophy 'sprint' after a number of factors reduced the entry, the 'Autosport 3 Hours' feature saw Chevrons in the fray for the first time since 2013. Steve Boulton Brooks and Rob Beebee drove their ex-Lord Angus Clydesdale B8 beautifully to claim victory after challenger Greg Thornton pitted his newly restored ex-Digby Martland example with gearbox issues.

A late safety car period (to recover Will Goff's Lotus Elan, which shed a wheel at Coram) reunited the field, with a slower car separating each of the top three in the queue. As Beebee deservedly won the dash to the chequer, Dan Cox gunned reigning Guards title-holder Mike Gardiner's TVR Griffith past Nick Thompson's ex-Chris Skeaping Chevron



B6 as they lunged for the line.

Ed Morris scorched John Davison's 'Gold Bug' Elan clear of its small-capacity Pre-'66 GT rivals, setting up a fine fourth overall ahead of Adrian and James Russell's Elan. Sixth was the Ginetta G16 of Patrick Ward-Booth/Iain McDonald, who received the Peter Swinger Trophy for their spirit.

The Archie Scott Brown Trophy '50s sports cars race had a sting in its tail, for having blasted past poleman Roberto Giordanelli's ex-Bill Pollack Dean Van Lines Lister-Chevrolet in his self-built facsimile, Mark Lewis gyrated at Murray's. Undeterred, he clawed back a six-second deficit in four laps and won an awesome drag race to the finish that would have done justice to Santa Pod in its 50th anniversary year. Boulton Brooks chased them, clearly adoring his ex-Jim Clark Lister-Jaguar.

Andy Park and Benn Simms were barely separable in Historic FF2000, but Park spun away his unbeaten record – seeking a clean exit from Murray's while watching Australian Mark Goldsmith's Elfin 622 from the Classic Racing Car posse – on Sunday, rewarding the tenacious Simms, who set a new 300 circuit record.

Nick Fennell aced a very thin Formula Junior field on Saturday, screaming his Ford France Lotus 27 past Greg Thornton's 20/22 before Thornton missed a gear and rotated. Thoughts of a double evaporated when Fennell pitted when his engine stuttered on Sunday, but Thornton almost threw the gift away, spinning between Montreal and Palmers on the last lap. Only by squeezing Alex

**Grant galloped to Fford win to avenge 2015 defeat**

Morton, duelling with Aussie Marty Bullock in the final seconds, did he keep them at bay.

Despite missing second gear off the start and being engulfed both days, poleman Graham Pattle won the Touring Car rounds in his Lotus Cortina. Defending champion Simon Benoy (Imp) led for a lap on Sunday, when Neil Wood, whose immaculate Ford Anglia's throttle linkage had disintegrated on Saturday, looked to have Pattle beaten. Having repassed him brilliantly into Riches, Wood stayed ahead until his engine cut out momentarily on the final lap.

Even starting from the back on Saturday to conserve his gearbox, Classic Clubmans king Mark Charteris was unbeatable. Spencer McCarthy led the chase on day one, but a quick stop for a flapping front mudguard to be removed dropped him to fifth on Sunday. He charged back to third behind Mark Hales (Centaur), while Barry Webb completed an FF1600-engined double over Rachel Green, who debuted the D-Tech team's unique Penfold.

Once clear of Ian Pearson's URS FF2000 Van Diemen there was no stopping Simon Jackson (Chevron B43) in Classic F3. Paul Dibden completed the podium each day in the locally built ex-David Sears Argo JM6. Halted by a broken throttle return spring on Saturday, Hugh Price (Chevron B38) shot from the back to fifth in race two, splitting the Van Diemens of Chriss Lord and Levy. After two gripping 1600cc F3 contests, Adrian Langridge (ex-Barrie Maskell Dastle) and Glenn Eagling (ex-Mo Harness Ensign) shared the honours.

Beebee's joyous B8 weekend was completed with comfortable wins in both Allcomers tussles, run concurrently with the tin-tops. Canadian Pete Hallford's thunderous Senna Straight passes in his Chevrolet Corvette would have impressed his American neighbours' 96th Bomb Group to which RAF Snetterton Heath was home during the Second World War.



**Left: Boulton Brooks/Beebee Chevron B8 won shortened centrepiece**

[➔ P72 FULL RESULTS](#)

## Moran tops title-fight trio

SCOTT MORAN CONSOLIDATED HIS British Hillclimb Championship lead with a pair of wins at Shelsley Walsh, the UK's oldest motorsport track.

The top three in the title chase dominated proceedings, as Moran, Trevor Willis and Wallace Menzies topped each shootout, having earlier been the three fastest qualifiers.

The trio also recorded the three best times of the day, but it was Moran who prevailed as Willis and Menzies looked on. Neither could do a thing about the rampant Gould-NME driver, who now has a career 142 British wins under his belt.

Willis had a moment in Q2 when his engine cover came off and the aero disturbance hampered his run, allowing Menzies to outqualify him.

Moran now has a 21-point advantage over Willis, but admitted: "That could change at any time. I need to build all the points I can as early as possible".

Dave Uren is still in fourth place overall in his tiny turbocharged Force PC. He took fourth in the first encounter, but his engine suffered a major failure after the finish in Q2 and he was unable to start the final round of the day. He has just a week to replace the engine before the next rounds at Loton Park.

Sean Gould and Eynon Price, sharing the works Gould, continued their successful seasons, although Gould suffered a moment at Ess Approach in round 10 that had the crowd gasping, and a scoring time eluded him.

The track proved difficult in the warm and dusty conditions. Andrew Henson totalled his classic Pilbeam MP62 after The Crossing in one of the weekend's more dramatic moments, although swift work from the marshals kept delays short.

Paul Haimes' turbo Gould has had a troubled two-year gestation, but finally performed faultlessly for his best day since he won the Leaders in his Dallara nearly 10 years ago.

Will Hall tamed his hissing and spitting Force-AER for a fifth and fourth, although the Black Country factory manager was still dissatisfied with his weekend.

Lee Griffiths made one of his occasional run-off appearances in the first encounter, but failed to score and later crashed at the Esses in Q2, while championship co-sponsor Graham Wynn clipped a bank in round nine and likewise was unable to notch up any points.

Colin Satchell consolidated his lead in the class-based Hillclimb Leaders Championship with victory in each set of runs, which, in a change for this year, pay two sets of points.

EDDIE WALDER

### SILVERSTONE

MGCC MG LIVE, JUNE 4-5

**MG TROPHY (BOTH 9 LAPS) 1 Graham Ross (ZR 190);** 2 Colin Robertson (ZR 190) +0.197s; 3 Doug Cole (ZR 190); 4 Rob Perkins (ZR 190); 5 Robin Walker (ZR 190); 6 Paul Luti (ZR 170). **Class winners** Luti; Gianni Picone (ZR 160). **Fastest lap** Ross 2m26.773s (89.26mph). **Pole** Robertson. **Starters** 29.

**RACE 2 1 Robertson;** 2 Cole +1.626s; 3 Perkins; 4 Jason Burgess (ZR 190); 5 Walker; 6 Luti **CW** Luti; William Payne (ZR 160).

**FL** Robertson 2m27.438s (88.86mph) **P** Ross **S** 28.

**MG CUP AND MG METRO CUP (BOTH 8 LAPS) 1 Dan Ludlow (ZS 180);** 2 Simon Cripps (B Roadster) +6.953s; 3 Ben Rushworth (Rover 100); 4 Mike Williams (Rover Metro); 5 Andrew Ashton (Rover Metro GTI); 6 Paul Eales (B GT). **CW** Cripps; James Walpole (B Roadster); Rushworth. **FL** Cripps 2m33.060s (85.59mph). **P** Ludlow. **S** 40.

**RACE 2 1 Rushworth;** 2 Williams +0.978s; 3 Ashton; 4 Thomas Halliwell (ZR); 5 Jack Ashton (Metro GTI); 6 Hayden Edmonds (ZR 160). **CW** Rushworth; Halliwell; Edmonds; Grant Summersbee (ZR 170). **FL** Halliwell 2m36.071s (83.94mph). **P** Cripps. **S** 40.

**LOTUS CUP EUROPE (BOTH 13 LAPS) 1 Jonathan Packer**

**(Evora GT4);** 2 Xavier Georges (Exige V6 Cup R) +0.786s 3 Andrew Wright (Exige V6 Cup R); 4 Tommy Eliasson (Exige V6 Cup R); 5 Steve Williams (Evora GT4); 6 Robin Nilsson (Exige V6 Cup R).

**CW** Jean-Baptiste Loup (2-Eleven); Harry Woodhead (Exige S2);

Tamas Vizin (Elise Cup R). **FL** Packer 2m20.178s (94.00mph).

**P** Packer. **S** 34. **RACE 2 1 Packer;** 2 Wright +6.612s; 3 Georges;

4 Eliasson; 5 Nilsson; 6 Loup. **CW** Loup; Woodhead; Vizin.

**FL** Packer 2m19.570s (94.41mph). **P** Packer. **S** 33.

**ICONIC 50s AND FISCAR (11 LAPS) 1 Mike Freeman (Lotus Elite);**

2 Mark Ellis (MGA Roadster) +1.806s; 3 Neil Cawthorn (MGA Roadster); 4 Graham Coles (MGA Coupe); 5 Alex Quattlebaum (MG LEO 2); 6 Robin Ellis (Lotus Elite). **CW** Ellis; Quattlebaum; Jim Mackie (Sprite Mkl); Bruce Riches (Elva Mk5); Jason Harris (Lotus Elite); Martyn Corfield (Fraser Nash Sports); David Cottingham (AC Ace Bristol); Simon Gurney (MGA Coupe); Love G/Love A (Jaguar XK150); Mark Hoble (Triumph TR2); Chris Gawne (Lancia Aurelia B20 GT). **FL** Mark Ellis 2m41.045s (81.35mph). **P** Freeman. **S** 43.

**EQUIPE GTS (11 LAPS) 1 Mark Cole (MGB Roadster);** 2 Tom Smith (MGB Roadster) +1.316s; 3 Mark Ashworth (TVR Grantura MkII); 4 Richard Woolmer (Turner MkII); 5 Chris Ryan (Triumph TR4); 6 Brian Arculus (Lotus Elite). **CW** Woolmer; Ryan; Arculus;

Jason Harris (Austin-Healey 100/4). **FL** Scott Quattlebaum (Elva Courier) 2m36.359s (83.79mph). **P** Quattlebaum. **S** 58.

**RACE 2 (10 LAPS) 1 Cole;** 2 Ashworth +3.912s; 3 Smith; 4 Woolmer;

5 Quattlebaum; 6 Arculus. **CW** Woolmer; Arculus; Pete Foster (Triumph TR4); Harris. **FL** Ashworth 2m37.866s (82.99mph). **S** 45.

**MG BCV8 AND MIDGET/SPRITE CHALLENGE (7 LAPS)**

**1 Rob Spencer (B GT V8);** 2 Russell McCarthy (B GT V8) +1.767s; 3 James Wheeler (B GT V8); 4 Neil Fowler (B GT V8); 5 Sam Healey (Sprite Mkl); 6 Graeme Adams (Midget). **CW** Andrew Young (C GT); Babak Farsian (B Roadster); Max Cawthorn (B Roadster); Healey; Andy Southcott (Midget); Richard Perry (Midget); Martyn Clews (Sprite). **FL** Spencer 2m23.242s (91.46mph). **S** 47.

**MORGAN CHALLENGE (13 LAPS) 1 Keith Ahlers (+8);**

2 Russell Paterson (+8) +1m3.682s; 3 Elliot Paterson (Roadster);

4 Tony Hirst (ARV6); 5 Jeremy Knight (+8); 6 Andrew Thompson (ARV6). **CW** Ahlers; E Paterson; James Bellinger (+8); Tim Parsons (4/4); Tim Ayres (+8); Paul Bryan (4/4). **FL** Ahlers 2m21.713s (92.45mph). **P** Ahlers. **S** 28.

**PORSCHE CLUB (BOTH 11 LAPS) 1 Mark McAleer (996 C2);**

2 Mike Johnson (996 C2) +1.087s; 3 Peter Morris (996 C2);

4 Paul Winter (996 C2); 5 Kevin Harrison (996 C2); 6 Richard Ellis (996 C2). **CW** Andrew Toon (Boxter S); John Williams (911 Carrera).

**FL** Morris 2m19.798s (93.71mph). **P** Morris. **S** 23. **RACE 2 1 Morris;**

2 McAleer +0.237s; 3 Johnson; 4 Ellis; 5 Harrison; 6 Winter. **CW** Toon;

Williams. **FL** McAleer 2m19.769s (93.73mph). **P** Morris. **S** 21.

**THOROUGHbred SPORTSCAR AND COCKSHOOT CUP (9 LAPS)**

**1 James Wheeler (MGB GT V8);** 2 Neil Fowler (GT V8) +3.564s; 3

Russell McCarthy (GT V8); 4 Mark Halstead (TVR Vixen Sports); 5 Gary

Wetton (ZR 190); 6 Ross Makar (ZR 190). **CW** Jordan Spencer (GT V8);

Alan Charlton (Triumph TR6); Steve Lockhart (MG GT V8); Wetton; Ian

Winstanley (ZR 170); Adam Key (MGF VVC); Jeremy Toes (MG Midget).

**FL** Rob Spencer (GT V8) 2m21.943s (92.30mph). **P** Wheeler. **S** 45.

**COCKSHOOT CUP (8 LAPS) 1 Ross Makar (ZR 190);** 2 Gary Wetton

(ZR 190) +0.669s; 3 Ashley Woodward (ZS 180); 4 Jonathan Harker

(TF LE500); 5 Ian Winstanley (ZR 170); 6 David Coulthard (ZR 190).

**CW** Winstanley; Adam Key (F VVC); Jeremy Toes (Midget).

**FL** Makar 2m29.141s (87.84mph). **P** Phil Standish (MG TF). **S** 22.

### DONINGTON PARK

BARC, JUNE 4-5

**CIK-FIA EUROPEAN SUPERKARTS (BOTH 13 LAPS)**

**1 Adam Kout (MS Kart/DEA);** 2 Liam Morley (Anderson/DEA) +0.810s; 3 Peter Elkmann (MS Kart/VM); 4 Daniel Clark (Anderson/VM); 5 Yannick De Brabander (MS Kart/VM); 6 Marcel Maasmann (Anderson/VM). **FL** Morley 1m27.688s (102.05mph). **P** Kout. **S** 24.

**RACE 2 1 Kout;** 2 Morley +11.209s; 3 Elkmann; 4 De Brabander; 5 Maasmann; 6 Laurens Westerdijk (MS Kart/VM). **FL** Kout 1m27.836s (101.94mph). **P** Kout. **S** 24.

**BRITISH SUPERKART GRAND PRIX FOR DIV 1/F450 (11 LAPS)**

**1 Liam Morley (Anderson/DEA);** 2 Peter Elkmann (MS Kart/VM) +0.583s; 3 Stefan Malm (PVP/PVP); 4 Dave Harvey (Anderson/VM); 5 Mark Verhaar (MS Kart/VM); 6 Alan Witheroe (Anderson/VM). **CW** Witheroe; Stephen Clark (Anderson/KTM 450).

**FL** Morley 1m17.704s (102.09mph). **P** Morley. **S** 23.

**BRITISH SUPERKART GRAND PRIX FOR F125 OPEN/KZ**

**(10 LAPS) 1 Liam Morley (Anderson/DEA);** 2 Lee Harpham (Anderson/Redspeed TM) +0.178s; 3 Kirk Cattermole (Raider/SGM); 4 Ian Larder (Anderson/TM); 5 Danny Edwards (HRK/TM); 6 James O'Keefe (Anderson/TM). **CW** Rob Lawson (Anderson/Honda).

**FL** Morley 1m37.390s (91.94mph). **P** Matt Robinson (Anderson/Redspeed TM). **S** 44.

**BRITISH SUPERKART GRAND PRIX FOR F250 (10 LAPS)**

**1 Jordan Ford (Anderson/DEA);** 2 Gavin Bennett (Anderson/DEA) +1.639s; 3 Jack Layton (Anderson/DEA); 4 Dan Clark (Anderson/Redspeed Gas Gas); 5 Toby Davis (Anderson/Viper SK250S); 6 Paul Platt (MS Kart/Gas Gas). **CW** Layton. **FL** Ford 1m31.001s (98.39mph). **P** Ford. **S** 38.

**MIKRO SALOONS (7 LAPS) 1 Katie Milner;** 2 George Sutton

+5.696s; 3 Matteo Zanetti; 4 Edward Moore; 5 Ronan Pearson;

6 Oliver Willmott. **FL** Milner 1m59.260s (75.08mph). **P** Zanetti. **S** 27.

**RACE 2 (5 LAPS) 1 Zanetti;** 2 Milner +1.678s; 3 Luke Browning;

4 Sutton; 5 Charlie Kennedy; 6 Ethan Hammertorn. **FL** Milner

1m59.286s (75.06mph). **P** Sutton. **S** 24.

**DUNLOP GT & PRODUCTION (ALL 31 LAPS) 1 Jonny Macgregor**

**(Taranis);** 2 Paul Rose (Saker RAXP) +50.705s; 3 Steve Harris (Saker

RAXP); 4 Marcus Fothergill/Dave Benett (Porsche 997 Cup); 5 Andy

Robinson (Ford Falcon); 6 Del Shelton (BMW E36 M3). **CW** Rose;

Fothergill/Benett; Robinson; Lance Gauld/Alasdair Gauld (Porsche

Cayman). **FL** Macgregor 1m32.183s (97.13mph). **P** Macgregor. **S** 11.

**RACE 2 1 Macgregor;** 2 Rose +51.823s; 3 Harris; 4 Robinson;

5 Shelton; 6 Fothergill/Benett. **CW** Rose; Robinson; Fothergill/

Benett. **FL** Macgregor 1m32.278s (97.03mph). **P** Macgregor. **S** 11.

**RACE 3 1 Macgregor;** 2 Fothergill/Benett -1 lap; 3 Robinson;

4 Shelton; 5 Martin Parsons (SEAT Supercopa); 6 Gauld/Gauld.

**CW** Fothergill/Benett; Robinson; Gauld/Gauld. **FL** Macgregor

1m31.559s (97.79mph). **P** Macgregor. **S** 10.

**BRITCAR DUNLOP ENDURANCE (110 LAPS) 1 Phil Hanson/Nigel**

**Moore (Audi R8);** 2 Leyton Clarke/Simon Atkinson (Ferrari 458

Challenge) -1 lap; 3 Anthony Wilds/Mike Wilds (Ferrari 458); 4 Nick

Holden/Andrew McKenna (Renault R.S.01); 5 Jacob Mathiassen/

Steve Fresle (Ginetta G55 GT4); 6 Ian Lawson/Ryan Lindsay/Kevin

Clarke (BMW Z4 GT3). **CW** Clarke/Atkinson; Mathiassen/Fresle;

Mike Moss/Tom Howard/Darren Nelson (BMW M3 E46); Alyn

James/Dan Wheeler (Honda Civic Type R). **FL** Hanson/Moore

1m29.699s (99.82mph) **P** Hanson/Moore. **S** 15.

**BRITISH F250 NATIONAL/DIV 1 UK SUPERKARTS (BOTH**

**10 LAPS) 1 Jack Layton (Anderson DEA);** 2 James Hassall

(Jade/DEA) +14.420s; 3 Phil Rowlands (Anderson/KTM 450);

4 Tom Hatfield (Anderson/DEA); 5 Andy Bird (Raider/Redspeed

Gas Gas); 6 Danny Chan (PVP/PVP). **CW** Rowlands; Chan. **FL** Layton

1m32.743s (96.55mph). **P** Chan. **S** 51. **RACE 2 1 Layton;** 2 James



Lewis narrowly led Lister-Chevy one-two in Archie Scott Brown Trophy

# ND-UP

O'Reilly (PVP/Viper SK250S) +1.497s; 3 Hassall; 4 Paul Hewitt (Anderson/Barker FPE); 5 Bird; 6 Rowlands. **CW** Hewitt; Rowlands. **FL** Layton 1m33.410s (95.86mph). **P** Layton. **S** 50.

## NATIONAL F125 OPEN/F250 NATIONAL KARTS (BOTH 10 LAPS)

**1 Lee Harpham (Anderson/Redspeed TM)**; 2 Liam Morley (Anderson/DEA) +4.861s; 3 Sam Moss (Anderson/TM); 4 Danny Butler (Anderson/TM); 5 Matt Isherwood (Anderson/Vortex); 6 Danny Edwards (JRK/TM). **CW** Rob Lawson (Anderson/Honda). **FL** Harpham 1m38.219s (91.16mph). **P** Harpham. **S** 47.

**RACE 2 1 Harpham**; 2 Kirk Cattermole (Raider/SGM) +8.077s; 3 Morley; 4 Butler; 5 Edwards; 6 Trevor Roberts (Anderson/Vortex).

**FL** Matt Robinson (Anderson/Redspeed TM) 1m37.617s (91.73mph). **P** Harpham. **S** 47.

## SNETTERTON

HSCC, JUNE 4-5

**HSCC HISTORIC FF1600 (7 LAPS) 1 Callum Grant (Merlyn Mk20A)**; 2 Rob Wainwright (Elden Mk8) +0.198s; 3 Sam Mitchell (Merlyn Mk20); 4 Benn Tilley (Merlyn Mk20); 5 Ben Tusting (Merlyn Mk20); 6 Simon Toyne (Lola T200). **FL** Tilley 2m07.267s (83.98mph).

**P** Grant. **S** 31. **RACE 2 (10 LAPS) 1 Wainwright**; 2 Mitchell +1.599s; 3 Tilley; 4 Mark Shaw (Merlyn Mk20); 5 Tusting; 6 Will Nicholl (Jamun T2). **FL** Wainwright 2m06.855s (84.25mph) **record**.

**P** Grant. **S** 30. **RACE 3 (10 LAPS) 1 Mitchell**; 2 Grant +4.243s; 3 Nuthall; 4 Danny Stanzl (Elden Mk8); 5 Kevin Stanzl (Merlyn Mk20); 6 Ross Drybrough (Merlyn Mk20AS). **FL** Grant 2m07.104s (84.09mph). **P** Mitchell. **S** 19.

## AUTOSPORT GUARDS TROPHY SPORTS RACING & GT (25 LAPS)

**1 Steve Boulton (Chevron B8)**; 2 Mike Gardiner/Dan Cox (TVR Griffith) +3.866s; 3 Nick Thompson/Sean McClurg (Chevron B6); 4 Ed Morris/John Davison (Lotus Elan); 5 Adrian & James Russell (Lotus Elan); 6 Patrick Ward-Booth/Iain McDonald (Ginetta G16). **CW** Gardiner/Cox; Davison/Morris; Timothy Mahapatra/Harvey Stanley (Jaguar E-type). **FL** Boulton Brooks 2m06.557s (84.45mph). **P** Boulton Brooks. **S** 16.

**ARCHIE SCOTT BROWN TROPHY RACE (14 LAPS) 1 Mark Lewis (Lister-Chevrolet Knobly)**; 2 Roberto Giordanelli (Lister-Chevrolet Knobly) +0.341s; 3 Steve Boulton Brooks (Lister-Jaguar); 4 Chris Keen (Kurtis-Chevrolet 500S); 5 Tony Ditheridge (Cooper T49 Monaco); 6 James Paterson (Lotus 11). **CW** Boulton Brooks; Paterson; Chris Mann (Alfa Romeo PR3000); Robert Manson (Baldwin Mercury Special). **FL** Lewis 2m11.458s (81.30mph) **record**. **P** Giordanelli. **S** 11.

## HISTORIC FF2000 & CLASSIC RACING CARS (BOTH 10 LAPS)

**1 Andrew Park (Reynard SF81)**; 2 Benn Simms (Reynard SF77) +0.031s; 3 Andrew Storer (Reynard SF79); 4 Colin Wright (Reynard SF79); 5 Graham Ridgway (Reynard SF78); 6 Stephen Glasswell (Reynard SF79). **CW** David Margetts (Dulon MP21); Andy Jarvis (Palliser WDB2); Julian Stokes (Tecno). **FL** Simms 2m00.864s (88.43mph). **P** Simms. **S** 22. **RACE 2 1 Simms**; 2 Park +1.769s; 3 Storer; 4 Ridgway; 5 Mick Whitehead (Reynard SF79); 6 Glasswell. **CW** Neil Bowman (Van Diemen RF78); Jarvis; Stokes. **FL** Simms 2m00.389s (88.78mph) **record**. **P** Park. **S** 21.

**HSCC/FUHRA FORMULA JUNIOR (BOTH 9 LAPS) 1 Nick Fennell (Lotus 27)**; 2 Greg Thornton (Lotus 20/22) +8.171s; 3 Martin Bullock (Lotus 27); 4 Alex Morton (Lightning Envoyette); 5 John Rees (Lotus 22); 6 Chris Alford (Elva 200). **CW** Alford; William Grimshaw (Moorland Mk1). **FL** Fennell 2m09.886s (82.29mph). **P** Thornton. **S** 9.

**RACE 2 1 Thornton**; 2 Morton +0.229s; 3 Bullock; 4 Rees; 5 Alford; 6 Richard Nitschke (Elfin Catalina). **CW** Alford; Grimshaw. **FL** Thornton 2m11.100s (81.53mph). **P** Thornton. **S** 9.

## HSCC/HRSR BYBOX HISTORIC TOURING CARS (BOTH 9 LAPS)

**1 Graham Pattle (Ford Lotus Cortina)**; 2 Simon Benoy (Hillman Imp) +29.884s; 3 Robyn Slater (Ford Anglia 105E); 4 Peter Hore (Ford Lotus Cortina); 5 Neil Wood (Ford Anglia 105E); 6 Steve Platts (Singer Chamois). **CW** Benoy; Slater; Roger Godfrey (Austin Cooper S); Richard Cross (Triumph 2000). **FL** Pattle 2m21.264s (75.66mph). **P** Pattle. **S** 12. **RACE 2 1 Pattle**; 2 Wood +0.459s; 3 Benoy; 4 Mark Burton (Ford Mustang); 5 Slater; 6 Hore. **FL** Pattle 2m21.494s (75.64mph). **P** Pattle. **S** 13.

**CLASSIC CLUBMANS (BOTH 11 LAPS) 1 Mark Charteris (Mallock Mk20/21)**; 2 Spencer McCarthy (Mallock Mk20B) +9.569s; 3 Mark Hales (Centaur 14); 4 Alan Cook (Mallock Mk20/21); 5 Steve Chaplin (Phantom P79); 6 Martyn Halliday (Mallock Mk20/21). **CW** Barry Webb (Delapena Mallock Mk16BW); Richard Mallock (U2 Mk4). **FL** Charteris 1m54.543s (93.31mph). **P** Charteris. **S** 17.

**RACE 2 1 Charteris**; 2 Hales +23.185s; 3 McCarthy; 4 Cook; 5 Robert Manson (Mallock Mk21); 6 Chaplin. **CW** Webb; Mallock.

Moran now has a big lead in the Hillclimb standings



**FL** Charteris 1m54.707s (93.18mph). **P** Charteris. **S** 18.

**CLASSIC F3 & URS FF2000 (11 LAPS) 1 Simon Jackson (Chevron B43)**; 2 Ian Pearson (Van Diemen RF83/82) +49.829s; 3 Paul Dibden (Argo JM6); 4 Geoff Hoodless (March 813); 5 Chris Lord (Van Diemen RF83/82); 6 Chris Levy (Van Diemen RF83/82).

**CW** Pearson; Adrian Langridge (Dastle Mk10). **FL** Jackson 1m58.283s (90.36mph). **P** Jackson. **S** 16. **RACE 2 (10 LAPS)**

**1 Jackson**; 2 Pearson +7.801s; 3 Dibden; 4 Lord; 5 Hugh Price (Chevron B38); 6 Levy. **CW** Pearson; Glenn Eagling (Ensign LNF3). **FL** Jackson 1m58.523s (90.18mph). **P** Jackson. **S** 15.

## HSCC ALLCOMERS (BOTH 9 LAPS) 1 Robert Beebee

**(Chevron B8)**; 2 Peter Halford (Chevrolet Corvette C3) +1.403s; 3 Greg Thornton (Chevron B8); 4 Roger Waite (Royale S2000M); 5 Patrick Ward-Booth (Lotus Elan); 6 Nic Strong (Ford Capri). **CW** Halford; Ward-Booth. **P** Thornton. **S** 13. **RACE 2 1 Beebee**; 2 Halford +13.487s; 3 Waite; 4 Strong; 5 Ward-Booth; 6 Mark Jordan (Ginetta G4). **CW** Halford; Ward-Booth. **FL** Beebee 2m07.933s (83.54mph). **P** Beebee. **S** 12.

## BRANDS HATCH

SCCC, JUNE 4-5

## FUTURE CLASSICS (39 LAPS) 1 Matthew Lewis (Marcos Mantula)

; 2 David Ball/Tom Houlbrook (BMW M3 E30) +17.723s; 3 Alec Livesley (Jensen Healey); 4 Graham Scarborough (Ford Capri); 5 Gary Jones (Porsche 944 S2); 6 Robin & Thomas Gray (Pontiac TransAm). **CW** Ball/Houlbrook; Livesley; Scarborough; Jones; Gray; Dan Rogers (Mazda MX-5); Andrew Sweet/Connor Murphy (Ford Capri). **FL** Brian Lilley/Aaron Tucker (Ford Sierra Cosworth) 54.204s (80.22mph). **P** Livesley. **S** 34.

**CLASSIC K (61 LAPS) 1 John Spiers (TVR Griffith)**; 2 David Holroyd (Lotus Elan) +1 lap; 3 Grahame & Alan Bull (Jaguar E-type); 4 Peter Chambers (Ford Lotus Cortina); 5 Jack Rawles/Hugo Holland-Bosworth (Austin-Healey Mk2A); 6 Thomas Peard (BMW 1600 Ti). **CW** Holroyd; Bull/Bull; Chambers; Steve Chapman (Triumph TR4 SLR); David Thompson/John Wolfe (TVR Grantura Mk3); Brian Lambert (MGB); Michael Flewitt/Neil Myers (Lotus Elite). **FL** Spiers 56.069s (77.55mph). **P** Spiers. **S** 27.

## TIN TOPS (21 LAPS) 1 Carl Chambers (Peugeot 306 Rallye)

; 2 Chris Boardman/Arran Moulton-Smith (BMW 318 Ti) +2.007s; 3 Russell Hird (Honda Integra Type R); 4 Richard Wheeler (Ford Fiesta ST); 5 Kester Cook (Ford Fiesta ST); 6 Danny Cassar/Gary Barlow (Honda Integra Type R). **CW** Boardman/Moulton-Smith; Wheeler; William Hardy (Vauxhall Nova GTE); James Alford/Blair Roebuck (Honda Civic); Stephen Reynolds/John Ridgeon (Renault Clio). **FL** Wheeler 54.618s (79.61mph). **P** Wheeler. **S** 33.

## SWINGING SIXTIES GROUP 2 (39 LAPS) 1 Richard Wheeler/Paul Mensley (Lotus Elan)

; 2 Jon Wolfe/Dave Thompson (TVR Tuscan) +8.333s; 3 Ray Barrow (Chevrolet Camaro); 4 Mike McBride (MGC GT); 5 Philip Rothwell/Richard Hayhow (Lotus Elan S3); 6 Malcolm Mitton (Lotus Elan S4). **CW** Wolfe/Thompson; Mel Streek/Andrew Anderson (Ford Mustang); John Devlin/David Hudson (Reliant Sabre 6). **FL** Barrow 55.158s (78.83mph). **P** Wolfe/Thompson. **S** 15.

## SWINGING SIXTIES GROUP 1 (24 LAPS) 1 Richard Wager/Nick Swift (Mini Cooper S)

; 2 Sam Polley (MGB) +7.691s; 3 Gary Makein/Ian Everett (BMW 1502); 4 Ian Hulett (Austin-Healey Sprite); 5 Richard Merrell (Alfa Romeo Giulia GT); 6 Tim Cairns (Austin-Healey Sprite). **CW** Polley; David Moran (Ford Lotus Cortina); Glenn Canning (NSU TT); Alastair Sharpe/David Searle (Morris Mini); Stuart Bancroft/Richard Ford (Triumph TR4). **FL** Swift 56.843s (76.50mph). **P** Wager/Swift. **S** 30.

## JAGUAR SALOON & GT CHAMPIONSHIP (22 LAPS) 1 James Ramm (XJS)

; 2 Colin Philpott (XJS) +1.163s; 3 Rodney Frost (XJS); 4 David Howard (XJ12 Coupe); 5 Kevin Doyle (XJ12 Coupe); 6 Thomas Butterfield (XJ40). **CW** Howard; Butterfield; Steve Askham (XJ6). **FL** Philpott 55.889s (77.80mph). **P** Ramm. **S** 26.

**RACE 2 (13 LAPS) 1 Ramm**; 2 Philpott +7.574s; 3 Howard; 4 Frost; 5 Doyle; 6 Butterfield. **CW** Howard; Butterfield; Askham. **FL** Ramm 56.199s (77.37mph). **P** Ramm. **S** 23.

## NEW MILLENNIUM (42 LAPS) 1 Mark Smith/Arran Moulton-

**Smith (BMW E36 M3)**; 2 Tim Davis (TVR Tuscan) +8.630s; 3 Roger Lavender (BMW E46 M3); 4 Thomas Houlbrook/David Ball (BMW E36 M3); 5 Lucky Khera (BMW E92 M3); 6 Edward Leigh (BMW E36 M3). **CW** Davis; Gavin Thomson (SEAT Supercopa); Simon Hands (Lotus Exige S1); Alan Thompson (BMW E36 318i); Keith Issatt (Mini Cooper S). **FL** Dean Cook (TVR Sagaris) 51.635s (84.21mph). **P** Cook. **S** 27.

**SPECIAL SALOONS & MODSPORTS (14 LAPS) 1 Chris Southcott (MG Midget)**; 2 Paul Sibley (Lotus Elan) +9.001s; 3 Danny Morris (Peugeot 309 GTI); 4 Daniel Brown (Ford Escort RS Mk2); 5 Wayne Crabtree (Ford Escort BDT); 6 Steven Moss (Ford Anglia Spaceframe). **CW** Morris; Brown; Jezz Francis (Vauxhall Nova); Nick Proudlock (Ford Escort Mk1); Kevin Cooper (Hillman Imp).

**FL** Sibley 50.783s (85.63mph). **P** Sibley. **S** 22. **RACE 2 (18 LAPS)**

**1 Southcott**; 2 Ricky Parker-Morris (Peugeot 309 GTI) +1.920s;

3 Sibley; 4 Brown; 5 Moss; 6 Joe Ward (Vauxhall Baby Bertha).

**CW** Parker-Morris; Brown; Tony Paxman (Ford Escort Mk1);

Cooper. **FL** Southcott 50.684s (85.79mph). **P** Sibley. **S** 17.

## MAGNIFICENT SEVENS (45 LAPS) 1 Christian Pittard;

2 Peter Ratcliff +0.079s; 3 Richard Carter; 4 Graham Charman;

5 Danny Keenan/Christophe Deboffe; 6 Michael Jones.

**CW** Carter; Charman; Keenan/Deboffe; Hugh Coulter; Carl Nairn;

Wil Arif/Stephen Mansell; Robert Cooper; John Ogilvie.

**FL** Ratcliff 50.642s (85.86mph). **P** Gary Bate. **S** 29.

## MODERN CLASSICS (42 LAPS) 1 Laurie Grant (BMW E36 M3);

2 James & Alan Broad (Porsche Boxster S) +0.644s; 3 David

Hornsey/Steve Miller (Porsche 996); 4 Marcus Dudley (Ginetta G20);

5 Richard Hayes (Toyota Celica GT4); 6 Tom Barley (BMW E36 325i).

**CW** Broad/Broad; Dudley; Hayes; Barley; Robert Fellowes/Andrew

O'Connell (Porsche 968); Jake Bailey (Mazda MX-5); Glenn Williamson

(Mazda MX-5). **FL** Edward Leigh/Tom Houlbrook (BMW E36 M3)

54.725s (79.46mph). **P** Miles and Piers Masarati (Porsche 911). **S** 28.

## OPEN SERIES (33 LAPS) 1 Peter Ratcliff (Caterham C400);

2 Richard Carter (Caterham R300) +15.166s; 3 Danny Keenan/

Christophe Deboffe (MK Indy R); 4 Pantelis Christoforou (Ford

Escort Mk2); 5 Michael Jones (Caterham CSR); 6 Jean-Paul Bole

(MK Indy R). **CW** Carter; Keenan/Deboffe; Christoforou; Lee Frost

(BMW E46 M3); Andrew Constantinou (Ford Escort); Donald Laird/

Keiron Baillie (Lotus Elan). **FL** Ratcliff 51.046s (85.18mph).

**P** Gary Bate (Caterham CSR). **S** 25.

## SHELSLEY WALSH

HILLCLIMB, JUNE 4-5

## BRITISH HILLCLIMB CHAMPIONSHIP ROUND 9

**1 Scott Moran (3.5 Gould-NME GR61X) 23.45s**; 2 Wallace Menzies

(3.5 Gould-NME GR55) 23.53s; 3 Trevor Willis (3.2 OMS-RPE 28)

23.78s; 4 Dave Uren (1.3t Force-Suzuki PC) 24.03s; 5 Will Hall (2.0

Force-AER/XTec WH) 24.04s; 6 Sean Gould (1.6 Gould-Suzuki GR59)

25.26s; 7 Eynon Price (1.6 Gould-Suzuki GR59) 25.29s; 8 Richard

Spedding (1.6 GWR-Suzuki Raptor) 25.48s; 9 Ed Hollier (1.6

Empire-Suzuki 00 Evo) 25.59s; 10 Paul Haines (1.3t Gould-Suzuki

GR59) 25.65s; 11 Lee Griffiths (1.3s OMS-Suzuki 25) 26.40s;

12 Graham Wynn (3.5 Gould-Cosworth GR55) 26.43s.

**ROUND 10 1 Moran 23.26s**; 2 Menzies 23.43s; 3 Willis 23.71s; 4 Hall

24.53s; 5 Haines 24.89s; 6 Spedding 25.15s; 7 Wynn 25.52s; 8 Price 25.57s;

9 Hollier 25.60s; 10 Simon Marsh 26.02s; 11 Gould 29.96; DNS Uren.

**CW** Bruce Aitken (1.6 Citroen Saxo VTS) 40.93s; Richard Brant

(2.0 Renault Clio 172) 35.76s; Roy Standley (2.3t Mitsubishi Evo 5)

31.62s; Dave Warburton (2.5 Caterham-Duratec) 30.39s; Mike West

(2.0 Westfield Seiw) 37.45s; Andrew Russell (1.1 Ginetta G15) 34.82s;

Colin Satchell Satchell (2.0 Peugeot 205) 31.00s; Mike Turpin (2.2s

Vauxhall VX220) 30.57s; Ash Mason (1.3s Westfield SEI) 28.63s

**record**; Allan McDonald (2.4t Morris Mini Evo) 29.15s; Karl Schollar

(Spectre-Suzuki Mk7) 31.30s; David Tatham (2.0 Terrpin M) 21.29s;

Steve Marr (1.1 PCD-Suzuki Saxon) 26.57s; Ben Tranter (1.6 Vector

TF93K FF) 32.20s; Hollier 25.20s; Tim Davies (2.0 Pilbeam-Millington

MP88) 26.75s; Uren 24.26s; Willis 23.63s.

## CHAMPIONSHIP POINTS 1 Moran 99; 2 Willis 78; 3 Menzies 51;

4 Uren 46; 5 Spedding 37; 6 Hall 36; 7 Hollier 34; 8 Gould 25;

9 Wynn 21; 10 Jason Mourant 19.

# WHAT'S ON

## Under the skin of classic race cars

ON A VISIT TO THE HAYNES International Motor Museum earlier this year, it was a surprise to be confronted with how extensive the publishing company's 'novelty' spin-off books have become. Using the familiar clothing of the famous owners' manuals, they enable you to read about everything from the Space Shuttle to the dog, and from the USS Enterprise to the battleship Bismarck.

The burgeoning motorsport collection includes cars such as the Lotus 49 and 72, the Maserati 250F, the Porsche 917 and the Red Bulls of 2010-2013. Now joining them are Steve Rendle's book on the all-conquering Williams-Renault FW14B of 1992 and Steve Slater's on the Lotus 98T.

The Williams is an obvious choice, since it stands as one of the most dominant grand prix cars in history and represents the cutting edge of the technological age, with active suspension and traction control enclosed in standard-setting aerodynamics. In common with all the books in the series, there is some excellent photography, with John Colley shooting the car, as well as some wonderful artefacts, including technical drawings and data traces.

It includes interesting chapters on the active suspension and the unusual genesis of the car, as well as a chapter that takes you on a rapid tour of the various parts in fascinating detail.

There's plenty of good information here, and although there is input from some of the major players and the less heralded (but no less important) contributors, you feel it would benefit from a little more insight from such voices to go with the other research that has been done. While that might make the book more heavy going, it's unlikely too many very casual readers will be buying this tome.

The rest of the book includes overviews of the engineering team, a run through the performance of the car over the season, and an index of the drivers who got behind the wheel. All

of these have their place but lack the depth of the technical section. The appendix on rival teams' seasons in particular is superficial, and adds little to the core subject matter.

The Lotus 98T book is similar in feel, although different in that it actually covers the Lotus cars from 1983-86, meaning it also takes in the 93T, 94T, 95T and 97T. Inevitably, this gives it a slightly different character.

Again, the technical section is the highlight and, although there isn't quite the same range of detail photography as in the Williams book, there are some wonderful studio shots to enjoy. There are also some nice touches, such as the patent document for the turbocharger inlet system and some period data sheets.

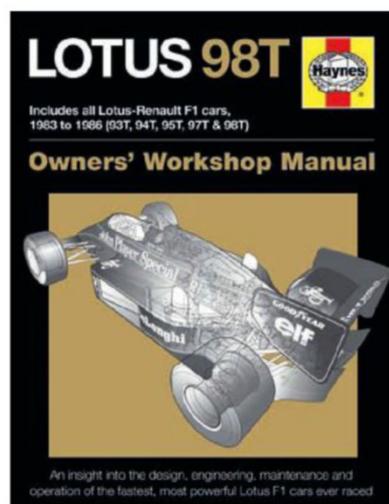
Like the Williams book, there are further depths that would ideally have been explored, although doubtless space and budget restrictions mean it might not have been practical to do so.

Both are well worth a read, although those familiar with the cars will probably find them a little uneven.

In any case, the packaging and the photography more than justify a space on your bookshelf.

• Available from [Haynes.co.uk](http://Haynes.co.uk)  
both priced at £22.99

**EDD STRAW**



## WILLIAMS FW14B

1992 (all models)

### Owners' Workshop



An insight into the design, engineering and operation of Williams's World Champion

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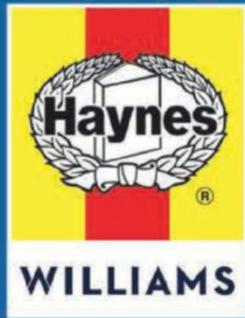
## HOT ON THE WEB THIS WEEK

YouTube **NORDSCHLEIFE WEATHER HAVOC**

**Search for: 24h Nurburgring Nordschleife Chaos Crash**

The weather at the Nurburgring – particularly on the legendary Nordschleife – is famed for its ability to change in an instant. This video brilliantly captures the madness as sunny conditions quickly turn to rain and a subsequent hailstorm during the recent Nurburgring 24 Hours.

S



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onship-winning F1 car



### 2011 CANADIAN GRAND PRIX

SKY SPORTS F1  
Thursday 2100

There's not much time to catch this week's choice, but we promise it's worth your while. Watch one of Jenson Button's finest wins in Formula 1 as he snatches an improbable victory in Montreal.

## INTERNATIONAL MOTORSPORT

### CANADIAN GRAND PRIX

Formula 1 World Championship

Rd 7/21

Montreal, Quebec, Canada

June 12

WATCH ON TV

Live: Sky Sports F1, 1900

Highlights: Channel 4, Sunday 2230

### INDYCAR SERIES

Rd 8/15

Texas Motor Speedway, USA

June 11

WATCH ON TV

Live: BT Sport/ESPN, Sunday 0130

### NASCAR SPRINT CUP

Rd 15/36

Michigan, USA

June 12

WATCH ON TV

Live: Premier Sports TV,  
Sunday 1730

### RALLY ITALY-SARDINIA

Rd 6/14

Alghero, Sardinia, Italy

June 9-12

WATCH ON TV

Live: BT Sport 1, Sunday 0800

Live: BT Sport 1, Sunday 1100

### WORLD TOURING CARS

Rd 6/12

Moscow Raceway, Russia

June 12

WATCH ON TV

Live: Eurosport 1, 1000

### JAPANESE FORMULA 3

Rd 4/8

Suzuka, Japan

June 11-12

## UK MOTORSPORT

### SILVERSTONE BRITISH GT

June 11-12

British GT, European GT4, BRDC F3, Ginetta GT5, VW Racing Cup, Ginetta Racing Drivers' Club, Jaguar XK/Pre '66, Aston Martin GT Challenge, Intermarque, Innes Ireland Cup, '50s Sports Cars

### BRANDS HATCH AMERICAN SPEEDFEST

June 11-12

NASCAR Euro Series, V8s, FF1600, Intermarque, Allcomers, Track Day Trophy, Formula 5000

### THRUXTON BARC

June 11-12

Truck meeting: Classic FF1600, Caterham Graduate, Sports 2000 Duratec, Sports 2000 Pinto, Sports 2000 Historic, Pickup Trucks, Kumho BMW, Hyundai Coupe

### ROCKINGHAM BRSCC

June 11-12

FF1600, Formula Jedi, Caterham Academy, TVR, Open Sports, Honda VTEC, Deutsche Marques Cup, Toyota MR2, Nippon Challenge, Tricolore Trophy

### SNETTERTON BRSCC

June 11-12

BMW Compact Cup, BMW 330, Ford Fiesta, Ford Fiesta Junior, Fun Cup, Touring Greats/TC63 Touring Cars, HRDC Academy, HRDC A-Series

### MONDELLO PARK MEC

June 11-12

Scottish Legends, Formula Vee, Formula Sheane, Stryker Sportscars, Touring Cars, SEATs, Historic Racing Cars, Fiesta Zetec, Fiesta ST, Global GT Lights, ASK Supercars, Legends

### MALLORY PARK 750MC

June 12

500cc F3, Formula Vee, 750 Formula, 750 Trophy, Classic Stock Hatch, Stock Hatch, Hot Hatch





Agip



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RIELLO





## THE ARCHIVE

Gerhard Berger celebrates leading Michele Alboreto to a Ferrari one-two at the 1988 Italian GP at Monza. Leader Ayrton Senna's chicane clash with backmarker Jean-Louis Schlesser ensured Scuderia success, less than a month after Enzo Ferrari's death.

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# INTRODUCING



# BILLY JOHNSON

**F**ord's line-up for the Le Mans 24 Hours is stacked full of big-name drivers. There are IndyCar stars Scott Dixon and Sebastien Bourdais, touring car legend Andy Priaulx and a raft of established sportscar pros such as Richard Westbrook and Olivier Pla. And then there's Billy Johnson. You're probably not familiar with the name of a driver who hadn't raced in Europe until he took part in this year's Silverstone and Spa World Endurance Championship rounds with Ford in preparation for Le Mans this month, but Johnson is a big shot in his own field.

The 29-year-old Californian is one of the most successful drivers in the Continental Tire SportsCar Challenge, the second-tier series under the IMSA SportsCar Championship.

It is for his performances in the Continental series with the Multimatic squad that Johnson owes his place in the Ford Chip Ganassi Team UK line-up, alongside Pla and Stefan Mucke at Le Mans. He has raced its hot Ford Mustangs for the past three seasons and is the current points leader alongside team stalwart Scott Maxwell. And it is the Canadian organisation that developed the new Ford GT – both the road and race car – and put together the WEC team.

Maxwell and Johnson were the first to drive Ford's new GTE contender last summer. Johnson's been part of the programme ever since, taking a major role in developing the road car.

Johnson says he's "been pinching myself every day" since he was confirmed as part of the race line-up for Le Mans.

"My performances in different Ford cars put my name in the hat, but I knew there were no guarantees," he says. "Look at the class of driver in the team, so I know you can't get in without the speed."

Johnson's story is much like that of many other jobbing sportscar drivers who fell off the single-seater ladder. He won a scholarship to compete in Formula BMW USA in 2004, finished fifth overall and has raced an open-wheeler only once since.

"I've had to work from the bottom up," he says. "I've never had any resources behind me; my career has been based on the opportunities that have come my way." ❦

GARY WATKINS



CV

- Age** 29
- 2015** 3rd Continental Tire SportsCar Challenge
- 2014** 10th CTSC
- 2013** 7th Grand-Am Cup, 15th Grand-Am GT
- 2012** 13th GA Cup
- 2011** 2nd GA Cup
- 2010** 3rd GA Cup
- 2009** 8th GA Cup
- 2008** 7th GA Cup
- 2007** 2nd GA Cup
- 2006** GA Cup, World Challenge
- 2005** GA Cup (ST class)
- 2004** 5th Formula BMW USA

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# AUTOSPORT

# LE MANS 2016

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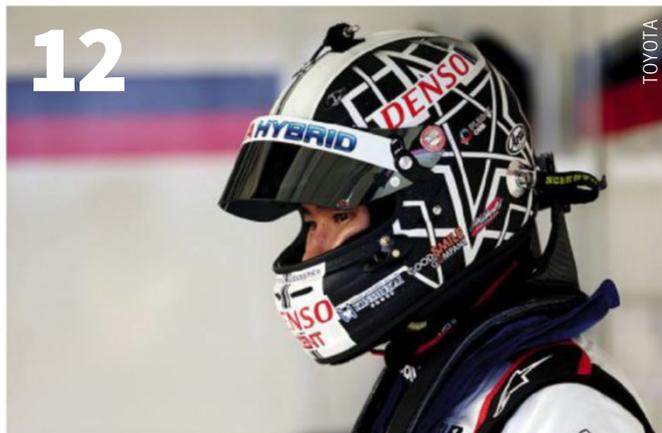
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# LE MANS 2016

## PORSCHE v AUDI v TOYOTA



EBREY/LAT

# Battle for Le Mans

Porsche won in 2015, but Audi and Toyota have new cars and have hit back in WEC this season.

Gary Watkins explains why there is no clear favourite this year



## PORSCHE v AUDI v TOYOTA

Porsche has had the fastest car so far in the WEC in 2016



**T**wo confusing – even messy – rounds of the World Endurance Championship at Silverstone and Spa mean predictions about the 84th running of the Le Mans 24 Hours are almost impossible to make. But what those races have revealed is that all three LMP1 manufacturers are heading to the Circuit de la Sarthe with a chance of victory.

Audi won both races on the road, though Andre Lotterer, Benoit Treluyer and Marcel Fassler lost victory at Silverstone in April in the scrutineering bay. When it did notch up its first WEC win in 12 months at Spa in May, the turbodiesel P1 was barely competitive against its petrol rivals. Reigning champion Porsche has one inherited victory from the series opener to its name, but might have won both pre-Le Mans rounds if not for misfortune. And Toyota bounced back from a difficult season opener and looked on course for

victory in Belgium until engine problems intervened.

It is clear that each manufacturer has shown form so far this season, but all three have also encountered reliability issues. Toyota lost both its cars to engine failure at Spa, while Audi and Porsche ran into major issues with their hybrid systems in rounds one and two respectively.

As if offering some kind of forecast wasn't hard enough based on the events of the first two WEC races, the situation was confused at the Circuit de Spa-Francorchamps – the track that should offer the best benchmark for Le Mans – by the different configuration of car the manufacturers were running. Porsche and Audi turned up with Le Mans-spec aerodynamics. Toyota didn't, and ran the same bodywork as at Silverstone.

### WHO HAS THE SPEED EDGE?

Porsche had the fastest car at both Silverstone and Spa. The #1 919 Hybrid shared by Mark Webber, Timo

Bernhard and Brendon Hartley had the speed to win both times, yet the reigning world champions head for Le Mans with just one and a half points on the scoreboard. Hartley's clash with a GTE Am car at Silverstone and the two punctures at Spa – which led to a detrimental effect on the gearbox of the Porsche's hybrid system – robbed them of a clear chance of victory both times.

How a small advantage enjoyed by Porsche's updated championship winner translates to the unique demands of the 8.47-mile Circuit de la Sarthe is difficult to judge.

Audi was able to take the fight to Porsche – or at least the #2 car shared by Neel Jani, Romain Dumas and Marc Lieb – and take the chequered flag in first position at Silverstone. Yet the Le Mans-spec version of its all-new R18 e-tron quattro wasn't on the pace at Spa apart from a short period at the beginning of the race, though it was Loic Duval, Lucas di Grassi and Oliver Jarvis who took the victory at the end of a race of attrition.



Left: Audi has been back in the mix for wins since Silverstone opening round

Below left: Toyota lost Spa win to failure

Below right: Jarvis, Duval and di Grassi won at Spa



The Audi lacked the downforce necessary for Spa in Le Mans trim. But as Lotterer pointed out, that means absolutely nothing when it comes to the 24 Hours: “We were light on aero for Spa and you can’t make a judgement on Le Mans based on that race. It is a different type of track because the speeds are much higher.”

It appeared to be worry-free for Audi after its fortuitous victory in Belgium.

“We were too slow, but we are not sitting here thinking where can we find 1.5s a lap,” says Audi Sport Team Joest boss Ralf Jüttner.

“We know we have the tools to find it.”

Toyota was able to fight with Porsche at Spa with its new twin-turbo V6 TSO50 HYBRID in what it was calling medium-downforce aerodynamic configuration. That left it without enough downforce

at Silverstone, but put it right in the mix next time out in a race held in warmer-than-expected weather that favoured its tyre choice.

Running the same spec as at the 24 Hours was not an option at Spa because, says Toyota Motorsport

GmbH technical director Pascal Vasselon, its “Le Mans package is a very low-downforce package”. That was borne out by the speed-trap figures when it ran the car on the opening day of the official pre-season WEC test at Paul Ricard.

The car hit 211mph

at the end of the Mistral Straight, or approximately 20 and 25mph quicker than Audi’s and Porsche’s respective high-downforce cars.

The Le Mans Toyota’s top speed was a shade quicker than Porsche managed with an interim aero package

## “Toyota hit 211mph at Ricard, 20 more than Audi, 25 over Porsche”

12 months before. That’s significant because new rules for 2016 have reduced power from the cars’ internal combustion courtesy of a cut in the amount of fuel they can use. But how it will affect the battle at the front of the field is still unknown.

There is an air of confidence at Toyota going into Le Mans this year after its uncompetitive showing in 2015. “We showed at Spa that we can be competitive when we get it right and we expect that to be the case again at Le Mans, even if we may not be as strong as in 2014,” says Anthony Davidson, who is again teamed with Sébastien Buemi and Kazuki Nakajima. “One of the reasons we were more competitive at Spa than at Silverstone is that there is more opportunity for kinetic energy recovery [courtesy of more heavy braking zones]. Le Mans, by the nature of the track, should favour us again in that respect.”

But is Porsche the favourite, at least based on what we knew ahead of the Le Mans Test Day on June 5? >>



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Left: The Toyota low-downforce car appeared at the Prologue test

Below left: Porsche took a dominant win at Le Mans in '15

Below right: The LMP1 cars should go the same distance between stops



As humble as always since its entry into the LMP1 arena in 2014, the Stuttgart marque is trying to shrug off such status.

“I really don’t think we are favourites,” says Porsche LMP1 team principal Andreas Seidl. “We have seen that everyone is close together and we are not underestimating Toyota and Audi. It will be an open battle.”

### THE RELIABILITY STAKES

Porsche, in theory, has the more proven car, given that it is running a heavily revised version of last year’s second-generation 919 against two all-new contenders. That said, the problems encountered by the #2 entry at Spa prove that there can be no givens when it comes to the reliability of the modern breed of high-tech P1 hybrids.

“With these complex cars you can never be too confident,” says Seidl.

“A problem can come at any time, not just for us, but for all the manufacturers. It will again be a big challenge to get the cars to the finish at Le Mans.”

That said, Porsche appears content with its programme of endurance testing leading up to Le Mans, which included racking up 15,000km at the Motorland Aragon circuit in Spain at two tests either side of Spa.

Audi had a difficult start to its development programme with the latest car to carry the R18 e-tron quattro name, but told the world as the season approached that it was catching up fast. That was borne out by the events of Spa. It was the only P1 factory team to get through the six hours without technical problems; all the issues for the delayed #7 car of Lotterer, Treluyer and Fassler were driver induced.

Toyota said it had no major

reliability concerns for Le Mans after completing its programme of endurance simulations ahead of Spa, then lost both its cars to engine failures in the Belgian event. Its conclusion at press time was that the problem was caused by a bottoming out of the TSO50s in the compression at Eau Rouge and that those conditions would not be recreated at Le Mans.

### FUEL CONSUMPTION

The three factories all went 13 laps between fuel stops at Le Mans last year. New rules that have reduced the fuel available to each car per lap, combined with new tank capacities, aren’t expected to have an effect on that.

That was certainly Audi’s prediction. “If anyone else is doing more than that, we’re in trouble,” says Juttner. >>



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The #13 Rebellion has been third in both WEC rounds in 2016



EBREY/LAT

The time that the P1 factory cars spend in the pits should be equal too. Porsche stole a march on its rivals last year with a tweak that allowed it to gain vital seconds refueling. The magic trick was found by Audi in time for the Fuji WEC round last October and by Toyota ahead of the start of the 2016 season.

A new rule for Le Mans this year limits the amount of power that can be deployed by their hybrid systems to 300kW, approximately 400bhp, on safety grounds. This is unlikely to have an effect on the performance of the cars relative to each other. Even Toyota, which has most to lose if the rule is extended to the rest of the WEC calendar in 2017 – because it deploys through two axles – admits it will not be significantly disadvantaged at Le Mans.

**“Porsche used a refuel trick last year, the others now have it too”**

### PRIVATEER HOPES?

It would be fanciful to suggest that they have, such is the performance advantage of the factories in the high-tech world of modern LMP1 racing. But if you imagine that the six-hour WEC races at Silverstone

and Spa were the first 12 hours of Le Mans, then the two privateer Rebellions LMP1s would now be running third and fourth on distance covered (ignoring the exclusion of the #7 Audi at round one).

What’s more, at least half the factory field – and that’s a

manufacturer entry that’s down on numbers compared with last year – has retired from our hypothetical race.

The two Toyotas are out with engine failure. The #1 Porsche is in the barriers somewhere out on the track and the other is running around with

limited and sporadic hybrid boost. It’s going faster than the the two Rebellion-AER R-Ones, at least on the evidence of Spa, but who knows what toll its problems are going to take on the car, most pertinently the brakes.

Let’s give Audi the benefit of the doubt and suppose it pulled the #8 car into the pits for repairs during the first six hours – aka Silverstone – before its hybrid problem became terminal. I’m reckoning the delay would have been prolonged and that the car is still behind the two Rebellions in our imaginary 24-hour race.

So at three o’clock in the morning, the best of the Rebellions is something approaching six laps down on the #2 Porsche and four behind the #7 Audi. Who knows where our theoretical race is going from here?

So, a lot of unknowns as we head into the 24 Hours. What we at least do know is that all three manufacturers are in with a chance. We also know that it’s extremely likely to be an unpredictable race... ❄



# Kobayashi: Made for Le Mans

The ex-F1 driver is back at the 24 Hours as a works Toyota driver. Edd Straw explains why the Japanese is well suited to this kind of racing

**K**amui Kobayashi briefly looks to the floor and shakes his head. “It was a big mess,” he says, clearly not especially keen on going into too much detail.

The 29-year-old is responding to a question about whether turning his back on a Ferrari GT contract to return to Formula 1 in 2014 with a Caterham team in terminal decline was a mistake. He agrees it worked out badly, but quickly adds “it wasn’t really a big mistake for me”. Given where he is now, he has a point.

The veteran of 75 grands prix from 2009-14 is now a factory LMP1 driver for Toyota and heads into his second Le Mans 24 Hours with a realistic shot at victory – and, potentially, is in the early stages of a long career at the pinnacle of sportscar racing. Le Mans will be only his third start in a prototype, with a second in the World Endurance Championship opener at Silverstone and a retirement at Spa to his name. But given the pace of the Toyota TS050 HYBRID in the second of those two races, he is in the hunt for a maiden victory in the big one.

You might think someone who gained the inaccurate and offensive caricature as some kind of ‘kamikaze’ driver in F1 is ill-suited to endurance racing. But even in his F1 days, his qualities looked well suited to the discipline. He was quick, consistent and decisive in traffic, all of which are key traits for an LMP1 factory driver.

And his start has been promising. Not only is he very capable behind the wheel, one who the team anticipates is only going to get stronger as experience builds, but he is also a true character in the positive sense of the word, always ready with a joke and an ever-shifting hairstyle. Outside of the car, he’s anything but predictable.

“I’m still learning to be consistent in overtaking slower cars,” says Kobayashi, who is characteristically willing to admit there’s room for improvement. “I’m not too bad, but I can do a bit better with experience. I am not at 100 per cent yet with my performance, but I am getting familiar with this category.”



Kobayashi’s Formula 1 comeback in 2014 did not go well

Alongside his team-mates in the #6 Toyota TS050 HYBRID – Stéphane Sarrazin and Mike Conway – Kobayashi will be one to watch at Le Mans. Toyota is certainly going to be stronger than it was last year, when its two cars were at the races only in the literal sense rather than the metaphorical one.

Given the hex the manufacturer has suffered at Le Mans, losing victory two years ago and failing to win the race with the stunning GT-One in the late 1990s, should Kobayashi be part of the crew that finally wins he would become something of a national hero.

“At Le Mans, it isn’t only the car that is important, we need luck as well,” he says. “I hope if we have some, we can be OK. But as we saw in 2014, most of the race Toyota led and it was a big surprise to miss the win to a sensor failure. You never know what will happen, but we are working hard

and we will do our best – that’s all I can say. Our weakness was Silverstone but at Spa we saw the performance was better. Our target is Le Mans and we are improving a lot.”

Kobayashi has proved to be diligent. The complexity of the current generation of hybrid sports-

prototypes cannot be overplayed and it takes time to adapt. As he puts it, “you have to be flexible”.

In F1 he showed a willingness to do what’s necessary to get the job done, with the ability to recover from setbacks during race weekends when others would have let their head drop. It’s

typical of Kobayashi that he doesn’t see this as a strength, just what’s expected of a professional driver.

“A fast driver still has to be consistent,” he says. “And that should not be a big deal. My job is to be consistent, manage traffic and be intelligent during the race. It’s a good challenge and not easy, actually, but that’s what we are here to do.”

And Kobayashi also has that bit of ruthlessness any top driver needs. After all, when he was called up for an unexpected F1 debut for Toyota in the 2009 Brazilian GP and turned in a drive that effectively saved his career, he made sure he came off best in a clash with fellow Toyota protege, and now team-mate, Kazuki Nakajima... ❄

**“At Le Mans, it isn’t only the car that is important, we need luck as well”**



Kobayashi finished second at Silverstone



# Ford is back

Half a century on from its first Le Mans win, Ford makes its return. **Gary Watkins** explains why an anniversary victory would be so important

GIBSON/FORD



## FORD MAKES ITS RETURN

**I**t's an anniversary that needed celebrating and Ford should be congratulated on the way the company will commemorate the first of its four consecutive victories in the Le Mans 24 Hours 50 years ago. It is making a return to international sportscar racing and the French enduro after a long absence with a modern incarnation of its line of GT racers from the 1960s.

The Ford GT bidding for GTE Pro honours at Le Mans this year does more than tip its hat to the GT40 and the derivatives that claimed overall victory in the big race in 1966-69. The similarities stretch from the look of the car to the nature of its conception.

"We wanted something in the vein of our winners from the 1960s, which were always 'roadable' street cars," says Ford head of product development Raj Nair, who can be regarded as the father of the new GT. "We wanted to reproduce that; it seemed more appropriate to us."

That's more appropriate than a bid for outright honours against Porsche, Audi and Toyota with a high-tech hybrid in the LMP1 class. It shouldn't be forgotten that the Ford GT40 and the seven-litre Mk2 and Mk4 that followed were designed as prototypes specifically to win Le Mans overall.

"Our racing philosophy is to make sure that our customers in the showroom can relate to what we are doing on the track both in terms of the cars and the technology," Nair continues. "This car showcases new technologies and what our capabilities are right now. That is our message."

The 21st-century Ford GT was conceived from the start to go racing, just like its predecessors. Road car and race car were developed side by side by the Ford Performance division and the Canadian Multimatic organisation, whose history of partnerships with the Blue Oval

encompasses multiple programmes inside and outside motorsport.

"Put the road and the race cars side by side, and you'd say they were the same car, only one has a lower ride height," says Multimatic vice-president and motorsport boss Larry Holt. "It's the same car, no bullshit."

"My aero guy, Mark Handford [ex-Jaguar and Benetton Formula 1 teams] worked equally with Ford's lead aero guy. The race car really was developed in parallel with the road car."

The side-by-side nature of the development also allowed Ford to ready its full-factory return to Le Mans for the first time since 1982 and the short-lived C100 Group C programme in time for the 2016 season. The decision to build the GT wasn't made until late 2013, yet the first race car was testing within 18 months. That was before Ford finally took the lid off its plans for Le Mans and beyond on the Friday of race week 12 months ago.

"The programme has run at super-speed," explains Dave Pericak, who has led the project in his role as director of the newly created Ford Performance division. "It had to, because the party was going to happen with or without us."

The intent to race the new Ford GT also explains the recruitment of Chip Ganassi Racing at the start of the 2014 season for an assault on IMSA's

United SportsCar Championship with a Riley Daytona Prototype powered by the same 3.5-litre EcoBoost twin-turbo V6 found in the back of the GTE contender. Not that the owner of a team that has a proven track record across Champ Car/IndyCar, North American sportscars

and NASCAR knew what was in store for him down the line.

"When they picked us, I thought I was getting involved in a prototype programme over in the States," says team boss Chip Ganassi. "It all happened kinda late, but then they

## "Ford and Ganassi are making a four-car assault on Le Mans"



said they were thinking about Le Mans. Then they asked if we wanted to be the race team for the GT programme. I told them that it would be an honour and a privilege."

Former CART racer Ganassi, who says one of his earliest motorsport memories is of playing with a Ford GT40 slot car, had always hankered after taking his team to Le Mans. It was an event he contested on one occasion as a driver with the Sauber Mercedes team in 1987, which turned out to be his last race start as a professional driver at a time when he was about to embark on his first steps into team ownership.

"Le Mans was absolutely something I wanted to do, but it's all about finding the right partners," he says of a near 30-year absence from the Circuit de la Sarthe. "This kind of programme is so hard to put together. I can't say it's something I've been searching for on a regular basis over the years, but it was always there



**Above: last month's WEC action at Spa**

**Left: 50 years ago, its first Le Mans win in 1966**

somewhere in the back of my mind.”

The Ganassi name is above the door on the two teams representing Ford on the international sportscar scene this year, which are converging on Le Mans for a four-car assault in the 24 Hours. The successful Ganassi sportscar operation – which has no fewer than six victories in the Daytona 24 Hours to its name over

the past 10 years – fields two cars in the IMSA SportsCar series. A full World Endurance Championship campaign, meanwhile, is masterminded by a start-up operation that has been put together by Multimatic in premises near Silverstone previously occupied by the Triple Eight British Touring Car Championship team.

A dual campaign in its North American heartland and on the world stage was imperative for Ford.

“We are a global company, so competing in a world championship was important for us,” explains Nair. “That is what we are about as a company that sells cars on every continent.”

The two operations are running as one at Le Mans, according to George Howard-Chappell, who is both programme manager of the GT side of things at Multimatic and team principal of the WEC operation in the UK. “It really will be one team when we get to Le Mans,” says the former boss of Aston Martin Racing, who oversaw its 2007-08 GT1 class victories.

Ford makes no secret of the historical significance of this year’s Le Mans, 50 years after Bruce McLaren and Chris Amon triumphed in a MkII entered by Shelby American Inc. The celebrations of what Nair describes as “a big year for the company” include the presence of the winning ‘66 car, now owned by Ganassi shareholder and two-time Le Mans participant Rob Kauffman.

Nair admits that the pressure is on because “you only get one shot at winning on the 50th anniversary”, while admitting that Ford “recognises the challenges of a first-year car and a first-year organisation”. Ganassi, too, concedes that there is pressure, but bats it away as part and parcel of motorsport.

“I can’t remember a time when we weren’t under pressure; we are at our best under pressure. That’s why I am in this business,” he insists. “We’re interested in repeating ‘66, not ‘64 or ‘65 [Ford’s first unsuccessful years with the GT40 at Le Mans]. We aren’t going there to lose.”

Nair describes this year as the “big one”. But then, he points out, should Ford fail to claim GTE Pro honours this time around there should be other birthdays to celebrate along the road for a programme presently confirmed for two years.

“If we don’t do it this year we’ll get a shot at some more anniversaries,” he says. “The 50th anniversaries of 1967, ‘68 and ‘69.” ❖

# The start of something big

Twenty years ago the Joest team took an unwanted car and won Le Mans for Porsche. Audi was paying attention... By Gary Watkins



LAT



**A**udi didn't have to look very far when it came to finding a race team for its debut at the Le Mans 24 Hours in 1999. Joest Racing would have been top of anyone's list after back-to-back victories in the French enduro in 1996 and '97. But how it came to be in that position – one that has resulted in 11 Le Mans wins with the German manufacturer – is a complex story of chance and intrigue.

Joest, also a double winner of the 24 Hours in 1984 and '85, had been out of sportscar racing since 1993, save for loaning some mechanics and equipment to Porsche for its successful Le Mans campaign the following year. It was in the midst of what turned out to be a four-year programme with Opel in the DTM and then the International Touring Car series, but boss Reinhold Joest hankered after a return to Le Mans.

He'd visited the 24 Hours in 1995, a year that Porsche was meant to have been present with its WSC95 prototype. The machine, developed by TWR Inc in the USA out of the Group C Jaguar XJR-14, was intended for an attack on the triple-crown sportscar enduros at Daytona, Sebring and Le Mans, only to be mothballed courtesy of a late rule change before the first of those races. The canny Joest saw the potential of the cars now gathering dust.

Sitting behind Porsche research and development boss Horst Marchart, the board member responsible for motorsport, at the manufacturer's end-of-season prizegiving, he had an idea.

"I asked Herr Marchart what he was going to do with those cars," remembers Joest. "I said to him, 'Would you be interested in renting me them for Le Mans? I think I can win Le Mans for Porsche.'"

Joest Racing's Ralf Juttner, then its technical director, takes up the story: "Reinhold persuaded Porsche by saying that they didn't know how ready they were going to be with their new 911 GT1 [plans for which had been announced in November 1995], nor how good it was going to be. That »

## SEEDS OF DOMINATION

was when both GTs and prototypes were running for the overall win.”

Juttner remembers the cars – one a new-build, one a converted Jaguar – “being in a terrible state”. More than that, the original design that involved grafting a Porsche 962 rear end onto a Jaguar tub *sans* roof barely added up to a raceable machine.

Norbert Singer, who led Porsche’s side of the development of the WSC95 at the end of 1994, recalls an incident in testing on the Michigan ‘roval’ that highlighted the original car’s deficiencies.

“Scott Goodyear was driving the car and came on the radio and said, ‘Look what I can do!’, but I didn’t see anything as he came past the pits,” says Singer. “The second time I realised that he was turning the steering wheel left to right and the car was going straight!”

When Singer belatedly put one of the WSC95s in Porsche’s windtunnel, the results were disastrous.

“That first car had something like 95 per cent of the downforce on the rear,” says Juttner. “Maybe I’m exaggerating, and it was 85 per cent. Anyway, it wasn’t good.”

The developments – new front and rear bodywork and a one-piece floor – weren’t so much designed as “just built”, he continues.

“We didn’t have CAD [computer-aided design] in those days and there weren’t even many drawings. We did it in the old-school way,” says Juttner. “We gave it to DPS [the composites company set up by team owner Dave Price] and they did it all for us.”

There was also new cooling, a revised fuel system and, very significantly, a major testing programme with Goodyear.

The rules for GT1 cars and the

prototypes were written to give each an equal chance. But the two types of car achieved their performance in different ways. The GT1 had more power and a bigger fuel tank, but narrower tyres and a higher minimum weight than the prototypes.

“We did a lot of tyre testing because I wanted to be able to do triple stints, which wasn’t really common at Le Mans at that time,” explains Juttner. “We had an 80-litre fuel tank and the GT1s had 100 litres, and I thought we could overcome that disadvantage by doing triples.”

Juttner was bang on the money. The WSC95 was at least as quick as the two Porsche 911 GT1s and only went one lap less on a tank of fuel. Triple stinting – a tactic it adopted through the daylight hours of the race – gave the winning car, shared by Manuel Reuter, Davy Jones and Alex Wurz, the lead as early as the first hour.

From the second hour on, the car led

all but a handful of laps. Its only problem was a loose oil catch tank that required replacing. It would be the only time the bodywork came off the winning WSC95 over the course of its two Le Mans victories.

The story of WSC95 might have ended there, but for two things: the first was Porsche’s failure to agree to the sale of a pair of customer 911 GT1s to Joest for ’97; and the second an unlikely agreement made between Joest and Marchart months before.

The end of the ITC in 1996 had left Joest without work. “We were trying to put together a GT1 programme,” says Juttner. “It wasn’t our favourite, but it was the only thing that looked feasible. Reinhold and I actually went to Weissach [Porsche’s motorsport



**“The first car had something like 95 per cent of downforce on the rear”**

Ralf Juttner





HQ] to sign a contract.

“We’d made an arrangement so that our guys could build the cars in our workshop to get to know them better. It was a little bit cheaper and we had better terms for spare parts. But once we got to Weissach, we were told that we couldn’t do this special deal. So we told them to forget it.”

That left the team with just a solo WSC95 in its workshops – Joest had cut a deal with Marchart that if he won Le Mans, he could keep the car. Yet there were still obstacles to clear to run it at the 24 Hours again.

Porsche opted not to continue its support, which had included the supply of engines and gearboxes in ’96, because it wanted to win Le Mans with the updated 911 GT1 Evo. What’s more, TWR wouldn’t supply parts this time around after re-entering the sportscar arena with Nissan.

There was also another unlikely hitch: Joest forgot to enter the race! The team had been granted a guaranteed place on the grid courtesy of its victory the previous year, but it didn’t realise it had to follow the normal entry procedures. A series of frantic phone calls from Germany to France resolved the situation after an eagle-eyed journalist alerted Joest to its error.

The story of Joest’s Le Mans victory in 1997 – and its late decision to give a young Formula 3000 star by the name of Tom Kristensen his first start in the 24 Hours – has been told over and over again. A less interesting tale is the return of the two WSC95s to the factory fold in ’98 with revised front aerodynamics and the rear end from Porsche’s new 911 GT1-98. It wasn’t a success.

There was one final race for WSC95 at the inaugural Petit Le Mans 1000-mile enduro at Road Atlanta in October 1998. Audi Sport boss Wolfgang Ullrich was present that weekend and was regularly seen around the Joest truck, forcing the team to bat off the inevitable questions from the media.

Days later, what has become the most successful relationship between a manufacturer and a team in the history of the Le Mans 24 Hours was announced. ❄



**Above: Joest won again in 1997 with a single WSC95**

**Far left: the original-spec WSC95, early ’96**

**Near left: the car made its final appearance in 1998**

# The spirit



ALL PICS: JAKOBE BREY

# of Le Mans

Quadruple amputee Frederic Sausset's inspiring endeavour will be one of the stories of this year's race, says Gary Watkins



**I**t's a bizarre way to get into a racing car. But then what the driver suspended from the pole is trying to achieve lies somewhere between the totally bizarre and the utterly remarkable. Frederic Sausset is a quadruple amputee, and yet he is aiming to race in the Le Mans 24 Hours in only his second season of competition.

The story behind the 47-year-old's participation at Le Mans this year at the wheel of a specially modified LMP2 car entered under the banner of SRT41 (the recipient of the entry for a car showcasing new technology) is as amazing as it is heart-rending. Equally amazing is how he will actually do it – the mechanics of driving a high-downforce racing car with his disabilities.

The Heath Robinson means by which Sausset gets into the Nissan-powered Morgan LMP2 almost belittles the system of controls conceived by the driver himself. They aren't sophisticated, but they are clever because they allow his team-mates to drive the OAK Racing-run car more or less as they would any other LMP2 car.

Sausset originally came up with »

FREDERIC SAUSSET



Sausset made his LMP2 debut at Silverstone

his ideas as a means to get back driving on the road.

“I didn’t want to drive my road car with a joystick,” says the Frenchman. “Driving a car normally was one of the first things I thought about when I came out of hospital.”

Sausset activates the accelerator and the brake via the conventional pedals. His seat insert has paddles or levers connected to the pedals that he works with his thighs. The whole arrangement is simply removed when it’s time for one of his team-mates to take the wheel.

There are a couple of concessions to Sausset’s disability: the brakes are power-assisted and permission to run ABS has been granted.

“I lack the strength to apply big pressure and also don’t have much feel on the brakes, which is why I need ABS for safety reasons,” he explains.

Sausset steers with a prosthetic limb on his right arm that plugs into an attachment on his steering wheel. This is simply removed and replaced by a conventional wheel with which team-mates Christophe

Tinseau and Jean-Bernard Bouvet, who have 19 Le Mans starts between them, drive the car.

They drive with standard paddle-shift gear activation, but the Xtrac “box can be set to run as an automatic at the flick of a switch thanks to electronics developed by Magneti Marelli.

There is no clutch in either mode. “So you can’t stall even if you spin,” says Tinseau.

The final trick is the means by which Sausset is able to exit the car in a hurry and meet the FIA evacuation standard – his seat is forced upwards by compressed air at the push of a button and he rolls himself out of the car.

Sausset admits that the physical challenge of his undertaking is significant. “It’s really hard in the fast corners,” he explains. “I only steer with one arm, and I’m sure that it would be easier if you have

two hands to balance the car. The left-handers are also more difficult for me.”

Sausset’s dream of racing at Le Mans was conceived in his darkest days in hospital during the illness that nearly killed him. He contracted an aggressive infection from what he

thought was a small scratch. A condition known as purpura fulminans set in, resulting in the amputation of both hands and his legs above the knees.

A purpose in life was required for Sausset and he set the target of competing at Le Mans, an event

that he had attended as a spectator a month before his illness. He already knew Tinseau, with whom he had undertaken a couple of track days before this life-changing event, and made contact again within weeks of leaving hospital.

“He called me and said,

**“I steer with one arm. I’m sure it would be easier with two hands...”**



‘Christophe I want to talk to you, but I don’t want to do it on the phone. I want to talk face to face,’ recalls 46-year-old Tinseau. “I was amazed when he told me what he wanted to do. I said I would help him to the maximum, but explained that first we had to go to [24 Hours organiser] the Automobile Club de l’Ouest.”

ACO sporting manager Vincent Beaumesnil was receptive to Sausset’s ideas and pushed for him to be given what, before the grid was increased to 60 cars for this year, was known as the ‘Garage 56’ entry.

“I thought we should try it because Frederic’s enthusiasm and focus are amazing,” says Beaumesnil. “I gave him as many contacts as I could to help him raise the finance.”

One of those was Audi Sport boss Wolfgang Ullrich. Audi provided the engine for the Group CN-class Ligier JS53 EVO in which Sausset started racing last year in the VdeV Proto series. Plans to use a modified DTM engine in the Morgan had to be abandoned, but the German manufacturer remains on board as a sponsor.

Sausset’s targets include finishing the race and driving for a total of six or seven hours. He also wants to get within 110 per cent of the quickest P2 car, although this is not a requirement of his participation. He will, unless the stewards apply discretion, have to qualify within 120 per cent of the average of the best three times set by three different makes of car at the front of the grid. That means completing a lap in somewhere around four minutes.

Beaumesnil is expecting a significant step up in pace by Sausset from his pre-Le Mans warm-up at the Silverstone European Le Mans Series round. He points out that a big portion of the time being lost in April was in the tight Loop left-hander and that “there are no corners like that at Le Mans”.

But ask Sausset about the biggest challenge he will be facing at Le Mans, and he sounds like any other racing driver: “It will be the traffic.”



**Left: the leg and arm attachments that allow him to drive**

**Below: Sausset has to lap Le Mans in around four minutes**





## LE MANS 2016

FROM THE ARCHIVE



This Porsche 917 Langheck is still the fastest car in Le Mans history in terms of time on a single lap, albeit on the classic pre-chicane configuration thanks to Jackie Olivier's 3m13.9s in qualifying for the 1971 race. Last year's pole lap was a 3m16.887s.

# The cars and their stars

Sixty cars, and 180 drivers, will battle it out over four classes for the Le Mans 24 Hours. Gary Watkins assesses the prospects for all of them in the French classic

## LMP1

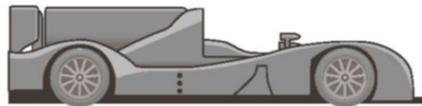
Pure-bred prototypes, which must have energy-retrieval capability if run by a manufacturer, fight it out at the front. Power from the internal-combustion engines is 500bhp, but hybrid punch boosts output to approaching 1000bhp.

## LMP2

This is the secondary prototype division open only to privateer teams. There is a cap on the cost of machinery and the class is run to a pro-am format – there must be at least one silver-rated driver in each car. Power is around 450bhp.

## GTE PRO GTE AM

The class formerly known as GT2 for road-based GT cars is split into two: GTE Pro features factory teams with all-professional line-ups allowed; GTE Am comprises pro-am squads using older cars with only one pro driver allowed.



## PORSCHE TEAM PORSCHE 919 HYBRID



**1** TIMO BERNHARD   
 MARK WEBBER   
 BRENDON HARTLEY 

**2** ROMAIN DUMAS   
 NEEL JANI   
 MARC LIEB 



Porsche returns with an updated version of the second-generation 919 Hybrid that won Le Mans and the WEC titles last year. The monocoque is unchanged, but little else from 2015's car has been retained in unmodified form, V4 single-turbo engine and hybrid system included. There is no third car this time alongside the pair of regular WEC entries, the result of a cost-cutting drive undertaken with fellow VW brand Audi in the wake of last year's diesel-emissions scandal. Nico Hulkenberg is busy anyway in Azerbaijan, but it explains why '15 Le Mans winners Nick Tandy and Earl Bamber are driving 911 GTE cars this time around. The line-up of the two WEC entries remains unchanged since Porsche's return to top-flight sportscar racing in 2014.

**AUTOSPORT SAYS** Porsche has the more proven package, one that's already shown its speed

## ● TOYOTA GAZOO RACING TOYOTA TS050 HYBRID



**5** ANTHONY DAVIDSON   
SEBASTIEN BUEMI   
KAZUKI NAKAJIMA

**6** STEPHANE SARRAZIN   
MIKE CONWAY   
KAMUI KOBAYASHI

A disastrous start to its ultimately winless 2015 WEC campaign forced Toyota back to the drawing board. While it was making up the numbers at Le Mans 12 months ago, a decision was being made to develop a turbo engine to power its all-new TS050 HYBRID for '16. The naturally aspirated V8 in use since 2012 has been replaced by a 2.4-litre twin-turbo V6, coinciding with a swap from super-capacitor to battery-energy storage and a step up in hybrid class from 6MJ to 8MJ. The driver line-up has been tweaked with the retirement of ex-Formula 1 star and two-time Le Mans winner Alex Wurz. Another F1 graduate in Kamui Kobayashi moves up from a test-and-reserve role to take the place of the Austrian.



**AUTOSPORT SAYS** Spa form proves that Toyota is back in the game

## AUDI SPORT TEAM JOEST AUDI R18 E-TRON QUATTRO



**7** MARCEL FASSLER   
ANDRE LOTTERER   
BENOIT TRELUYER

**8** LUCAS DI GRASSI   
LOIC DUVAL   
OLIVER JARVIS

The latest in a line of Audis to bear the R18 e-tron quattro name is an all-new design, as its radical aerodynamics attest. The 13-time Le Mans winner has, like Toyota, switched to battery-energy storage after abandoning the flywheel used since the first e-tron quattro appeared in 2012. At the same time it has stepped up a hybrid sub-class to run in the 6MJ division, which it believes is the optimum for a turbodiesel P1 racer. Significantly, it has been able to make that move with a single means of energy retrieval: a front-axle kinetic system. Audi runs just two cars at Le Mans for the first time since 2006, as part of its agreement with Porsche, for a driver line-up that's unchanged for the 2016 WEC season.



**AUTOSPORT SAYS** Le Mans should suit the strengths of a car that has already run at the front



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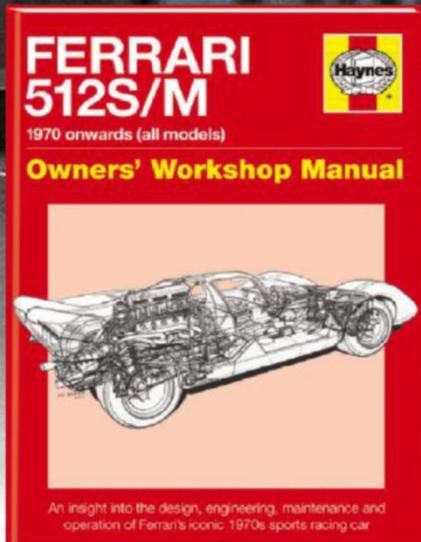
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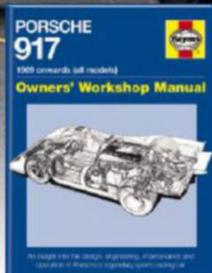
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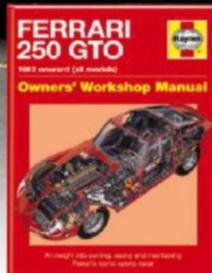
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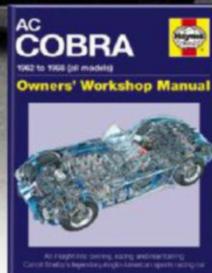
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**BYKOLLES RACING TEAM** CLM-AER P1/01



XPB IMAGES

**4** SIMON **TRUMMER**   
 OLIVER **WEBB**   
 PIERRE **KAFFER**

German-based team that races under the Austrian flag has had a continuous presence, formerly as Lotus LMP, on the WEC entry list since its rebirth in 2012. Its solo CLM-AER has undergone a major aero upgrade for this season. Former ELMS champion Webb steps up to P1 this year.

**AUTOSPORT SAYS** Poor reliability in the opening two WEC rounds doesn't bode well for Le Mans

**+** **REBELLION RACING** REBELLION-AER R-ONE



**12** NICOLAS **PROST**   
 NELSON **PIQUET JR**   
 NICK **HEIDFELD**

**13** MATHEO **TUSCHER**   
 DOMINIK **KRAIHAMER**   
 ALEXANDRE **IMPERATORI**



XPB IMAGES

The Anglo-Swiss squad returns for its ninth consecutive Le Mans, and its third with its own chassis. Eradicating the reliability niggles of last season was the priority over the winter and included the switch to an older spec of AER V6 engine. Ex-F1 driver Piquet has joined the team for the first three WEC rounds, single-seater convert Tuscher for the full season.

**AUTOSPORT SAYS** Who knows what the reliability that's yielded two thirds so far might bring at Le Mans?

**INNOVATIVE CAR**

**SRT 41 BY OAK RACING** MORGAN-NISSAN LMP2



EBREY/LAT

**P24** THE SPIRIT OF LE MANS

**84** FREDERIC **SAUSSET**   
 CHRISTOPHE **TINSEAU**   
 JEAN-BERNARD **BOUVET**

Quadruple amputee Sausset gained an entry in the spot for cars using innovative tech, the former 'Garage 56'. OAK runs the specially adapted Morgan, which Sausset shares with Le Mans veterans Tinseau and Bouvet.

**AUTOSPORT SAYS** Ambitious plans that sounded implausible when first announced are on verge of reality

# LE MANS 2016

LMP1 LMP2 GTE PRO GTE AM

## SO24! BY LOMBARD RACING LIGIER-JUDD/BMW JSP2



EBREY/LAT



**22** VINCENT **CAPILLAIRE**   
OLIVIER **LOMBARD**   
JONATHAN **COLEMAN**

This is a new team set up by Sarthe Objectif 24! – established to help local drivers compete at Le Mans – and Jean Lombard. The father of lead driver Olivier raced twice in the 24 Hours, as Jean Messaoudi, and fielded an Argo Group C2 car with his MT Sport Racing team in 1988.

**AUTOSPORT SAYS** Track record of the Lombards and third in ELMS opener at Imola suggest good things

## PANIS BARTHEZ COMPETITION (TECH 1) LIGIER-NISSAN JSP2



EBREY/LAT



**23** FABIEN **BARTHEZ**   
PAUL-LOUP **CHATIN**   
TIMOTHE **BURET**

Grand prix winner Olivier Panis is taking his first step into team ownership alongside ex-Manchester United goalkeeper Barthez. They've linked up with Toulouse-based Tech 1 Racing, a former frontrunner in Formula Renault 3.5, to field a Ligier in the ELMS and at Le Mans.

**AUTOSPORT SAYS** Has shown form in ELMS, but there's a question mark against any team on Michelins

## ALGARVE PRO RACING LIGIER-NISSAN JSP2



EBREY/LAT



**25** CHRIS **HOY**   
ANDREA **PIZZITOLA**   
MICHAEL **MUNEMANN**

Anglo-Portuguese squad made a full-time graduation to the international sportscar scene over the second half of last year's ELMS, and competes at Le Mans for the first time in 2016. The big story is record-breaking Olympian Chris Hoy fulfilling his boyhood dream of competing in the 24 Hours.

**AUTOSPORT SAYS** Any headlines for Algarve will be about Hoy's participation rather than a strong result

 **G-DRIVE RACING (JOTA)** ORECA-NISSAN 05



**26** RENE RAST   
NATHANAEL BERTHON   
ROMAN RUSINOV 

Russian entrant G-Drive, winner of the WEC P2 title last season with OAK Racing and Ligier, has linked up with the British Jota Sport squad to run a new ORECA coupe in the WEC. The combination had the pace to win the opening two rounds at Silverstone and Spa, but for bad luck.

**AUTOSPORT SAYS** ORECA chassis, strong team and this driver line-up makes G-Drive one of the favourites

 **G-DRIVE RACING (JOTA)** GIBSON-NISSAN 015S



**38** GIEDO VAN DER GARDE   
SIMON DOLAN   
JAKE DENNIS 

Jota Sport, which won P2 at Le Mans in 2014, also runs its ELMS entry in G-Drive colours after the tie-up for its WEC graduation. Ex-F1 driver van der Garde is taking his first steps in sportscars; ditto F3 driver Dennis, who replaces Harry Tincknell for the 24 Hours.

**AUTOSPORT SAYS** Expect Jota to prove once again that there is life in the ageing Gibson

 **SMP RACING (AF CORSE)** BRE-NISSAN BR01



**27** NICOLAS MINASSIAN   
MAURIZIO MEDIANI   
MIKHAIL ALESHIN 

**37** VITALY PETROV   
VICTOR SHAYTAR   
KIRILL LADYGIN 



The Franco-Russian SMP squad is undertaking a full WEC campaign in 2016 with two coupes built by its BR Engineering spin-off and AF Corse again running the cars. Team stalwart Minassian and ex-F1 driver Petrov, back racing after a year out, lead the two line-ups. IndyCar driver Aleshin returns for Le Mans. In the first two WEC rounds of the season, its cars haven't managed better than eighth place.

**AUTOSPORT SAYS** Needs to get on top of the latest Dunlop tyre, after switch from Michelin, to perform

# LE MANS 2016

LMP1 LMP2 GTE PRO GTE AM

## **PEGASUS RACING** MORGAN-NISSAN LMP2



**28** LEO ROUSSEL   
REMY STRIEBIG   
INES TAITTINGER 

This French team based in Alsace and running under a German licence is back with the 2014-spec Morgan it's campaigned since its return to Le Mans two years ago. Roussel stays for a third season and is joined by amateurs Striebig and, from the champagne family, Taittinger.

**AUTOSPORT SAYS** A third consecutive top 10 in class would be a good result for Pegasus

## **EXTREME SPEED MOTORSPORTS (OAK)** LIGIER-NISSAN JSP2



**30** SCOTT SHARP   
JOHANNES VAN OVERBEEK   
ED BROWN   
**31** PIPO DERANI   
RYAN DALZIEL   
CHRIS CUMMING 



Extreme Speed Motorsports has joined forces with Ligier works operation OAK Racing – last year's P2 champion in the WEC – for 2016. The relationship has already yielded outright victories, with Honda power, in the Daytona and Sebring US endurance classics and podium finishes in the first two World Endurance Championship rounds for the lead Derani/Dalziel/Cumming car.

**AUTOSPORT SAYS** #31 should lead Ligier charge, but will it be a match for ORECA coupe at Le Mans?

## **EURASIA MOTORSPORT** ORECA-NISSAN 05



**33** TRISTAN GOMMENDY   
NICK DE BRUIJN   
'KEVIN' PU JUN JIN 

This stalwart of the Asian motorsport scene, run by expat Brit and 1980s Formula 3 driver Mark Goddard, makes its Le Mans debut in its second year as an ELMS regular. After a steady first season with an Oreca 03R, it has swapped to a coupe and brought in Gommendy to lead its assault.

**AUTOSPORT SAYS** Not a frontrunner, but Gommendy's one-lap pace could spring a qualifying surprise

**+** **RACE PERFORMANCE** ORECA-JUDD/BMW 03R



**34** SHINJI NAKANO   
JAMES WINSLOW   
NICOLAS LEUTWILER

Swiss team is back at the 24 Hours after a year's absence thanks to its overall victory in last winter's Asian Le Mans Series. It's retained its open-top ORECA-Judd/BMW V8 combination, while Nakano and Leutwiler have stayed for a 2016 campaign that also includes the ELMS.

**AUTOSPORT SAYS** Will be a big ask for this line-up to repeat the team's frontrunning 2014 performance

**BAXI DC RACING ALPINE** ORECA-NISSAN 05



EBREY/LAT

**35** HO PIN TUNG   
NELSON PANCIATICI   
DAVID CHENG

Signatech Alpine expands to two cars after linking up with US-Chinese driver and entrant Cheng, whose squad won the LMP3 title in the 2015-16 Asian LMS. Panciatici, a two-time ELMS champion with Signatech, moves over from the lead car to share with Cheng and ex-GP2 driver Tung.

**AUTOSPORT SAYS** Signatech's second-string car, but Tung and Panciatici can mix with the best in class

**SIGNATECH ALPINE** ORECA-NISSAN 05



EBREY/LAT

**36** NICOLAS LAPIERRE   
STEPHANE RICHELMI   
GUSTAVO MENEZES

Signatech continues its relationship with Renault-owned sportscar manufacturer Alpine, badging its new ORECA coupes as A460s. Ex-Toyota man Lapierre has been brought in to lead the line-up in the regular Signatech entry alongside Richelmi and top silver Menezes.

**AUTOSPORT SAYS** Probably the best driver combo in class, but Signatech has yet to optimise its ORECA's

# LE MANS 2016

LMP1 LMP2 GTE PRO GTE AM



## KROHN RACING

LIGIER-NISSAN JSP2



EBREY/LAT



**40** JOAO BARBOSA   
NIC JONSSON   
TRACY KROHN

Le Mans stalwart team Krohn returns for its 10th Le Mans assault. It fields the Ligier coupe with which it graduated to LMP2 from GTE Am last season, though it's now run in conjunction with Greaves and has a Nissan engine rather than a Judd/BMW. Barbosa returns for this race.

**AUTOSPORT SAYS** Emulating its GT2/GTE Am podiums of the past is a long shot for Krohn



## GREAVES MOTORSPORT

LIGIER-NISSAN JSP2



EBREY/LAT



**41** KUBA GIEMAZIAK   
MEMO ROJAS   
JULIEN CANAL

P2 class winner at Le Mans in 2011 has bought a Ligier for an assault on the ELMS and Le Mans. Three-time Daytona winner Rojas undertakes his first season of European racing since 2004 alongside reigning WEC P2 champion Canal and former Porsche Supercup star Giermaziak.

**AUTOSPORT SAYS** Strong team and driver line-up has yet to produce expected results on switch to Ligier



## STRAKKA RACING

GIBSON-NISSAN 015S



EBREY/LAT



**42** DANNY WATTS   
JONNY KANE   
NICK LEVENTIS

This British team with two top-six results at Le Mans to its name returns for an eighth assault, this time with the Gibson (nee Zytek) to which it swapped after abandoning the Dome S103 raced in the 24 Hours last year. Fifth in April's Silverstone opener was its best result with the car so far.

**AUTOSPORT SAYS** A 'real' pro-am line-up means Strakka will always struggle to mount a real challenge



## RGR SPORT BY MORAND LIGIER-NISSAN JSP2



XPB/IMAGES

**43** BRUNO SENNA   
FILIPE ALBUQUERQUE   
RICARDO GONZALEZ 

Former WEC P2 champion Gonzalez has become an entrant for the first time and fields a Ligier run by the Morand team under the umbrella of OAK Racing/Onroak in the full WEC. Senna and Albuquerque complete a strong line-up that triumphed on its debut at Silverstone.

**AUTOSPORT SAYS** Silverstone proved Morand has stepped up. Should be among the best of the Ligiers



## MANOR ORECA-NISSAN 05



EBREY/LAT

**44** WILL STEVENS   
MATT RAO   
TOR GRAVES 

The Manor junior single-seater squad has effectively been revived in the WEC after team bosses John Booth and Graeme Lowdon split with the F1 team they started for 2010. An additional ORECA entered for the WEC doesn't have a Le Mans entry, so Rao moves over to this car.

**AUTOSPORT SAYS** Strong pace of both cars at Spa suggests the team can challenge on its Le Mans debut



## THIRIET BY TDS RACING ORECA-NISSAN 05



EBREY/LAT

**46** MATHIAS BECHE   
PIERRE THIRIET   
RYO HIRAKAWA 

ELMS stalwart TDS – a race winner in the series every year since its debut in 2011 – is back for what looks like its strongest Le Mans assault so far. Beche is on loan from LMP1 privateer Rebellion for the full season, Hirakawa is a Toyota placement and Thiriet is among the top silver drivers.

**AUTOSPORT SAYS** Imola ELMS win suggests TDS is ready to improve on its second places of 2012 and '14

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**KCMG** ORECA-NISSAN 05


**47** RICHARD **BRADLEY**   
 TSUGIO **MATSUDA**   
 MATT **HOWSON** 

This Chinese entrant is back for a one-off P2 return, at least for the time being, with the ORECA coupe that blitzed the class last year with Bradley, Howson and Lapierre. The winning team from 2015 has been put back together, more or less, but there have been no warm-up races.

**AUTOSPORT SAYS** If KCMG can hit the ground running, it will be in the mix


**MURPHY PROTOTYPES** ORECA-NISSAN 03R


**48** JEROEN **BLEEKEMOLEN**   
 MARC **GOOSSENS**   
 BEN **KEATING** 

Anglo-Irish squad continues with the unfashionable open-top ORECA and has forged a deal for the 24 Hours with Keating after the Riley Chrysler Viper he raced last season only made the reserve list. He brings Viper veterans Goossens and Bleekemolen to create a strong driver line-up.

**AUTOSPORT SAYS** Murphy has to be considered a dark horse with this group of drivers


**MICHAEL SHANK RACING** LIGIER-HONDA JSP2


**49** OSWALDO **NEGRI JR**   
 LAURENS **VANTHOOR**   
 JOHN **PEW** 

Former Daytona winner Shank makes Le Mans debut after being awarded a guaranteed entry by US organiser IMSA. It's linked up with Ligier builder Onroak for logistical support – and the loan of the car that won Daytona and Sebring with ESM – and brought in Vanthoor alongside Negri and Pew.

**AUTOSPORT SAYS** Works support should provide Shank with the shortcuts it needs to be a frontrunner

# LE MANS 2016

LMP1 LMP2 **GTE PRO** GTE AM

## **AF CORSE** FERRARI 488 GTE



**51** GIANMARIA BRUNI   
JAMES CALADO   
ALESSANDRO PIER GUIDI

**71** DAVIDE RIGON   
SAM BIRD   
ANDREA BERTOLINI



Ferrari has a new car in the twin-turbo 488 built to the latest GTE rule book introduced for this season to replace the normally aspirated 458, which was twice a winner in the GTE Pro class at Le Mans. The Italian AF Corse team again fields a pair of factory cars in the full WEC for a new driver line-up. Bruni is joined by Brit Calado, who steps up to drive alongside the two-time world champion after a couple of years in the second car. He has been replaced alongside Rigon by Bird, who has landed his chance with the factory after taking the LMP2 title in last year's WEC for the OAK-run G-Drive squad. Pier Guidi, making his first Le Mans start, and marque stalwart Bertolini join the line-ups for the 24 Hours.

**AUTOSPORT SAYS** Back-to-back wins in the first two rounds must make Ferrari the pre-race favourite

## **CORVETTE RACING** CHEVROLET CORVETTE C7.R



**63** JAN MAGNUSSEN   
ANTONIO GARCIA   
RICKY TAYLOR

**64** OLIVER GAVIN   
TOMMY MILNER   
JORDAN TAYLOR



The Pratt & Miller-run factory Chevrolet squad is back at Le Mans for its 17th consecutive campaign with a line-up of Corvette GT cars in search of a ninth class victory. This year's C7.R is a version of last year's GTE Pro winner and has already triumphed in the GT Le Mans class at the blue-riband Daytona and Sebring rounds of the IMSA SportsCar Series in North America. The driver combinations have been tweaked for 2016, with Ricky Taylor joining younger brother Jordan (the sons of 13-time Le Mans driver Wayne) on the roster for the first time. Ricky lines up alongside Magnussen and Garcia in place of Ryan Briscoe, who has switched to Ford, while Jordan again teams up with veteran Gavin and Milner for his fifth season here.

**AUTOSPORT SAYS** The Corvettes will be right in the mix, balance of performance permitting



## DEMPSEY-PROTON RACING PORSCHE 911 RSR



**77** RICHARD LIETZ   
MICHAEL CHRISTENSEN   
PHILIPP ENG 

The German team represents Porsche in the full WEC with a works-assisted 911 RSR entered under the Dempsey-Proton banner as the result of a continued tie-up with US actor Patrick Dempsey. It's a set-up not dissimilar from the days when the German squad, as Felbermayr-Proton, represented Porsche at the 24 Hours and in the Le Mans Series in Europe. That yielded a GT2 triumph at Le Mans in 2010 and back to back LMS titles in 2009-10. Factory drivers Lietz and Christensen are joined by reigning Porsche Supercup champion Eng, who has been loaned out by BMW for his first 24 Hours attempt.

**AUTOSPORT SAYS** It might be a big ask for Proton to take the fight to the factories



## RISI COMPETIZIONE FERRARI 488 GTE



**82** GIANCARLO FISICHELLA   
TONI VILANDER   
MATTEO MALUCELLI 

Team owner Giuseppe Risi renews his love affair with Le Mans that dates back to the early 1980s and the GRID Group C team. The Houston-based squad is back at the 24 Hours six years on from its previous assault – and seven after the last of its trio of class wins for Ferrari – with a solo 488. Ferrari factory men Fisichella and Vilander, who switched to Risi and a North American programme from AF's WEC line-up in 2014 and '16 respectively, are the squad's full-season IMSA drivers, their best result a third at Long Beach. They are joined by Malucelli, who returns to Risi after being dropped by the team in 2014.

**AUTOSPORT SAYS** IMSA form suggests Risi won't be a contender, but its Le Mans record does

# LE MANS 2016

LMP1 LMP2 **GTE PRO** GTE AM



## PORSCHE MOTORSPORT PORSCHE 911 RSR



**91** PATRICK **PILET**   
KEVIN **ESTRE**   
NICK **TANDY**

**92** FREDERIC **MAKOWIECKI**   
JORG **BERGMEISTER**   
EARL **BAMBER**



DOLE/LAT

Porsche opted not to defend its 2015 drivers', manufacturers' and teams' titles with a full-season campaign, instead developing a new 911 to the latest GTE rulebook for 2017. It is back for a one-off in the WEC at Le Mans, however, with two updated 2015 cars run by the same successful set-up from last season, even though team founder Olaf Manthey has retired. Tandy and Bamber, overall winners in one of Porsche's 919 Hybrids at Le Mans last year, each race one of the two GTE Pro entries with their regular team-mates from Porsche's campaign in the IMSA series. Tandy and Pilet are joined by Estre, for his first appearance in a factory Porsche at Le Mans, while Bamber and Makowiecki are partnered by marque veteran Bergmeister.

**AUTOSPORT SAYS** Difficult to make predictions for a team joining the WEC for Le Mans



## ASTON MARTIN RACING ASTON MARTIN VANTAGE GTE



**95** NICKI **THIIM**   
MARO **SORENSEN**   
DARREN **TURNER**

**97** RICHIE **STANAWAY**   
FERNANDO **REES**   
JONNY **ADAM**



EBREY/LAT

Aston continues in GTE Pro with the long-serving Vantage now updated to the new rules. The emotive Gulf livery disappears after eight seasons as a result of a tie-up with French oil supplier Total, while the cars run on Dunlop rather than Michelin tyres. The move, which has created a mini tyre war in class, has put them on rubber specifically developed for the front-engined Vantage. There are two cars rather than three in the WEC this season, which has resulted in a reshuffle of the driver line-up. Aston stalwart Turner moves over to join Thiim and Sorensen in the car backed by Danish entrant Young Driver. Reigning British GT champion Adam, meanwhile, moves up to the WEC team to take the seat alongside Stanaway and Rees in the other car.

**AUTOSPORT SAYS** Expect Aston to be more competitive at Le Mans than in the WEC rounds so far


**FORD CHIP GANASSI** FORD GT


**66** OLIVIER PLA   
 BILLY JOHNSON   
 STEFAN MUCKE 

**67** MARINO FRANCHITTI   
 ANDY PRIAULX   
 HARRY TINCKNELL 

**68** JOEY HAND   
 SEBASTIEN BOURDAIS   
 DIRK MULLER 

**69** RYAN BRISCOE   
 RICHARD WESTBROOK   
 SCOTT DIXON 



EBREY/LAT

 **P14 FORD IS BACK**

Ford is making a four-car assault on the 24 Hours in the spirit of its 1960s campaigns based on multiple entries from multiple teams armed with the GT40 and its derivatives. The Ganassi-branded, UK-based operation competing in the full WEC is joined at the 24 Hours by the US Ganassi team, which has won the Indy 500 on four occasions and the Daytona 24 Hours six times. The two teams – which will operate as one for the 24 Hours – have recruited from far and wide for their respective campaigns. Westbrook and Briscoe came from Chevrolet, Mucke from Aston Martin, Priaulx and Muller from BMW and Pla from Nissan. Hand was already on the books after leaving BMW to join Ganassi's Daytona Prototype ranks ahead of the 2015 season, while Franchitti was recruited for the WEC line-up two years on from his Sebring 12 Hours victory with the US squad. The additional drivers for Le Mans include Ganassi stalwart and four-time IndyCar champion Dixon, a Le Mans debutant, and one of his rivals in former Peugeot LMP1 driver Bourdais, who returns to his 'home race' for the first time since 2012.

**AUTOSPORT SAYS** Ford's WEC form so far shouldn't be regarded as an indicator for Le Mans


**LARBRE COMPETITION** CHEVROLET CORVETTE C7.R


**50** PAOLO RUBERTI   
 PIERRE RAGUES   
 YUTAKA YAMAGISHI 

Larbre Competition is back at Le Mans with its Corvette C7.R, hoping to repeat its GTE Am victories of 2011 and '12 with a C6.R – not to mention its three previous class wins. Ruberti is retained, at least for now, joined by Ragues and Yamagishi.

**AUTOSPORT SAYS** A pair of thirds so far in the WEC suggest Larbre will be right in the mix

# LE MANS 2016

LMP1 LMP2 GTE PRO **GTE AM**

## **AF CORSE** FERRARI 458 ITALIA



**55** MATT **GRIFFIN**   
AARON **SCOTT**   
DUNCAN **CAMERON** 

**83** EMMANUEL **COLLARD**   
RUI **AGUAS**   
FRANCOIS **PERRODO** 



The eight-strong fleet of P2 and GTE cars run by AF Corse includes a pair of Am entries entered under its own name. WEC regulars Collard (the most experienced driver in the field with 21 Le Mans starts), Aguas and Perrodo, who were class winners at Silverstone in April, are joined by the ELMS crew of Griffin, Scott and Cameron, who have also been on the podium already this season.

**AUTOSPORT SAYS** Two strong cars must mean AF is a safe bet for a class podium at the very least

## **TEAM AAI (PROSPEED)** CHEVROLET CORVETTE C7.R



**57** JOHNNY **O'CONNELL**   
OLIVER **BRYANT**   
MARK **PATTERSON** 

The Taiwanese entrant is back at Le Mans for a second season, this time with a solo Corvette run by regular tech partner ProSpeed from Belgium. The Chevy, owned by a Dutch collector, is the car that won GTE Pro last year. The driver line-up is led by former Corvette star O'Connell.

**AUTOSPORT SAYS** This driver combo and ProSpeed's experience must make AAI a dark horse in class

## **FORMULA RACING (AF CORSE)** FERRARI 458 ITALIA



**60** MIKKEL **MAC**   
JOHNNY **LAURSEN**   
CHRISTINA **NIELSEN** 

The Danish Ferrari and Maserati importer makes its Le Mans debut as last year's winner of the ELMS GTE title. AF runs the car, as with Formula Racing's previous campaigns, and two of its ELMS champions in Mac and Laursen drive alongside IMSA GT Daytona class runner-up Nielsen.

**AUTOSPORT SAYS** Lack of Le Mans experience could count against what looks like a decent crew



## CLEARWATER RACING (AF CORSE) FERRARI 458 ITALIA



**61** ROB BELL   
KEITA SAWA   
MOK WENG SUN

Victory in the GT class of the 2015-16 Asian LMS with a McLaren 650S GT3 earned the Singapore entrant a Le Mans entry. It has teamed up with AF to field a Ferrari 458, a last year's factory car, for a line-up including McLaren factory driver Bell and twice Macau GT Cup winner Sawa.

**AUTOSPORT SAYS** If race rookie Sawa gets to grips with Le Mans, Clearwater could be a contender



## SCUDERIA CORSA FERRARI 458 ITALIA



**62** TOWNSEND BELL   
JEFFREY SEGAL   
BILL SWEEDLER

The Californian IMSA squad, last year's GTD class winner, returns to Le Mans for the second time with the same drivers, despite Bell and Sweedler swapping in the US. A partial IMSA campaign in GT Le Mans with a new 488 will help its chances.

**AUTOSPORT SAYS** A podium on its debut last year proved the team's credentials on the big stage



## KCMG (PROTON) PORSCHE 911 RSR



**78** WOLF HENZLER   
JOEL CAMATHIAS   
CHRISTIAN RIED

The LMP2 Le Mans-winning team of 2015 has kept a full-time WEC presence with a Porsche run by Proton. The regular driver line-up of factory-contracted Henzler, ex-Champ Car racer Camathias and boss Ried stays on board for Le Mans.

**AUTOSPORT SAYS** Handy trio were in the fight at Silverstone until technical problems in the final hour



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 **GULF RACING UK** PORSCHE 911 RSR


**86** ADAM **CARROLL**   
 BEN **BARKER**   
 MICHAEL **WAINWRIGHT** 

The British Gulf squad, which has had the same set-up since the 2014 season, makes its Le Mans debut after graduating to the WEC following two years in the ELMS. Carroll stays as lead driver alongside team owner Wainwright, while Barker has returned after a year's absence.

**AUTOSPORT SAYS** A team new to Le Mans has a lot to learn, but it did do the Test Day last year

 **ABU DHABI PROTON RACING/PROTON COMPETITION** PORSCHE 911 RSR


**88** PATRICK **LONG**   
 DAVID **HEINEMEIER HANSSON**   
 KHALED **AL QUBAISI** 

**89** LEH **KEEN**   
 COOPER **MACNEIL**   
 MARC **MILLER** 



Proton runs a further two cars in its own name. Former Aston Martin driver Heinemeier Hansson has moved back to GTE from the LMP2 ranks for the 2016 season to join Long and Al Qubaisi in the full-time WEC entry. MacNeil and Keen, team-mates in IMSA at Alex Job Racing, have put together a deal to race the extra entry at Le Mans and are joined by fellow American Miller.

**AUTOSPORT SAYS** #88 should be a frontrunner, but don't write off the chances of the sister car

 **ASTON MARTIN RACING** ASTON MARTIN VANTAGE GTE


**98** PEDRO **LAMY**   
 MATHIAS **LAUDA**   
 PAUL **DALLA LANA** 

**99** GARY **HIRSCH**   
 LIAM **GRIFFIN**   
 ANDREW **HOWARD** 



AMR's regular GTE Am entry in the WEC, already a race winner this season with Lamy, Lauda and Dalla Lana, is joined by its solo car from the ELMS, owned and raced by two-time British GT champion Howard. Hirsch, overall ELMS champ last year with the Greaves Gibson LMP2 team, has stepped down from the prototype ranks to lead the line-up on his first GT drive in four seasons.

**AUTOSPORT SAYS** #98 must start among the favourites, but two amateurs in #99 will count against it

# Circuit guide

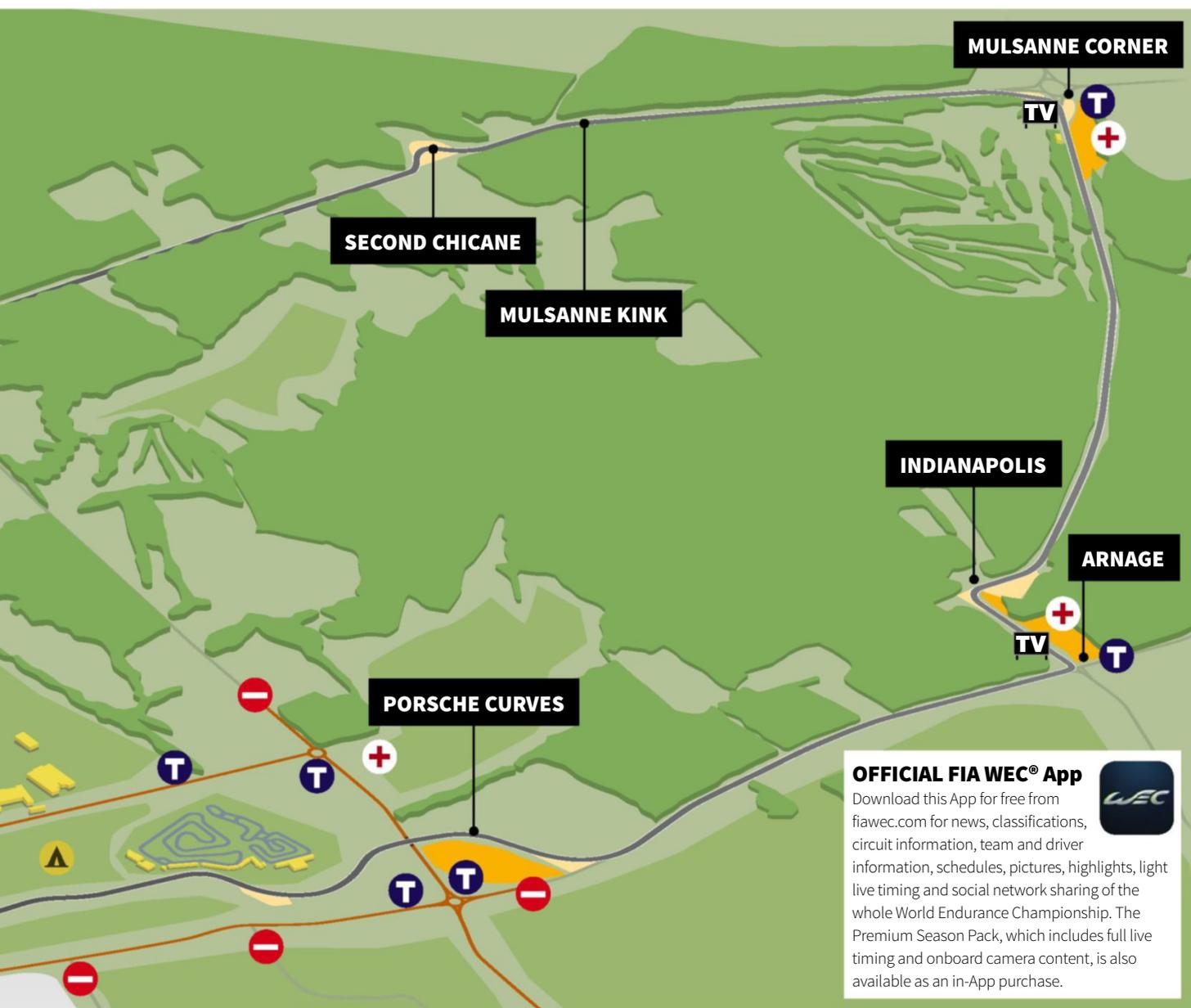


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## Timetable of events

**SUNDAY JUNE 12**  
 1430-1900 Scrutineering (Place de la Republique)

**MONDAY JUNE 13**  
 1000-1800 Scrutineering (Place de la Republique)

**TUESDAY JUNE 14**  
 1700-1830 Autographs (pits)

**WEDNESDAY JUNE 15**  
 1600-2000 Le Mans 24 Hours Free practice  
 2030-2130 Road to Le Mans (LMP3/GT3) free practice 1  
 2200-0000 Le Mans 24 Hours Qualifying 1

**THURSDAY JUNE 16**  
 1000-1045 Ferrari Challenge free practice 1  
 1130-1215 Ferrari Challenge free practice 2  
 1430-1530 Road to Le Mans free practice 2  
 1600-1700 Ferrari Challenge qualifying  
 1800-1830 Road to Le Mans qualifying  
 1900-2100 Le Mans 24 Hours Qualifying 2  
 2200-0000 Le Mans 24 Hours Qualifying 3

**FRIDAY JUNE 17**  
 1730-1900 Drivers parade (Le Mans town centre)

**SATURDAY JUNE 18**  
 0900-0945 Warm-up  
 1005 Ferrari Challenge Race  
 1110 Road to Le Mans Race  
 1500 Le Mans 24 Hours start

**SUNDAY JUNE 19**  
 1500 Race finish

**TICKETS**  
[www.lemans.org/en/tickets.html](http://www.lemans.org/en/tickets.html)

## Following the race

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# LE MANS 2016

| NO                    | DRIVERS  | TEAM                               | CAR                      |
|-----------------------|--|------------------------------------|--------------------------|
| <b>LMP1</b>           |  |                                    |                          |
| 1                     | Timo Bernhard (D) Mark Webber (AUS) Brendon Hartley (NZ)                 | Porsche Team                       | Porsche 919 Hybrid       |
| 2                     | Romain Dumas (F) Neel Jani (CH) Marc Lieb (D)                            | Porsche Team                       | Porsche 919 Hybrid       |
| 4                     | Simon Trummer (CH) Oliver Webb (GB) Pierre Kaffer (D)                    | ByKolles Racing Team               | CLM-AER P1/01            |
| 5                     | Anthony Davidson (GB) Sebastien Buemi (CH) Kazuki Nakajima (J)           | Toyota Gazoo Racing                | Toyota TS050 HYBRID      |
| 6                     | Stephane Sarrazin (F) Mike Conway (GB) Kamui Kobayashi (J)               | Toyota Gazoo Racing                | Toyota TS050 HYBRID      |
| 7                     | Marcel Fassler (CH) Andre Lotterer (D) Benoit Treluyer (F)               | Audi Sport Team Joest              | Audi R18 e-tron quattro  |
| 8                     | Lucas di Grassi (BR) Loic Duval (F) Oliver Jarvis (GB)                   | Audi Sport Team Joest              | Audi R18 e-tron quattro  |
| 12                    | Nicolas Prost (F) Nick Heidfeld (D) Nelson Piquet Jr (BR)                | Rebellion Racing                   | Rebellion-AER R-One      |
| 13                    | Matheo Tuscher (CH) Alexandre Imperatori (CH) Dominik Kraihamer (A)      | Rebellion Racing                   | Rebellion-AER R-One      |
| <b>LMP2</b>           |  |                                    |                          |
| 22                    | Vincent Capillaire (F) Olivier Lombard (F) Jonathan Coleman (GB)         | SO24! by Lombard Racing            | Ligier-Judd/BMW JSP2     |
| 23                    | Fabien Barthez (F) Paul-Loup Chatin (F) Timothe Buret (F)                | Panis Barthez Competition (Tech 1) | Ligier-Nissan JSP2       |
| 25                    | Michael Munemann (GB) Chris Hoy (GB) Andrea Pizzitola (F)                | Algarve Pro Racing                 | Ligier-Nissan JSP2       |
| 26                    | Roman Rusinov (RUS) Nathanael Berthon (F) Rene Rast (D)                  | G-Drive Racing (Jota Sport)        | ORECA-Nissan 05          |
| 27                    | Nicolas Minassian (F) Maurizio Mediani (I) Mikhail Aleshin (RUS)         | SMP Racing (AF Corse)              | BRE-Nissan BR01          |
| 28                    | Ines Taittinger (F) Remy Striebig (F) Leo Roussel (F)                    | Pegasus Racing                     | Morgan-Nissan LMP2       |
| 30                    | Scott Sharp (USA) Ed Brown (USA) Johannes van Overbeek (USA)             | Extreme Speed Motorsports (OAK)    | Ligier-Nissan JSP2       |
| 31                    | Ryan Dalziel (GB) Pipo Derani (BR) Chris Cumming (CDN)                   | Extreme Speed Motorsports (OAK)    | Ligier-Nissan JSP2       |
| 33                    | Pu Jun Jin (PRC) Tristan Gommendy (F) Nick de Bruijn (NL)                | Eurasia Motorsport                 | ORECA-Nissan 05          |
| 34                    | Nicolas Leutwiler (CH) Shinji Nakano (J) James Winslow (GB)              | Race Performance                   | ORECA-Judd/BMW 03R       |
| 35                    | David Cheng (USA) Ho-Pin Tung (NL) Nelson Panciatici (F)                 | BAXI DC Racing Alpine (Signatech)  | ORECA-Nissan 05          |
| 36                    | Gustavo Menezes (USA) Nicolas Lapierre (F) Stephane Richelmi (MC)        | Signatech Alpine                   | ORECA-Nissan 05          |
| 37                    | Vitaly Petrov (RUS) Victor Shaytar (RUS) Kirill Ladygin (RUS)            | SMP Racing (AF Corse)              | BRE-Nissan BR01          |
| 38                    | Simon Dolan (GB) Giedo van der Garde (NL) Jake Dennis (GB)               | G-Drive Racing (Jota Sport)        | Gibson-Nissan 015S       |
| 40                    | Tracy Krohn (USA) Nic Jonsson (S) Joao Barbosa (P)                       | Krohn Racing                       | Ligier-Nissan JSP2       |
| 41                    | Memo Rojas (MEX) Julien Canal (F) Kuba Giermaziak (PL)                   | Greaves Motorsport                 | Ligier-Nissan JSP2       |
| 42                    | Nick Leventis (GB) Danny Watts (GB) Jonny Kane (GB)                      | Strakka Racing                     | Gibson-Nissan 015S       |
| 43                    | Ricardo Gonzalez (MEX) Filipe Albuquerque (P) Bruno Senna (BR)           | RGR Sport by Morand                | Ligier-Nissan JSP2       |
| 44                    | Tor Graves (GB) Will Stevens (GB) Matt Rao (GB)                          | Manor                              | ORECA-Nissan 05          |
| 46                    | Pierre Thiriet (F) Mathias Beche (CH) Ryo Hirakawa (J)                   | Thiriet by TDS Racing              | ORECA-Nissan 05          |
| 47                    | Tsugio Matsuda (J) Richard Bradley (GB) Matt Howson (GB)                 | KCMG                               | ORECA-Nissan 05          |
| 48                    | Ben Keating (USA) Jeroen Bleekemolen (NL) Marc Goossens (B)              | Murphy Prototypes                  | ORECA-Nissan 03R         |
| 49                    | John Pew (USA) Oswaldo Negri Jr (BR) Laurens Vanthoor (B)                | Michael Shank Racing               | Ligier-Honda JSP2        |
| <b>GTE PRO</b>        |  |                                    |                          |
| 51                    | Gianmaria Bruni (I) James Calado (GB) Alessandro Pier Guidi (I)          | AF Corse                           | Ferrari 488 GTE          |
| 63                    | Jan Magnussen (DK) Antonio Garcia (E) Ricky Taylor (USA)                 | Corvette Racing (Pratt & Miller)   | Chevrolet Corvette C7.R  |
| 64                    | Oliver Gavin (GB) Tommy Milner (USA) Jordan Taylor (USA)                 | Corvette Racing (Pratt & Miller)   | Chevrolet Corvette C7.R  |
| 66                    | Olivier Pla (F) Billy Johnson (USA) Stefan Mucke (D)                     | Ford Chip Ganassi Team UK          | Ford GT                  |
| 67                    | Marino Franchitti (GB) Andy Priaulx (GB) Harry Tincknell (GB)            | Ford Chip Ganassi Team UK          | Ford GT                  |
| 68                    | Joey Hand (USA) Sebastien Bourdais (F) Dirk Muller (D)                   | Ford Chip Ganassi Team USA         | Ford GT                  |
| 69                    | Ryan Briscoe (AUS) Richard Westbrook (GB) Scott Dixon (NZ)               | Ford Chip Ganassi Team USA         | Ford GT                  |
| 71                    | Sam Bird (GB) Davide Rigon (I) Andrea Bertolini (I)                      | AF Corse                           | Ferrari 488 GTE          |
| 77                    | Richard Lietz (A) Michael Christensen (DK) Philipp Eng (A)               | Dempsey-Proton Racing              | Porsche 911 RSR          |
| 82                    | Giancarlo Fisichella (I) Toni Vilander (FIN) Matteo Malucelli (I)        | Risi Competizione                  | Ferrari 488 GTE          |
| 91                    | Patrick Pilet (F) Kevin Estre (F) Nick Tandy (GB)                        | Porsche Motorsport                 | Porsche 911 RSR          |
| 92                    | Frederic Makowiecki (F) Jorg Bergmeister (D) Earl Bamber (NZ)            | Porsche Motorsport                 | Porsche 911 RSR          |
| 95                    | Nicki Thiim (DK) Marco Sorensen (DK) Darren Turner (GB)                  | Aston Martin Racing                | Aston Martin Vantage GTE |
| 97                    | Richie Stanaway (NZ) Fernando Rees (BR) Jonny Adam (GB)                  | Aston Martin Racing                | Aston Martin Vantage GTE |
| <b>GTE AM</b>         |  |                                    |                          |
| 50                    | Yutaka Yamagishi (J) Pierre Ragues (F) Paolo Ruberti (I)                 | Larbre Competition                 | Chevrolet Corvette C7.R  |
| 55                    | Duncan Cameron (GB) Matt Griffin (IRL) Aaron Scott (GB)                  | AF Corse                           | Ferrari 458 Italia       |
| 57                    | Johnny O'Connell (USA) Oliver Bryant (GB) Mark Patterson (USA)           | Team AAI (ProSpeed)                | Chevrolet Corvette C7.R  |
| 60                    | Johnny Laursen (DK) Mikkel Mac (DK) Christina Nielsen (DK)               | Formula Racing (AF Corse)          | Ferrari 458 Italia       |
| 61                    | Mok Weng Sun (MAL) Keita Sawa (J) Rob Bell (GB)                          | Clearwater Racing (AF Corse)       | Ferrari 458 Italia       |
| 62                    | Bill Sweedler (USA) Townsend Bell (USA) Jeff Segal (USA)                 | Scuderia Corsa                     | Ferrari 458 Italia       |
| 78                    | Christian Ried (D) Wolf Henzler (D) Joel Camathias (CH)                  | KCMG (Proton)                      | Porsche 911 RSR          |
| 83                    | Francois Perrodo (F) Emmanuel Collard (F) Rui Aguas (P)                  | AF Corse                           | Ferrari 458 Italia       |
| 86                    | Michael Wainwright (GB) Adam Carroll (GB) Ben Barker (GB)                | Gulf Racing                        | Porsche 911 RSR          |
| 88                    | Khaled Al Qubaisi (UAE) David Heinemeier Hansson (DK) Patrick Long (USA) | Abu Dhabi-Proton Racing            | Porsche 911 RSR          |
| 89                    | Cooper MacNeil (USA) Leh Keen (USA) Marc Miller (USA)                    | Proton Competition                 | Porsche 911 RSR          |
| 98                    | Paul Dalla Lana (CDN) Pedro Lamy (P) Mathias Lauda (A)                   | Aston Martin Racing                | Aston Martin Vantage GTE |
| 99                    | Andrew Howard (GB) Liam Griffin (GB) Gary Hirsch (CH)                    | Aston Martin Racing                | Aston Martin Vantage GTE |
| <b>INNOVATIVE CAR</b> |  |                                    |                          |
| 84                    | Frederic Sausset (F) Christophe Tinseau (F) Jean-Bernard Bouvet (F)      | SRT41 by OAK Racing                | Morgan-Nissan LMP2       |

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